

**A G E N D A**

**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

**Holiday Inn, I-81 at Route 50  
Winchester, Virginia  
May 17, 1990  
10:00 a.m.**

1. **Public Comment**
2. **Action on Permits Issued and Canceled from April 1, 1990 through April 30, 1990**
3. **Action on Additions, Abandonments or Other Changes in the Secondary System from March 26, 1990 to April 20, 1990**
4. **Action on Discontinuance from the Secondary System: Campbell County and the City of Suffolk**
5. **City Street Mileage**
6. **Action on Bids Received April 24, 1990**
7. **Consultant Agreement: Armistead Avenue Connection - City of Hampton  
Proj. U000-114-114, PE101  
Engineering services  
DeLew, Cather and Company of Virginia**  
**Consultant Agreement: Statewide Photogrammetric Ground Control Survey and Supporting Survey Activities  
Biennial Agreement  
Anderson and Associates**  
**Consultant Agreement: Statewide Photogrammetric Ground Control Survey and Supporting Survey Activities  
Biennial Agreement  
Bengston, DeBell, Elkin and Titus, Ltd.**  
**Consultant Agreement: Subdivision and Site Plan Review  
Arlington, Fairfax, Loudoun and Prince William Counties  
Wilbur Smith Associates**

**Consultant Agreement:** Route 3 - Middlesex-Lancaster Counties  
(R. O. Norris Bridge)  
Proj. 0003-059-1959-052  
Supplemental Agreement # 2 for revisions  
in scope of services  
Baker and Associates

**Consultant Agreement:** Route 17 - Gloucester and York Counties  
(George P. Coleman Bridge and Approach  
Roadway Widening)  
Proj. 6017-036-115, PE101, S604, RW201, C501  
6017-099-114, PE101, RW201, C501  
0017-027-1946, Act. 462  
Phase I design services  
Parsons, Brinckerhoff, Quade and Douglas,  
Inc.

**Consultant Agreement:** Route 58 - Lee County  
Proj. 0058-052-E17, PE101, C501  
Services for complete right of way and  
construction plans, bridge plans,  
environmental reports, geotechnical  
investigations, and present and design  
year traffic data  
Burton, Adams, Kemp and King, Inc.

**Consultant Agreement:** Route 220 - Alleghany and Botetourt  
Counties  
Proj. 6220-011-106, PE101  
6220-003-107, PE101  
Fr: 0.40 Mile North of CSX Railroad  
To: 0.475 Mile North of the North Corporate  
Limits of Iron Gate  
Supplemental Agreement # 3 for revisions.  
in scope of services  
Modjeski and Masters

**Consultant Agreement:** Construction Inspection Services for I-664  
Tunnel Facility  
Proj. 0664-061-103, S902  
0664-121-102, S902  
Howard, Needles, Tammen and Bergendoff

**Location:** Route 31 - James River Crossing - Charles City, James  
City and Surry Counties  
Proj. 0031-965-101, PE100  
Fr: Route 10  
To: Route 5

9. Location & Design: Route 13 (Military Highway) - Cities of Virginia Beach and Norfolk  
 Proj. 0013-122-105,C501.  
 0013-134-101,C501  
 Fr: W.C.L. of Virginia Beach  
 To: 0.60 Mi. N. of S.C.L. of Norfolk
- Location & Design: Route 340 - Augusta County  
 Proj. 0340-007-106,C504  
 Fr: 3.65 Miles S. of Intersection Route I-64 (S. of Waynesboro)  
 To: 0.75 Mile S. of Intersection Route I-64 (S. of Waynesboro)
- Location & Design: Route 645 - Russell County and Town of Honaker  
 Proj. 0645-083-136,C501,C504  
 0645-239-137,C501  
 Fr: 0.46 Mile W. Int. Existing Route 652  
 To: Route 80
- Location & Design: Route 864 (Spring Hill Road) - Fairfax County  
 Proj. 0684-029-306,C501  
 Fr: Leesburg Pike (Route 7)  
 To: International Drive
- Location & Design: Route 685 (Prices Fork Road) - Montgomery County  
 Proj. 0685-060-190,M501  
 Fr: Int. Exist. Route 736  
 To: W.C.L. Blacksburg
10. Break in Limited Access: Route 17 Bypass - Spotsylvania County  
 Break in Limited Access: Route 460 - City of Lynchburg
11. Designation of Virginia Byway: Routes 606, 628, 641 and 647  
 Rappahannock County
- Designation of Virginia Byway: Routes 624, 651, 621, 633, 620,  
 652, 655, 628, 622, 627, 608,  
 612, 626, and 255  
 Clarke County
12. Dedication of Right of Way: Route 29 - Culpeper County  
 Proj. 6029-023-107,C501  
 Dedicated right of way from the  
 Culpeper County Board of  
 Supervisors for the Business  
 Route 29/Route 29 Bypass  
 interchange improvements

13. Conveyances: Route 3 - City of Fredericksburg  
Route 13 - Accomack County  
Route 17 - City of Portsmouth  
Route 46 - Brunswick County  
Route 57 - Henry County  
Route Alt. 58 - Russell County  
Route 60 - City of Newport News  
Route 288 - Chestfield County  
Route 464 - City of Chesapeake  
Route 890 - Roanoke County  
Piedmont Drive - City of Danville
14. Industrial Access: Bedford County  
Proj. 1425-009-236,M501,PS708  
Lake Vista Executive Center  
(Technical Publications Service, Inc.)
- Industrial Access: Russell County/Town of Lebanon  
Proj. 1000-252-265,M501  
ASAA Technologies, Inc.
- Industrial Access: City of Lynchburg  
(Withdrawal and Proj. 9999-118-110,M501  
Reallocation) Public Industrial Park
15. Airport Access: Campbell County  
Proj. 0830-015-247,M501  
Lynchburg Regional Airport
- Airport Access: Smyth County  
Proj. 0706-086-209,M501  
Mountain Empire Airport
16. Recreational Access: Hanover County  
Proj. 0810-042-269,M501  
Poor Farm Park
17. Railroad Access: Brunswick County  
Brick and Tile Corporation of Lawrenceville
- Railroad Access: City of Newport News  
Edison Plastics Company
- Railroad Access: Wythe County  
Klockner-Pentaplast of America, Inc.
18. Tentative FY 1990-91 Annual Budget
19. 1990-91 Tentative Allocations and Six Year Improvement  
Program (1990-91 - 1995-96)

20. State Aid for Public Transportation - FY 91 Program of Projects
21. UMTA Section 9 - FY 91 Program of Projects
22. UMTA Section 18 - FY 91 Program of Projects
23. Report of the Internal Audit Committee
24. New Business
25. Adjourn

**MINUTES  
OF  
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

Winchester, Virginia

May 17, 1990

The monthly meeting of the Commonwealth Transportation Board was held at the Holiday Inn, I-81 at Route 50, Winchester, Virginia, on May 17, 1990 at 10:00 a.m. The Chairman, Mr. John G. Milliken, presided.

Present: Messrs. Milliken, Pethtel, Bacon Davidson, Howlette, Humphreys, Kelly, Malbon, Mastracco, Musselwhite, Quicke, Smalley, Waldman, and Warner and Mrs. Kincheloe and Dr. Thomas.

The Honorable Elizabeth Helm, Mayor of the City of Winchester, The Honorable Kenneth Y. Stiles, Chairman of the Board of Supervisors of Frederick County and the Honorable John D. Hardesty, Chairman of the Board of Supervisors of Clarke County, welcomed the Board to the area and thanked the members for their consideration and assistance in the past. The Honorable Alson H. Smith, Jr., Member of the Virginia House of Delegates representing the 29th District, also welcomed the Board and complimented the Department of Transportation on its cooperation and responsiveness to the citizens and local officials of the Staunton District.

As part of Public Transit and Ridesharing Awareness Day, Mr. Milliken introduced and distributed copies of the first statewide transit/ridesharing map published by the Department of Transportation. Mr. Milliken presented a Certificate of Recognition, signed by Governor Lawrence Douglas Wilder, for transit Statewide to VAPTO. The certificate was received by Gary A. Lofton, Director of Public Works for the City of Winchester, and Michael S. Connelly, Vice-President of the Virginia Association of Public Transit Officials. A Certificate of Recognition was also presented for Virginia Ridesharing Statewide and was received by Thomas J. Christoffel, representing the Lord Fairfax Planning District Commission and TRIP (The Ridesharing Information Program).

5/17/90

On motion of Mr. Kelly, seconded by Dr. Thomas, permits issued and canceled from April 1, 1990 through April 30, 1990, inclusive, as shown by the records of the Department, were approved.

Moved by Mr. Kelly, seconded by Dr. Thomas, that the Board approve additions and abandonments to the Secondary System from March 26, 1990 to April 20, 1990, inclusive, as shown by the records of the Department.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, by proper resolution, the Board of Supervisors of Campbell County and the City of Suffolk have requested that certain roads which no longer serve as public necessities be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads are discontinued as parts of the Secondary System of Highways, effective this date.

Campbell County - Route 622 - From Station 22 + 50 to Station 31 + 50. 0.17 Mi.

Campbell County - Route 1520 - From Station 10 + 14 to Station 33 + 25; from Station 33 + 25 to Station 42 + 8; From Station 42 + 8 to Station 43 + 37; From Station 43 + 37 to Station 50 + 10. 0.77 Mi.

City of Suffolk - Route 616 - Sections 1-A, 1-B and 1-E. 0.08 Mi.

City of Suffolk - Route 759 - Sections 1-C, 1-D and 1-F. 0.07 Mi.

Motion carried.

5/17/90

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the corporate limits of the Town of Blacksburg are eligible for such payments; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Blacksburg, for maintenance payments on Minor Arterial Roads and Local Streets meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the Town of Blacksburg, for Minor Arterial Roads and Local Streets be increased as described on tabulation sheet number 1 for the Town of Blacksburg dated March 15, 1990.

The tabulation sheet is on file in the Department's Urban Division.

The Minor Arterial Road addition totaling 0.11 mile increases the total mileage to 5.35 centerline miles of approved roads subject to maintenance payments.

The Local Street additions totaling 0.16 mile increase the total mileage to 72.05 centerline miles of approved streets subject to maintenance payments.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the corporate limits of the City of Buena Vista are eligible for such payments; and

5/17/90

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Buena Vista, for maintenance payments on Principal Arterial Roads, Collector Roads, and Local Streets meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Buena Vista, for Principal Arterial Roads, Collector Roads, and Local Streets be increased as described on tabulation sheet number 1 for the City of Buena Vista dated February 28, 1990.

The tabulation sheet is on file in the Department's Urban Division.

The Principal Arterial Road additions totaling 0.17 mile increase the total mileage to 5.25 centerline miles of approved roads subject to maintenance payments.

The Collector Road additions totaling 0.32 mile increase the total mileage to 5.85 centerline miles of approved roads subject to maintenance payments.

The Local Street additions totaling 0.51 mile increase the total mileage to 30.86 centerline miles of approved streets subject to maintenance payments.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the corporate limits of the City of Colonial Heights are eligible for such payments; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Colonial Heights, for maintenance payments on Local Streets meeting the required criteria;

5/17/90

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Colonial Heights, for Local Streets be increased by 1.11 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheet number 1 for the City of Colonial Heights dated March 16, 1990.

The tabulation sheet is on file in the Department's Urban Division.

The Local Street additions totaling 1.11 miles increase the total mileage to 65.17 centerline miles of approved streets subject to maintenance payments.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the corporate limits of the Town of Culpeper are eligible for such payments; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Culpeper, for maintenance payments on Local Streets meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the Town of Culpeper, for Local Streets be increased by 1.44 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheets numbered 1 through 3 for the Town of Culpeper dated January 23, 1990.

The tabulation sheet is on file in the Department's Urban Division.

The Local Street additions totaling 1.44 miles increase the total mileage to 27.01 centerline miles of approved streets subject to maintenance payments.

Motion carried.

5/17/90

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, certain Principal-Minor Arterial Roads, Collector Roads and Local Streets within the corporate limits of the City of Hampton are eligible for such payments; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Hampton, for maintenance payments on Principal-Minor Arterial Roads and Local Streets meeting the required criteria;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments to the City of Hampton, for Principal-Minor Arterial Roads and Local Streets be increased as described on tabulation sheets numbered 1 through 4 for the City of Hampton dated March 15, 1990.

The tabulation sheets are on file in the Department's Urban Division.

The Principal Arterial Road additions totaling 0.35 mile increase the total mileage to 6.57 centerline miles of approved roads subject to maintenance payments.

The Minor Arterial Road additions totaling 2.63 lane miles increase the total mileage to 258.98 lane miles of approved roads subject to maintenance payments.

The Local Street additions totaling 4.10 miles increase the total mileage to 293.09 centerline miles of approved streets subject to maintenance payments.

Motion carried.

5/17/90

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth Transportation Board is authorized under Section 33.1-41.1 of the Code of Virginia, as amended, to approve payments to cities and certain towns for street maintenance purposes; and

WHEREAS, under the authority of Section 33.1-41.1, request was made by the Town of Lebanon for maintenance payments on streets and roads meeting the required criteria due to the Town annexing a portion of Russell County effective January 1, 1989, causing the Town's population to exceed 3,500 inhabitants, thereby making the Town eligible for urban system status to assume responsibility for street and road maintenance and to receive subject payments; and

WHEREAS, on April 19, 1990, the Commonwealth Transportation Board accepted the provisional 1988 Census and the Court Order dated November 16, 1988 as satisfactory evidence that the Town has attained a population of more than 3,500 thereby approving street maintenance payments for certain streets and roads;

NOW, THEREFORE, BE IT RESOLVED, that under Section 33.1-224 the streets and roads in the Town of Lebanon be eliminated from the "State Secondary Road System" and the control and jurisdiction shall be the responsibility of the Town of Lebanon.

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Howlette, that the Board approve the bids received April 24, 1990, listed for award on the attached sheets numbered 7A through 7Q and authorize execution of contracts by the Deputy Commissioner or Chief Engineer, and approve rejection of those bids listed for rejection and authorize readvertisement.

Motion carried.

JOB. RES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
			MARK TYPE				
INTERSTATE PROJECTS							
1	78-10A 50407886	0081-011-2024, 5801 0081-011-2025, 5801	Rt. 611 Rt. 611 over Rte. 648 - 0.3 Mi. N. Roanoke Co. (R.P. 34.9) Watauga County Dr. Reprs. including Latex Conc. Overlay	AWARD	LANFORD BROTHERS CO., INC. ROANOKÉ, VA	3	\$225,246.00
2	50-50A 50405040	0081-025-110, LB04 IR-01-(238)14	Rt. 611 1-01 Rte. 0.7 Mi. E. Rte. 611 (Near Abingdon) Washington County Best Area Sewage System Improvements (Pump Sta. & Force Main)	AWARD	BURMANE CONSTR. CO., INC. BRISTOL, VA	0	\$195,417.75
3	145B 90F45655	0081-025-2002, 5801	Rt. 611 1.62 Mi. N. Rte. 656, Rte. 611 over Rte. 52 Wayne County Dr. Reprs. & Latex Conc. Overlay	AWARD	WENLAY, INC. ATTCHELLEBURG, KY	4	\$172,088.50
4	145S 90F45557	MR-78-90	Rt. 65 Rt. 65 over Rte. 628 Fauquier County Supprts. Reprs. & Mod. EP-5 Epoxy Overlay	AWARD	LANFORD BROTHERS CO., INC. ROANOKÉ, VA	0	\$124,835.80

JOB NO.	CONTRACT NO.	PROJECT NUMBER	QTY. NO.	LOCATION & WORK TYPE	RECOMMENDATION	CONTRACTOR	NO. OF BITS	LOW BID
5	1469	90F4593 FE-2-90	B1 & SBI	Various Locations Metulvert & Reusable Co's. Removal & Replacement of Fence	REMOVE	J & P FENCE CO., INC. MEYERS CREEK, VA	4	\$179,610.00
6	1474	90F4486 29-0495-2822-SIB1	S5	Ramp C over Rte. 1 & Bks. 95 City of Alexandria Bridge Pier Cap Repairs (3 Piers)	REMOVE	LAWFORD BROTHERS CO., INC. FARMHOUSE, VA	4	\$143,225.00
7	1475	90F4755 BR-5B-90	S4	I-64 at Hampton Roads Bridge Tunnel Hampton Roads Bridge Tunnel Replacement of Cleared Circuit Televisions/ Electrical System	REMOVE	SERVICE ELECTRIC CORPORATION OF VA MURFOLK, VA	3	\$182,983.57
8	1476	90F4764 PH-5-90	S5 & S5	Richmond-Petersburg Turnpike Richmond District Install Raised Pavement Markers	REMOVE	RAVSCO CORP. COLUMBUS, OH	4	\$74,903.00

JOB. NOS.	CONTRACT	PROJECT NUMBER	RTG. NO.	LOCATION	REQUIRE	CONTRACTOR	NO. OF BIDS	LOB BID
				WORK TYPE				
9	1456	90F45658 29-0925-2190, 5801	95	Van Dorn Ramps II & C over Sta. 95/475 Fairfax County Repr. & Repair Str. Steel	REJECT	SHURLEY CONTRACTING CORP. LORTON, VA	4	6745, 600.00

PRIMARY PROJECTS

1	1457	90F45757 0017-030-1042, 5801	17	Br. over Central Rm 3.0 Mi. N. Rte. 66 Fairfax County Superstr. Replacement	AWARD	D.J. INC. MILLSVILLE, VA	3	8970, 978.10
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2	1481	90F46157 0011-061-1004, 5801 0130-061-1025, 5801 0130-061-1016, 5801	11 & 130	Various Locations Backbridge County Br. Reprs. & Latex Conc. Overlay	AWARD	LANTIER INDUSTRIES CO., INC. BOUNDS, VA	3	4362, 173.49
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BIDS RECEIVED APRIL 24, 1959

JOB NOS.	CONTRACT NO.	PROJECT NUMBER	ROUTE NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
3	72-904 90007262	0072-084-104, C501, B502, B503	92	From: Rte. 71 To: 0.547 Mi. N. Rte. 675 Scott County Asphalt Conc. Base Course, Asphalt Top & Bra. (2)	AWARD	W-L CONSTR. & PAINTING, INC. CHANDLER, WA	5	\$17,054,943.38
4	75-904 90007593	0244-000-105, B501	244	Int. Columbia Pike (Rte. 244) & Globe Rd. (Rte. 120) Burlington County Asphalt Conc. Base Course, Bitum Surf. Asphalt Top	AWARD	GENERAL PAINTING COOP. PERMANSSES, WA	3	\$65,523.75
5	76-904 90007648	0240-002-102, C591, B501	240	From: 0.101 Mi. N. Station Branch To: 0.074 Mi. S. Station Branch Albemarle County Asphalt Conc. Base Course, Asphalt Conc. Top & Prallege Str.	AWARD	B.L.B., INC. MILLSVILLE, WA	5	\$365,256.75

JOB DES. CONTRACT	PROJECT NUMBER	ROUTE NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
			WORK TYPE				
6 79-968 500079185	0150-015-103, 2501, 2603, 2604, 2607	501	From: 1.77 Mi. S. E. of Lynchburg To: 1.522 Mi. N. of Rappahannock (Int. Rte. 24) Campbell County Asphalt Conc. Base, Drainage, Planting Trees, of 114g. & Br. (3)	AWARD	B. S. WASH CONSTR CO., I B. S. WASH & PARTON B. WASH APPROPRIATE, VA	5	\$5,448,141.85
7 80-908 50008002	0150-020-512, 6501 ME3-3177(130)	150	From: 0.153 Mi. S. Int. Rte. 651 (Belmont Rd.) To: 0.207 Mi. N. Int. Rte. 651 (Belmont Rd.) Chesterfield County Improve Horizontal Alignment by Widening & Overlay NBL & Ramps	AWARD	BLACKBURN CONSTR. CORP. RICHMOND, VA	2	484,151.95
8 84-908 50008408	6607-053-117, 2502, 2640	7	Br. & Approaches EB. over Goose Cr. (0.4 Mi. E. of Leeberg) Loudoun County Asphalt Conc. Base Course, Asphalt Top & Br.	AWARD	L. F. FROULIN & SONS, INC. STEPHENSON, VA	8	42,111,637.15

JOB. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
			ROUTE TYPE				
9 87-90A	500087A5	0015-476-106, C501, C502	19 From: 0.224 Mi. S. Int. Rte. 58 To: 0.258 Mi. S. Int. Rte. 58 Prince William County Asphalt Conc. Base Course, Asphalt Conc. Top & Str.	AWARD	M.B. INC. WILLSVILLE, VA	5	\$718,789.20
10 88-90A	500088A4	0019-083-111, R501, R502	19 From: 0.137 Mi. E. Int. Rte. 654 To: 0.17 Mi. E. Int. Rte. 654 Russell County Br. & Approaches over Little Cedar Cr.	AWARD	CONCRETE, INC. LEWISBURG, VA	6	4433,122.95
11 93-10A	900093A7	0054-053-505, R501 R55-084-1(105)	50 From: 0.12 Mi. E. Int. Rte. 132 To: Int. Rte. 132 York County Asphalt Conc. Base Course, Entire Surf. Asphalt Top & Signals	AWARD	H I & SONS, INC. HAMPTON, VA	6	\$89,382.80
12 135A	90038412	3015-019-100, C501	15 From: Rte. 1-772 To: 0.1 Mi. E. Rte. 1-772 Charlotte County Comb. Curb & Gutter, Drainage & Inlets.	AWARD	WATTS CONTRACTORS, INC. FRENCHVILLE, VA	4	\$183,538.00

JOB. DES.	CONTRACT	PROJECT NUMBER	PIE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
				MARK TYPE				
13 1431	90F43153	0231-079-1408,5801	Z35	Rte. 231 over Hazel Cr.-1.6 Mi. N. Rte. 618 Rappahannock County Replace & Widon Superstr. & Asphalt Conc. Overlay	RAISED	HOWARD H. BELMARE, INC. BWIERSST, VA	6	\$259,610.00
14 1470	90F47950	BR-51-90	17	Rte. 17 over York River (Culman Cr.) Hopston Ends Bridge Tennal Bridge Repr. & Expy Conc. Overlay (1 Cr.)	RAISED	CENTRAL ATLANTIC CONTRACTORS, INC. ROBERGEN, MD	5	\$250,197.00
15 1472	90F47250	7220-000-214,1501	220 Alt.	From: Rte. 460 To: 0.14 Mi. N. Rte. 460 Roanoke County Int. Improvements & Left Turn Lanes	RAISED	R.L.P., INC. WILLSVILLE, VA	6	\$117,400.00
16 1473	90F47157	0017-059-1955,5901	17 MILE	Rt. on NOL Rte. 17 near Dragon Run Middlesex County Repair Pier Footing & Place Riprap	RAISED	J. S. SUTTON CONSTR. CO., INC. VIRGINIA BEACH, VA	5	\$23,120.00

JOB DES.	CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & MARK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
17 1483	50F48155	PR-51-50	175	Rte. 175 over Bureau Sound & Black Marinas Recessed County Bridge Rehabilitations (2 Bridges)	PAVING	PNEUMATIC CONCRETE CO., INC. BIRMINGHAM, AL	3	\$546,273.00
18 1484	50F48154	BE-55-50	175	Rte. 175 over Chincoteague Channel Dezadeau County Pr. Painting & Pile Repr.	PAVING	PNEUMATIC CONCRETE CO., INC. BIRMINGHAM, AL	4	\$149,950.00
19 1488	50F48653	7028-035-207, 1650	R11, 50	0.16 Mi. N. Rte. 65 RD 0.37 Mi N. Rte. 65 Russell County Construct Left Turn Lanes	REJECT	HEM CONSTR. CO., INC. LEEDS, MO	4	\$58,571.60
20 06-50R	50D08656	0105-074-503, 11501 HES-1536(104)	106	Int. Rte. 634 Prince George County Asphalt Conc. Base Course & Asphalt Top	REJECT	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA	1	\$80,276.50

JOB NO.	CONTRACT NUMBER	PROJECT NUMBER	SITE NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LOW BID
21	1446	94F4651 0011-007-100, 102	13	From: 0.04 Mi. S. 501 Station To: 0.4 Mi. S. 501 Station Regents County Right Turn Lane	REJECT	J. B. CONSTR. CO., INC. FARMY SPR, VA	4	\$159,753.26
22	1447	94F46750 0023-029-114, 115, 116	23	From: 0.92 Mi. S. Rte. 610 (Top Powell Valley Rte.) To: 0.5 Mi. S. Rte. 610 (Top Powell Valley Rte.) Wise County Backfall Barrier (Fence F-E-Q, 1944.)	REJECT	WARD, INC. CHARLOTTEVILLE, VA	1	\$221,606.00
1	94-900	9009406 0001-127-004, 005	1	Rte. 1 near Jones Rv. City of Richmond Dem. of Exist. Br.	AWARD	CROWNER CONSTRUCTION CO. CHARLOTTE, NC	2	\$3,257,627.00

URBAN PROJECTS

BIDS RECEIVED APRIL 24, 1990

JOB. DES. CONTRACT	PROJECT NUMBER	RT. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
2 55-204 9000595	0000-235-104, C501, B604; R000-029-248, C519	Spring Street Sta. 675	From: 0.17 Mi. W. Int. Herndon Pkwy. To: 0.125 Mi. E. EGL Herndon Fairfax & Town of Herndon Asphalt Conc. Base Course, Asphalt Top, Utilities, Signals & Drainage Str.	REJECT	SHIRLEY CONTRACTING CORP. LORTON, VA	7	\$2,929,730.38
7J							
SECONDARY PROJECTS							
1 81-508 9000860	0653-000-253, C501, B673	553	From: 0.04 Mi. S. Rtn. 651 To: 0.522 Mi. N. Rtn. 650 Chesterfield County Asphalt Conc. Base Course, Asphalt Top & Dr.	AWARD	ABERRANTY CONSTR. CORP. BLEN ALLEN, VA	4	\$714,161.50
2 82-908 9000860	0646-025-200, C501, B638	946	From: 0.119 Mi. S. W. Accotink Cr. To: 0.698 Mi. N. E. Accotink Cr. Fairfax County Asphalt Conc. Base Course, Asphalt Top & Dr.	AWARD	SHIRLEY CONTRACTING CORP. LORTON, VA	4	\$556,208.00

DUPLICATE RECEIVED APRIL 24, 1990

JOB. RES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	REQUIREMENT	CONTRACTOR	NO. OF BIDS	LDN BID
3 83-90R 90006189	0670-046-222, MS01	620	From: Int. Rte. 654 To: Int. Rte. 258 Isle of Wight County Asphalt Conc. Base Course & Entire Surf. Asphalt Top	WARD	THE BLAIR BROTHERS, INC. SUFFOLK, VA	7	\$377,937.25
4 91-90R 90006189	0671-055-474, MS01	671	From: Int. Rte. 565 To: Dead End Washington County Asph. Base Course & Asphalt S.T.	WARD	ARMSTRONG, INC. MOUNTAIN CITY, TN	5	\$138,096.26
5 92-90R 90006288	0634-057-702, MS01	634	From: Rte. 23 To: 1.02 Mi. E. Rte. 23 Wise County Asphalt Conc. Base Course & Entire Surf. Asphalt Top	WARD	EDWIN O'NEILL & CO. PHILADELPHIA, PA	7	\$573,182.45

DUPLICATE RECEIVED APRIL 24, 1990

JOB NO.	CONTRACT NO.	PROJECT NUMBER	RTE. NO.	LOCATION 4 ROAD TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
5	9009584	0657-002-P37,MS01 0658-002-P38,MS01	657 4 658	From: Int. Rte. 649 To: 0.71 Mi. S. Rte. 609 AND From: Int. Rte. 657 To: 0.23 Mi. E. Rte. 657 Rockingham County Aggr. Base Course & Asphalt S.T.	AWARD	K. P. ALEXANDER, INC. STAIRTS BRANT, VA	4	\$195,704.50
7	9045359	0632-045-126,MS02,MS11	632	From: 0.8 Mi. N. Rte. 655 To: N. Int. Rte. 220 Highland County Aggr. Base Course, Asphalt S. T. & Dr.	AWARD	M.B., INC. MILLSVILLE, VA	J	\$407,274.90
8	9046052	0613-009-P28,MS01	613	From: Rte. 361 To: 2.0 Mi. S. N. Rte. 500 Bedford County Aggr. Base Course & Asphalt S.T.	AWARD	SCALES CONSTRUCTION CORPORATION HARTTSVILLE, VA	6	\$289,697.50
9	9046151	0607-009-P77,MS01	607	From: Rte. 616 (E) To: 2.2 Mi. N. Rte. 616 (E) Bedford County Aggr. Base Course & Asphalt S.T.	AWARD	JOHN A. HALL & CO., INC. RUMBLE, VA	5	\$436,259.00

NO. DES. CONTRACT	PROJECT NUMBER	RTE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
			WORK TYPE				
10 1462	90046250 0625-053-251,1501	625	From: 0.4 Mi. W. Rte. 20 To: Int. Rte. 20 Lendern County Width to 4 Lanes	AWARD	WILLIAM A. HARTZ, INC. CHAMFILLY, VA	5	\$777,963.70
11 1467	90046785 1279-076-6115,5861	1279	From: 0.3 Mi. N. Rte. 1354 To: 0.45 Mi. S. Rte. 1342 Prince William County Insert 66" Conc. Pipe into the Exist. 56" Pipe & Other Misc. Items	AWARD	BURLEIGH CONSTRUCTION CO., INC. CONCORD, VA	5	\$109,253.00
12 77-908	51000767 0629-007-306,1591,1642	629	From: 1.021 Mi. E. Int. Rte. 600 To: 0.49 Mi. E. Int. Rte. 600 Augusta County Asphalt Conc. Base Course, Asphalt Conc. Top & Drainage Str.	RESJECT	M.B., INC. HILLSVILLE, VA	1	\$786,874.30

JOB NO.	CONTRACT NO.	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
13	873-504	98088983 8754-017-918, 9501	754	From: Rte. 680 To: Rte. 1410 Tazewell County Aggr. Base Course & Asphalt S.T.	REJECT	JOHN R. BELL & CO., INC. BARRACKS, VA	4	\$14,504.00
MISCELLANEOUS PROJECTS								
1	1449	90F495B PWD-1A-90-536	Var.	Various Locations Buchanan County Plant Mix Overlay	AWARD	BRITTSO, INC. MOUNTAIN CITY, TN	3	\$172,233.30
2	1433	90F433S1 TRHO-95B-101, 9502	Var.	Various Locations Northern Virginia District Initial Raised Pavement Markers	AWARD	P. M. MILLER, INC. HARTTSMAN, PA	3	\$110,660.00

BIDS RECEIVED APRIL 24, 1990

JOB NO.	CONTRACT	PROJECT NUMBER	ETE. NO.	LOCATION	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
				WORK TYPE				
3	1459	9074555	BR-50-90	Rte. 13 - 4 Firm: 0.3 Mi. N. Rte. 179 702 To: 0.15 Mi. S. Rte. 630 Rte. 702 - Firm: 0.15 Mi. E. Rte. 701 To: 0.25 Mi. E. Rte. 702 Seaway County Boardwalk Replacement	RURBP	WACO, INC. CHARLOTTEVILLE, VA	3	\$74,790.50
4	1460	9074804	BR-75-90	Various Locations Prince William County Boardwalk Maintenance	RURBP	WACO, INC. CHARLOTTEVILLE, VA	3	\$169,170.00
5	1471	5074783	SCS-025-90	Various Locations, Area 02, Merrifield Headquarters Fairfax County Repair & Replace Sidewalk, Curb & Gutter & Entrances	RURBP	TAMRES CONCRETE CO., INC. LORTON, VA	7	\$880,000.00

BLNS RECEIVED APRIL 24, 1990

JOB DES. CONTRACT	PROJECT NUMBER	ITE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NOL. OF BIDS	LOW BID
6 1478	90F478S2 SCS-867-706	Var.	Various Locations, Areas 05 & 07, Herndon Headquarters Fairfax County Repair & Replace Sidewalk, Curb & Gutter, & Entrances	WARD	C & F CONSTR. CORP. WASHINGTON, D.C.	5	\$1,254,850.00
7 1479	90F479S1 SCS-865-36	Var.	Various Locations, Area 09, Herndon Headquarters Fairfax County Repair & Replace Sidewalk, Curb & Gutter, & Entrances	WARD	C & F CONSTR. CORP. WASHINGTON, D.C.	5	\$1,005,940.00
8 1480	90F480S8 SCS-865-700	Var.	Various Locations, Area 09, Herndon Headquarters Fairfax County Repair & Replace Sidewalk, Curb & Gutter, & Entrances	WARD	TRUMAN CONCRETE CO., INC. LORTON, VA	6	\$1,259,000.00
9 1482	90F482S6 BR-3-90 BR-3R-90	Var.	Various Locations Lynchburg District Furnish, Deliver, Remove Existing & Install New Guardrail	WARD	WPKCO, INC. CHARLOTTEVILLE, VA	6	\$326,351.50

BIDS RECEIVED APRIL 24, 1988

JOB. NOS. CONTINUED	PROJECT NUMBER	RTE. NO.	LOCATION & WORK TYPE	RECOMMEND	CONTRACTOR	NO. OF BIDS	LOW BID
10 1465	904 MS03 PM-7-50 67-189W-967-101, MS03 67-PR00-967-101, MS03	Var.	Various Locations Colony District Install or Replace Pavement Markers	AWARD	PERCO, INC. HORNWALK, NH	4	\$261,750.00
11 1464	904 MS03 SC5-8-50	Var.	Various Locations Deddingham & Warren Co's. Replacement of Conc. Sidewalk, Curb & Dكتور, Paved Ditch & Drainage Pipes	REJECT	B.L.R. INC. HILLSVILLE, NH	2	\$150,854.90

5/17/90

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the activities to meet those objectives it is necessary to supplement the Location and Design Division staff for a proposed four-lane highway in the City of Hampton in the Suffolk District to provide a complete location study, preliminary and complete engineering plans, complete surveys, development of traffic analysis and the soil investigation and analysis for project U000-114-114, PE-101; and

WHEREAS, in accordance with Department Policy and State procurement procedures a firm proposal has been received from DeLeuw, Cather and Company of Virginia, for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in the Memorandum of Agreement; and

WHEREAS, The Department and DeLeuw, Cather and Company of Virginia has agreed to reserve the right to negotiate for the services and compensation required to complete preliminary and final structure design until such time the scope of work for structure design can be defined;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of DeLeuw, Cather and Company of Virginia, which establishes a compensation of \$475,721.00 for services and expenses plus a net fee of \$38,383.00 making the maximum total compensation not to exceed \$560,553.00.

Motion carried.

5/17/90

Moved by Mr. Malbon, seconded by Dr. Howlette,  
that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for photogrammetric ground control survey and supporting survey activities on a statewide basis, it is necessary to supplement its Location and Design staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Anderson and Associates for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Anderson and Associates which establishes a compensation of \$900,000.00 for services and expenses making the maximum total compensation not to exceed \$900,000.00.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette,  
that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for photogrammetric ground control survey and supporting survey activities on a statewide basis, it is necessary to supplement its Location and Design staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Bengston DeBell Elkin and Titus, Ltd. for said services; and

5/17/90

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and are set forth in the Memorandum of Agreement; and

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Bengston DeBell Elkin and Titus, Ltd. which establishes a compensation of \$900,000.00 for services and expenses making the maximum total compensation not to exceed \$900,000.00.

Motion carried.

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for review of proposed Subdivision and Site Plans for the Northern Virginia District, which encompasses the counties of Arlington, Fairfax, Loudoun and Prince William for Subdivision and Site Plan Review located in Northern Virginia District, it is necessary to supplement its Northern Virginia District staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Wilbur Smith and Associates for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in the Memorandum of Agreement; and

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Agreement with the firm of Wilbur Smith and Associates which establishes a compensation of \$777,175.00 for services and expenses plus a net fee of \$98,825.00 making the maximum total compensation not to exceed \$876,000.00.

Motion carried.

5/17/90

Moved by Mr. Malbon, seconded by Dr. Howlette,  
that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Baker and Associates, and it has been determined that a change in the scope of services is necessary for additional work to perform the necessary activities to meet those objectives for inspection and rehabilitation of the existing bridge deck on project:

0003-059-1959-052  
Route 3 Over Rappahannock River  
Middlesex - Lancaster Counties

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 2.

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$651,807.18.

Supplemental Agreement No. 2 is in the amount of \$46,864.15 for services and expenses plus a net fee of \$4,500.00 making the total for this supplement \$51,364.15. The total maximum compensation of the agreement including this and all prior supplements is now \$703,171.33.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette,  
that

WHEREAS, in accordance with its needs and schedules for implementing its programs objectives, the Department has determined that in order to perform the necessary activities to meet those objectives for engineering services on project:

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George P. Coleman Bridge and  
Approach Roadway Widening  
6017-036-115, PE101, B604, RW201, C501  
6017-099-114, PE101, RW201, C501  
0017-027-1946, Act. 462

located in Fredericksburg District, Gloucester County, and Suffolk District, York County, it is necessary to supplement its Structure and Bridge Division staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Parsons Brinckerhoff Quade and Douglas, Inc. to perform the Phase I engineering services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in the Memorandum of Agreement.

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Phase I Agreement of a multiphase professional services contract with the firm of Parsons Brinckerhoff Quade and Douglas, Inc. which establishes a compensation of \$2,217,972.10 for services and expenses plus a net fee of \$110,791.01 making the maximum total compensation not to exceed \$2,328,763.11.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, in accordance with its needs and schedules for implementing its program objectives, the Department has determined that in order to perform the activities to meet those objectives it is necessary to supplement the Location and Design Division staff for the proposed widening to four lanes of Route 58 from 0.73 mile west of Route 690 at Elydale School to 0.08 mile east of Route 698 at Cowan Mill in Lee County in the Bristol District to provide complete right of way and construction plans, bridge plans, environmental reports, geotechnical

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investigations (borings and laboratory tests) and present and design year traffic data for Project 0058-052-E17, PE-101, C501; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Burton, Adams, Kemp & King, Inc., for said services; and

WHEREAS, careful review and consideration has been made of the scope of work and services required and just compensation has been established for these services and is set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Burton, Adams, Kemp & King, Inc., which establishes a compensation of \$447,009.00 for services and expenses plus a net fee of \$35,755.00 making maximum total compensation not to exceed \$482,764.00.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Modjeski and Masters, and it has been determined that a change in the scope of services is necessary to include additional study of alternatives around and through the Town of Iron Gate to include the necessary plan design and geotechnical investigations, drilling and laboratory testing and field work not covered in the original agreement, for Project 6220-011-105, PE-101; 6220-011-106, PE-101; 6220-003-107, PE-101; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 3;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorizes the execution of this Supplemental Agreement and it shall become a part of the original agreement which currently has a maximum compensation of \$1,978,425.77.

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This Supplemental Agreement No. 3 is in the amount of \$681,214.70 for services and expenses plus a net fee of \$41,330.20 making the total for this supplement \$722,544.90. The total maximum compensation of the agreement including this and all prior supplements is \$2,703,767.31.

Motion carried.

Moved by Mr. Malbon, seconded by Dr. Howlette, that

WHEREAS, the Department has determined the need to supplement its inspection staff for the Traffic Management System on the I-664 Tunnel Facility in the Cities of Suffolk and Newport News, and

WHEREAS, in accordance with the Department policies, a firm proposal has been received from the consulting firm of Howard, Needles, Tammen and Bergendoff of Alexandria, Virginia for construction inspection services for the signs, lighting and traffic management and control system for I-664. This work will be funded under projects:

0664-061-103, S-902  
0664-121-102, S-902

WHEREAS, the specialized scope of work requires augmentation of the Department's staff by consultant engineers, and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Board authorize the execution of the Memorandum of Agreement with Howard, Needles, Tammen and Bergendoff which establishes a maximum total compensation not to exceed \$1,388,254.00 which includes a net fee of \$69,349.00.

Motion carried.

5/17/90

Moved by Dr. Howlette, seconded by Mr. Malbon,  
that

WHEREAS, the Department at the direction of the Board has developed a number of alternatives for the improvement of transportation service between Scotland Wharf and Jamestown; including the improvement of existing ferry service, the installation of increased ferry capacity, the construction of a bridge, and

WHEREAS, the Department has completed its examination of a number of alternative bridge location corridors and has identified the social, environmental and economic impacts attendant to each, and

WHEREAS, the concerns have been expressed by James City County and Surry County relative to the environmental and secondary impacts attendant to the construction of a bridge, and

WHEREAS, there is support from local governments and the public at large for the future construction of a bridge,

NOW, THEREFORE, BE IT RESOLVED, that this Board in recognition of the diverse position of the local governments and citizens of the area, hereby, selects the alternative of the continued ferry service, and

This Board further resolves to direct the Departments staff to:

1. Study alternatives for the improvement of the capacity of the ferry system through the increase in ferry size and report its findings to the Board in 90-120 days, and

2. To examine alternative toll structures which would recover a higher proportion of the costs over a three year period and explore participation from the private sector and local government contributions and

WHEREAS, the Board recognizes that the long term solution (beyond 2000) may be the construction of a bridge;

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NOW, THEREFORE, BE IT RESOLVED, the Board directs staff to initiate discussion with property owners and counties to identify an alternative or modification to Alternative B that could be adopted and preserved for future use in the construction of a bridge, and

BE IT FURTHER RESOLVED, that this Board will reconsider this issue over the long term upon the request of the Board of Supervisors of either James City or Surry Counties.

Motion carried, Mr. Quicke voting no.

Moved by Mr. Kelly, seconded by Mr. Musselwhite, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the College Park Elementary School, Virginia Beach, Virginia, on November 2, 1989, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 13 from the West Corporate Limits of Virginia Beach to 0.60 mile west of the South Corporate Limits of Norfolk in the cities of Virginia Beach and Norfolk, State Project 0013-122-105, C501; 0013-134-101, C501; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location, and Design Public Hearing by the Department's Engineers with the following modifications: delete the proposed flyover at Indian River Road; provide dual left turns with provision for a third left turn; review and determine if vertical clearance of structures over the

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Elizabeth River can be increased without adverse impacts to adjacent property; and review entrance and median break locations to determine if adjustments are possible maintaining project integrity.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Musselwhite, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Design Public Hearing was held in the Stuarts Draft Middle School on December 6, 1989, at 7:00 p.m. for the purpose of considering the proposed design of Route 340 from 3.65 miles south of the intersection of I-64 (South of Waynesboro) to 0.75 mile south of the intersection of I-64 in Augusta County, State Project 0340-007-106, C504; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the Department's Engineers.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Musselwhite, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Honaker High School, Honaker, Virginia, on February 15, 1990, at 7:00 p.m. for the purpose of considering the proposed location and major design

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features of Route 645 from 0.46 mile west of the intersection of Route 651 to Route 80 in Russell County and the Town of Bonaker, State Project 0645-083-136, C501, C504; 0645-239-137, C501; Federal Project RS-277; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Musselwhite, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Combined Location and Design Public Hearing was held in the Westbriar Elementary School, Vienna, Virginia, on December 13, 1989, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 684 (Spring Hill Road) from Route 7 to Route 6043 (International Drive) in Vienna, Virginia, State Project 0684-029-306, C501; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

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NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers with the following modifications: incorporate Option 2 to provide for an extension of the retaining wall at the Rotunda property; eliminate the raised median from the fire station to Greensboro Drive and provide a flush painted median; eliminate the proposed service road and reduce the right of way accordingly; and provide access to lots 57D, 57E, and 57F of the Arlington lumber and woodworking site.

Motion carried.

Moved by Mr. Kelly, seconded by Mr. Musselwhite, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location and Design Public Hearing was held in the Prices Fork Grange Hall, on December 14, 1989, at 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 685 (Prices Fork Road) from the intersection of Route 736 to the West Corporate Limits of Blacksburg, in Montgomery County, State Project 0685-060-190, M-501; and

WHEREAS, proper notice was given in advance, and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed project as presented, and their statements being duly recorded; and

WHEREAS, the economic, social, and environmental effects of the proposed project have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed;

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers, with modifications to extend the western terminus of the project 200 feet and shift the alignment 5 feet to the south to eliminate the taking of gas pumps.

Motion carried.

5/17/90

Moved by Mr. Humphreys, seconded by  
Dr. Howlette, that

WHEREAS, the Route 17 Bypass, south of  
Fredericksburg, in Spotsylvania County was designated  
as a limited access highway by the State Highway  
Commission on August 17, 1967, and

WHEREAS, designated access points were allowed  
when the Route 17 Bypass was declared a limited  
access facility, and

WHEREAS, it is desirable to allow an access break  
on the Bypass opposite Cosner Drive for an interim  
at-grade intersection which will be replaced by a  
future interchange to serve adjacent development  
north and south of the Bypass, and

WHEREAS, Spotsylvania County supports the access  
break for an interim at-grade intersection which will  
be replaced by a future interchange, and

WHEREAS, this additional access will relieve  
traffic congestion at the existing Route 17  
Bypass-Overview Drive intersection, and

WHEREAS, the Virginia Department of  
Transportation and Spotsylvania County will work out  
the final design details for the interim at-grade  
intersection and future interchange.

NOW, THEREFORE BE IT RESOLVED, that the limited  
access on the Route 17 Bypass opposite Cosner Drive  
be adjusted to provide an access break on the north  
and south side of Route 17 for an interim at-grade  
intersection to serve properties on the north and  
south side of Route 17 and to be constructed  
simultaneously by others, and to be replaced by a  
future interchange for which rights of way will be  
dedicated by the affected owners.

BE IT FURTHER RESOLVED, that the Commonwealth  
Transportation Commissioner is hereby authorized to  
execute any and all documents needed to comply with  
this resolution.

Motion carried.

5/17/90

Moved by Mr. Humphreys, seconded by Dr. Howlette, that

WHEREAS, the Route 460 Bypass in Lynchburg was designated as a limited access highway by the State Highway Commission on October 26, 1967, and

WHEREAS, designated access breaks were established when the Route 460 Bypass was declared a limited access facility, and

WHEREAS, the City of Lynchburg, Liberty University and the Virginia Department of Transportation have cooperatively developed an overall transportation plan for this area of the City, and

WHEREAS, the construction of Project U000-118-112, C501 requires the modification of existing access breaks in the Candler's Mountain Road interchange, and

WHEREAS, a new interchange will be constructed on the Route 460 Bypass midway between Candler's Mountain Road and Route 29 (Wards Road) to serve Liberty University, and

WHEREAS, the City of Lynchburg supports the modification of the existing access breaks and proposed access breaks to accommodate the proposed roadway improvements, and

WHEREAS, these changes in access will relieve traffic congestion in the area of the Route 460 Bypass-Candler's Mountain Road-Liberty University,

NOW, THEREFORE, BE IT RESOLVED, that the limited access on the Route 460 Bypass be adjusted to close the existing access breaks at Stations 1111 EB and 1114 WB, and the provide new access breaks at Stations 1065 EB and WB, 1093 EB, 1111 WB, and 1119 EB.

BE IT FURTHER RESOLVED, that the Commonwealth Transportation Commissioner is hereby authorized to execute any and all documents needed to comply with this resolution.

Motion carried.

5/17/90

Moved by Mr. Smalley, seconded by  
Mr. Musselwhite, that

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways recommended by the Department of Conservation and Recreation after providing the opportunity for Public Hearings; and

WHEREAS, the staffs of the Department of Conservation and Recreation and the Virginia Department of Transportation have reviewed and determined that Routes 606, 628, 641, and 647 substantially meet the adopted criteria for Virginia Byways; and

WHEREAS, The Department of Conservation and Recreation on May 22, 1989, recommended to the Virginia Department of Transportation that Route 606, 628, 641, and 647 heretofore described, be designated as Virginia Byways; and

WHEREAS, the required procedures have been followed and a Public Hearing was duly advertised and held on November 2, 1989, and the views of the citizens and local governing bodies have been considered; and

WHEREAS, it is understood by all interests that designation of these roads as Virginia Byways in no way restricts road improvements or maintenance;

NOW, THEREFORE, BE IT RESOLVED, that Routes 606, 628, 641, and 647 herein described, be designated as Virginia Byways.

Motion carried.

Moved by Mr. Smalley, seconded by  
Mr. Musselwhite, that

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board is authorized to designate Virginia Byways recommended by the Department of Conservation and Recreation after providing the opportunity for Public Hearings, and

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WHEREAS, the staff of the Department of Conservation and Recreation and the Virginia Department of Transportation have reviewed and determined that

Route 624 from Millwood to Warren County Line  
Route 626 from Route 624 to Route 622  
Route 628 from Route 626 to White Post  
Route 622 from Route 626 to Route 627  
Route 627 from Route 622 to Route 658 and White Post  
Route 655 from Route 644 to Route 620  
Route 620 from Route 655 to Route 255  
Route 651 from Route 255 to Route 621  
Route 621 from Route 651 to Route 723/50  
Route 608 from Route 7 to Route 621  
Route 608 from Route 7 to West Virginia Line  
Route 612 from Route 340 to Route 608  
Route 255 from Route 50 to Route 340  
Route 633 from Route 340 to Route 652

Route 652 from Intersection with Route 633 to Route 620 substantially meets the adopted criteria for Virginia Byways; and

WHEREAS, the Department of Conservation and Recreation on October 27, 1989 recommended to the Virginia Department of Transportation that Routes 624, 651, 621, 633, 620, 652, 655, 628, 622, 627, 608, 612, 626, and 255 heretofore described, be designated as Virginia Byways; and

WHEREAS, the required procedures have been followed and a Public Hearing was not requested;

WHEREAS, the designation of highways as scenic highways or Virginia Byways shall in no way limit the right of the Virginia Department of Transportation to exercise all of its power and duties in locating, constructing, improving, and maintaining highways in the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, that Routes 624, 651, 621, 633, 620, 652, 655, 628, 622, 627, 608, 612, 626, and 255 herein described, be designated as Virginia Byways.

Motion carried.

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Moved by Mrs. Kincheloe, seconded by  
Mr. Mastracco, that

WHEREAS, the Board of Supervisors of Culpeper County has approved a conceptual development plan and has obtained free and unrestricted right of way across the frontage of property identified as Tax Map 50, Parcel 13, for the programmed project designated as 6029-023-107, C501; and

WHEREAS, the Department has plans for certain improvements to Business Route 29 and to provide an interchange with the Route 29 By-Pass for the safety and benefit of the traveling public and to relocate the access road to the aforementioned property; and

WHEREAS, the County desires to dedicate to the Commonwealth certain free and unrestricted right of way and the Commonwealth desires to accept said right of way for the project; and

WHEREAS, each party wishes to enter into an agreement to be executed in triplicate in its name and on its behalf by its duly authorized officer.

NOW, THEREFORE, BE IT RESOLVED the Commonwealth Transportation Board hereby accepts the dedicated right of way offered in paragraph 1 above pending the signing of the above-mentioned agreement between the Department and the Board of Supervisors of Culpeper County.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the Commonwealth Transportation Board hereby grants the Highway Commissioner the authority to affect the transfer of the dedicated right of way from the Board of Supervisors of Culpeper County to the Department.

Motion carried.

5/17/90

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route Alt. 58, State Highway Project 6058-083-104, RW-201, the Commonwealth acquired certain lands from Cecil Ring and Mary B. Ring by deed dated June 8, 1970, recorded in Deed Book 220, Page 288 in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.39 acre, more or less, and lying northeast of and adjacent to the northeast normal right of way limits of Route Alt. 58, from a point approximately 105 feet opposite approximate Station 194+56 (Prop. WBL centerline Route 58) to a point approximately 110 feet opposite approximate Station 196+50 (Prop. WBL centerline Route 58) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, the Commonwealth acquired certain lands from the Norfolk and Western Railway Company by deed dated September 22, 1942, recorded in Deed Book 302, Page 47 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, a portion of the railroad right of way, so acquired, is no longer needed; and

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WHEREAS, in order that the adjacent land may be more fully developed, the adjoining landowners have requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land lying northeast of and adjacent to the northeast normal right of way limits of Route 890 and shown on plat entitled "Plat of Survey Made for and Showing Property of Estate of Alfred DeWease" located near Custers Store on Catawba Mountain, containing approximately 0.87 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, to the adjoining landowner is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Piedmont Drive, State Highway Project U000-108-102, RW-202, the Commonwealth acquired certain lands from Raymond Dwight Haley and Lois Compton Haley by deed dated July 3, 1987, recorded in Deed Book 765, Page 58; and Sandy Shores Developers, Incorporated by deed dated October 28, 1987, recorded in Deed Book 769, Page 170. These deeds are recorded in the Office of the Clerk of the Circuit Court of the City of Danville; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, the adjacent landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the lands containing 0.881 acre, more or less, and lying northwest of and adjacent to the northwest normal right of way and limited access limits of Piedmont Drive, from a point approximately 50 feet opposite approximate Station 116+38 (Piedmont Drive centerline) to a point approximately 50 feet opposite approximate Station 118+88 (Piedmont Drive centerline); also from a point approximately 50 feet opposite approximate Station

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119+35 (Piedmont Drive centerline) to a point approximately 50 feet opposite approximate Station 124+48 (Piedmont Drive centerline); also, from a point approximately 50 feet opposite approximate Station 119+80 (Piedmont Drive centerline) to a point approximately 106 feet opposite approximate Station 125+27 (Piedmont Drive centerline); also, from a point approximately 106 feet opposite approximate Station 126+92 (Piedmont Drive centerline) to a point approximately 50 feet opposite approximate Station 129+55 (Piedmont Drive centerline); also, lying southeast of and adjacent to the southeast normal right of way and limited access limits of Piedmont Drive, from a point approximately 50 feet opposite approximate Station 119+00 (Piedmont Drive centerline) to a point approximately 60 feet opposite approximate Station 124+65 (Piedmont Drive centerline); also, from a point approximately 60 feet opposite approximate Station 125+16 (Piedmont Drive centerline) to a point approximately 60 feet opposite approximate Station 125+75 (Piedmont Drive centerline); also, from a point approximately 50 feet opposite approximate Station 127+68 (Piedmont Drive centerline) to a point approximately 62 feet opposite approximate Station 129+70 (Piedmont Drive centerline), do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 3, State Highway Project 0003-111-102, RW-201, the Commonwealth acquired certain lands from Dart Industries, Incorporated, a Delaware Corporation, by deed dated December 5, 1980, recorded in Deed Book 175, Page 750 in the Office of the Clerk of the Circuit Court of the City of Fredericksburg; and

WHEREAS, the lands were acquired for the sole purpose of the relocation of the Virginia Central Railway; and

WHEREAS, the City of Fredericksburg has agreed to build the rail relocation phase of the railroad; and

WHEREAS, the City of Fredericksburg has requested that the Commonwealth convey to it the lands, so acquired, in order to complete the rail relocation phase of the East-West Connector project; and

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WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 2.91 acres, more or less, and lying on both sides of and adjacent to the survey baseline of proposed railroad spur line, from the lands of the City of Fredericksburg at approximate Station 55+30 to the lands of R. F. & P. Railroad at approximate Station 62+70; thence lying on the southwest (right) side of survey baseline of proposed railroad spur line and adjacent to the lands of said railroad from the last said Station to a point approximately 100 feet opposite approximate Station 67+75 does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the City of Fredericksburg for a consideration satisfactory to the Department, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 57, State Highway Project 1102-C2, the Commonwealth acquired certain lands from G. R. Holsclaw and Cora B. Holsclaw by deed dated August 21, 1941, recorded in Deed Book 70, Page 378; and The County School Board of Henry County, Virginia by deed dated August 25, 1941, recorded in Deed Book 70, Page 164. These deeds are recorded in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowner has requested that the excess right of way be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.46 acre, more or less, and lying north of and adjacent to the north normal right of way limits of Route 57, from a point approximately 40 feet opposite approximate Station 45+35 (Route 57 centerline, project 0057-044-105, C-501) to a point approximately 40 feet opposite approximate Station 53+00 (Route 57 centerline, Project 0057-044-105, C-501) does not constitute a section of the public road and

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is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 288, State Highway Project 0288-020-101, RW-202, the Commonwealth acquired certain lands from W. H. Cole and Abbie C. Cole by deed dated March 23, 1972, recorded in the Office of the Clerk of the Circuit Court of Chesterfield County; and

WHEREAS, under Project 0288-020-101, RW-202, a portion of Route 604 was relocated in a northern direction and serves the same citizens as the old location; and

WHEREAS, in order to conclude negotiations with the adjacent landowner, Pocahontas State Park, the Department has agreed to convey a portion of the lands, so acquired, to the Department of Conservation and Historic Resources; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 1.123 acres, more or less, and lying south of and adjacent to the south normal right of way limits of Route 604, from a point approximately 48.46 feet opposite approximate Station 19+62.87 (Relocated Route 651 centerline) to a point approximately 70 feet opposite approximate Station 7+81.91 (SBL Route 604 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite, pending the abandonment of old Route 604.

Motion carried.

5/17/90

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 46, State Highway Project 0046-012-107, RW-203, the Commonwealth acquired certain lands from Annie P. Daniel by deed dated January 12, 1984, recorded in Deed Book 205, Page 265 in the Office of the Clerk of the Circuit Court of Brunswick County; and

WHEREAS, under Project 0046-012-107, RW-203, a portion of Route 46 was relocated in a northwesternly direction and serves the same citizens as the old location; and

WHEREAS, sections of old Route 46 were abandoned by the Board of Supervisors of Brunswick County in a resolution dated December 21, 1988 and approved effective February 14, 1989; and

WHEREAS, Maude L. Daniel has agreed, as part of a negotiated settlement, to convey to the Commonwealth the necessary right of way for Route 46 in exchange for the abandoned right of way; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands so acquired lying northeast of and adjacent to the northeast normal right of way limits of Route 46, from a point approximately 30 feet opposite approximate Station 385+00 (Route 46 centerline) to a point approximately 30 feet opposite approximate Station 387+25 (Route 46 centerline); also from a point approximately 30 feet opposite approximate Station 388+25 (Route 46 centerline) to a point approximately 30 feet opposite approximate Station 390+45 (Route 46 centerline), containing 0.516 acre, more or less, do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, to the adjacent landowner of record is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same without warranty for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 17, State Highway Project 652-GW-2R, the Commonwealth acquired certain lands outside the normal right of way limits from Thomas H. Holland and Hazel E. Holland by deed dated March 6, 1946, recorded in Deed Book 808, Page 525 in the Office of the Clerk of the Circuit Court of Norfolk County (now City of Portsmouth); and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, inasmuch as the remaining lands are suitable for independent development, it is proposed that the property be offered to a State agency or be advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the excess land lying south of and adjacent to the south normal limits of Route 17, from a point approximately 73 feet opposite approximate Station 124+06 (survey centerline, Project 0017-124-103, C-501) to a point approximately 73 feet opposite approximate Station 128+05 (survey baseline), containing 25,923 square feet, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 464, State Highway Project 0464-131-101, RW-202, the Commonwealth acquired certain lands outside the normal right of way limits from Wiley Dozier and Addie S. Dozier by deed dated August 18, 1967, recorded in Deed Book 1497, Page 695; from Etta

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Pickett by deed dated July 12, 1967, recorded in Deed Book 1492, Page 636; from M. S. Small, et al by instrument dated November 17, 1967, case for which has been concluded, recorded in Deed Book 1502, Page 395; and from Junius W. Williams by deed dated June 20, 1967, recorded in Deed Book 1492, Page 172. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Chesapeake; and

WHEREAS, a portion of the right of way, so acquired, is no longer needed; and

WHEREAS, inasmuch as the remaining lands are suitable for independent development, it is proposed that the property be offered to a State agency or be advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the excess land lying southeast of and adjacent to the southeast normal limits of Route 464, from a point approximately 70 feet opposite approximate Station 176+00 (NBL centerline) to a point approximately 70 feet opposite approximate Station 177+52 (NBL centerline), containing 0.158 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 13, State Highway Project 0013-001-101, RW-201, the Commonwealth acquired certain lands from George B. Savage, et ux; Lloyd J. Savage, et al by deed dated December 29, 1965, recorded in Deed Book 263, Page 272; and in connection with Route 4, State Highway Project 221A, the Commonwealth acquired certain lands from Mary E. Walter and N. F. Walter by deed dated April 28, 1923, recorded in Deed Book 125, Page 385; and from Heirs of T. P. Belote by deed dated February 23, 1923, recorded in Deed Book 125, Page 384. These instruments

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are recorded in the Office of the Clerk of the Circuit Court of Accomack County; and

WHEREAS, under Project 0013-001-101, RW-201, Route 13 was relocated in a westerly direction and the new location serves the same citizens as the old location; and

WHEREAS, the old section of Route 13 was abandoned and approved by the Commonwealth Transportation Commissioner, effective September 21, 1989; and

WHEREAS, in order to reach a settlement with Gregory A. Sherry and Patrisha J. Bronzell for land needed for the construction of Project 0626-001-182, C-501, it is proposed that the excess right of way lying outside the normal right of way limits be conveyed; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing 0.547 acre, more or less, and lying east of the east normal right of way limits of Route 13, from a point approximately 130 feet opposite approximate Station 2119+70 (SBL centerline Route 13) to a point approximately 130 feet opposite approximate Station 2126+40 (SBL centerline Route 13) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Dr. Thomas, seconded by Mr. Kelly

that

WHEREAS, in connection with Route 60, State Highway Project 0060-121-110, RW-201, the Commonwealth acquired certain lands from Anne Sims Curtis, et al, by deed dated May 11, 1984, recorded in Deed Book 1081, Page 544; and from Lynda M. Kegley, et al, by deed dated July 5, 1984, recorded in Deed Book 1086, Page 121. These deeds are recorded in the Office of the Clerk of the Circuit Court of the City of Newport News; and

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WHEREAS, the Commonwealth is the apparent owner of Wyatt Drive in the City of Newport News; and

WHEREAS, under Project D060-121-110, RW-201, a portion of Wyatt Drive is being incorporated into the right of way for Warwick Boulevard; and

WHEREAS, in order to more fully develop the adjacent lands, the adjoining landowners have requested that portions of Wyatt Drive lying east of the east right of way limits for Warwick Boulevard be conveyed to them; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that the land containing approximately 0.556 acre, more or less, and lying east of the east normal right of way limits of Warwick Boulevard, from a point approximately 55 feet opposite approximate Station 681+87 (survey and construction centerline, Project 0060-121-110, RW-201) to a point approximately 30 feet right of approximate Station 10+25 (Woodhaven Road centerline, Project 0060-121-110, RW-201) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the lands, so certified, is hereby approved and the Commonwealth Transportation Commissioner is authorized to execute in the name of the Commonwealth deeds, conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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Moved by Mr. Bacon, seconded by Dr. Howlette,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "... be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports; ...."; and

WHEREAS, the Bedford County Board of Supervisors has, by resolution, requested industrial access funds to serve the Lake Vista Executive Center (Technical Publications Service, Inc.) located off Route 221 in Bedford County, and said access is estimated to cost \$470,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Commonwealth Transportation Board's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED that \$203,000 of the 1989-90 Fiscal Year Industrial Access Fund be allocated to provide adequate access to the proposed Lake Vista Executive Center (Technical Publication Service, Inc.) located off Route 221 in the Forest area of Bedford County, Project 1425-009-236-M501, F8708, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement, with bond, between Bedford County (County) and the Virginia Department of Transportation (VDOT), to provide for:
  - a. the design and construction of this project;
  - b. the County's contribution, from an available source other than any administered by VDOT, for all costs incurred in this project's construction in excess of \$203,000. Further, in the event lights and gates are not required for this

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project's crossing of the Norfolk and Southern Railroad, such contribution shall be for all costs in excess of \$138,000;

- c. the County bearing any portion of the project's cost to the Industrial Access Fund not justified by appropriate capital expenditures under the policy of the Commonwealth Transportation Board. If, by May 17, 1992, suitable industry has not expended or entered into a firm contract to expend at least \$2,030,000 (\$1,380,000 if lights and gates are not required at the project's crossing of the Norfolk and Southern Railroad) for qualified capital outlay on eligible site(s) along this project, then an amount equal to 10% of eligible capital expenditures and/or the eligible capital outlay under firm contract will be credited toward the project's allocation and the balance of any project costs over the amount so credited will be borne by the County; and
- d. VDOT determining eligible capital expenditures in accordance with current policy and procedures; and

3. In the event that lights and gates are not required at the project's crossing of the Norfolk and Southern Railroad, not more than \$138,000 of this allocation shall be authorized for this project's construction.

Motion carried.

Moved by Mr. Bacon, seconded by Dr. Howlette, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports;..."; and

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WHEREAS, on April 20, 1989, the Commonwealth Transportation Board, pursuant to formal requests of the Lebanon Town Council and the Russell County Board of Supervisors allocated \$450,000 from the Industrial Access Fund to assist in providing adequate access to the ASAA Technologies, Inc. and the Cumberland Plateau Regional Industrial Park, as then proposed to be constructed off Route 654 (in the proximity of the Lebanon Bypass) in the Town of Lebanon, Project 1000-252-265, M501, subject to certain contingencies; and

WHEREAS, at the time of this approval it was intended that the Department administer the construction of this project under the provisions of an appropriate county/state agreement; and

WHEREAS, due to the complexities of time schedules and the involvement of other grant and loan funds in the construction of other facilities which were an integral part of this park's total development, the County deemed it appropriate to proceed with this project's construction utilizing its own capabilities; and

WHEREAS, this action by the County effectively precluded the project's construction in accordance with contingencies of this Board's resolution of April 20, 1989; and

WHEREAS, it appears there remains certain justification for assistance from the Industrial Access Road Fund in providing adequate access from Route 654 to the ASAA site; and

WHEREAS, the Lebanon Town Council and the Russell County Board of Supervisors have now adopted revised resolutions to request assistance in the financing of an access project from Route 654 to the westernmost entrance to the ASAA site, and

WHEREAS, this latest request appears to fall within the intent of Section 33.1-221 and complied with the applicable provisions of the Commonwealth Transportation Board's policy on the use of industrial access funds.

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NOW, THEREFORE, BE IT RESOLVED, that this Board's action of April 20, 1989, approving a \$450,000 allocation from the Industrial Access Fund to provide access to ASAA Technologies, Inc., Project 1000-252-265, M501, is hereby rescinded.

BE IT FURTHER RESOLVED, that this allocation (\$450,000) is hereby returned to the Industrial Access Fund for use on other projects as may be subsequently approved.

BE IT STILL FURTHER RESOLVED, that \$376,600 of the Industrial Access Fund be allocated to provide adequate access to Project 1000-252-265, M501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and

2. the execution of an appropriate contractual agreement between Russell County (County) and the Virginia Department of Transportation (VDOT) to provide for:

- a. the appropriate financing, design, construction and subsequent maintenance of the access project;
- b. the contribution of the required \$76,600 matching funds from sources other than funds administered by VDOT; and
- c. the payment of all ineligible project costs, and of any eligible costs in excess of this allocation, from sources other than funds administered by VDOT; and

3. satisfactory documentary evidence being submitted by the County that ASAA Technologies, Inc. has expended, or is under firm contract to expend, at least \$4,532,000 for eligible capital outlay and will operate its facilities on the subject site.

Motion carried.

5/17/90

Moved by Mr. Bacon, seconded by Dr. Howlette, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports;" and

WHEREAS, on July 16, 1987, the Commonwealth Transportation Board allocated \$300,000 to provide access for the Public Industrial Park, Project 9999-118-110, M501, subject to certain contingencies; and

WHEREAS, the City of Lynchburg has requested this project's length be reduced to 0.17 mile from Graves Mill Road to the south; and

WHEREAS, the staff of both the Department of Economic Development and the Secondary Roads Division concur in this request.

NOW, THEREFORE, BE IT RESOLVED, that this Board's action of July 16, 1987, is hereby amended to reduce the length of this project to 0.17 mile and to reduce the Industrial Access Fund allocation for this project to \$117,350, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth, and

BE IT FURTHER RESOLVED that the balance of the original allocation (\$182,650) be returned to the Industrial Access Fund.

Motion carried.

Moved by Mr. Musselwhite, seconded by Mr. Smalley, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and

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towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports;" and

WHEREAS, the Campbell County Board of Supervisors has, by resolution, requested Airport Access Funds to serve the Lynchburg Regional Airport located adjacent to Route 29 in Campbell County, and said access is estimated to cost \$60,400; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Commonwealth Transportation Board's policy on the use of airport access funds.

NOW, THEREFORE, BE IT RESOLVED that \$60,400 from the Airport Access Fund be allocated to provide adequate access to the Lynchburg Regional Airport facility located off Route 29 in Campbell County, Project 0830-015-247, N-501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and
2. the execution of an appropriate contractual agreement between Campbell County and the Virginia Department of Transportation (VDOT), to provide for:
  - a. the design, financing, and construction of this project; and
  - b. the payment of all ineligible project costs, and of any eligible costs in excess of this allocation, from sources other than VDOT; and
  - c. presentation of appropriate billing and certification by Campbell County for reimbursement of the actual cost incurred for eligible items in the construction of this project. Such billing shall not exceed \$60,400.

Motion carried.

5/17/90

Moved by Mr. Musselwhite, seconded by Mr. Smalley, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund to "...be expended by the Board for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports;" and

WHEREAS, the Smyth County Board of Supervisors has, by resolution, requested Airport Access Funds to serve the Mountain Empire Airport by improvement and extension of existing Route 706 located in Smyth County, and said access is estimated to cost \$7,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Commonwealth Transportation Board's policy on the use of Airport Access Funds.

NOW, THEREFORE, BE IT RESOLVED that \$7,000 from the Airport Access Fund be allocated to provide adequate access to the Mountain Empire Airport facility located adjacent to Route 706 and 0.10 mile northwest of Route 11 in Smyth County, Project 0706-086-209, N-501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and

2. any project costs exceeding this allocation being borne from available sources other than the Airport Access Funds.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Bacon, that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "...in the public interest that access roads and bikeways for

5/17/90

public recreational areas and historical sites be provided..." reserves \$3,000,000 from highway funds for such purpose, and further provides that "The Commonwealth Transportation Board, with the concurrence of the Director of the Department of Conservation and Recreation, is hereby authorized to make regulations to carry out the provisions of this section.", and

WHEREAS, the Director of the Department of Conservation and Recreation and the Commonwealth Transportation Board have adopted a joint policy to govern the use of Recreational Access Funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of Recreational Access Funds to construct an access road within Poor Farm Park in Hanover County, and the said access is estimated to cost \$245,000; and

WHEREAS, it is anticipated that this request will be considered by the Director of the Department of Conservation and Recreation and will be found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, it is further anticipated that the Director of the Department of Conservation and Recreation will recommend the construction of the aforementioned access.

NOW, THEREFORE, BE IT RESOLVED that \$245,000 from the 1989-90 Fiscal Year Recreational Access Fund be allocated to construct the access road within Poor Farm Park in Hanover County, Project 0810-042-269, M501, contingent upon

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth; and

2. the Director of the Department of Conservation and Recreation find this request to be in compliance with the provisions of Section 33.1-223 of the Code of Virginia and recommending the construction of the aforementioned access facility; and

5/17/90

3. assurance from the Hanover County Board of Supervisors that the County has entered into a contract to construct Phase 1 of this park; and

4. the Hanover County Board of Supervisors' officially acknowledging this project's designation as a "Virginia Byway" and pledging to use its good office to reasonably protect the aesthetic and cultural value of this road; and

5. all ineligible costs of this project and all eligible costs in excess of \$245,000 being provided from sources other than the Recreational Access Fund.

AND FURTHER, the project constructed in accordance with this resolution shall hereafter be known as a "Virginia Byway."

Motion carried.

Moved by Mr. Bacon, seconded by Mr. Musselwhite, that

WHEREAS, Section 33.1-221.1:1 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, the Brunswick County Board of Supervisors has, by resolution, requested Industrial Access Railroad Track Funds to serve the Brick and Tile Corporation of Lawrenceville; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$80,000 of the Industrial Access Railroad Track funds be provided to construct track to serve the Brick and Tile Corporation of Lawrenceville, located in Brunswick County, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth

5/17/90

2. all costs above \$80,000, which is allocated herein as the industrial rail access grant, being borne by the Brick and Tile Corporation of Lawrenceville

3. execution of an agreement acceptable to the Department

Motion carried.

Moved by Mr. Bacon, seconded by Mr. Musselwhite, that

WHEREAS, Section 33.1-221.1:1 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, the Newport News City Council has, by resolution, requested \$90,000 in Industrial Access Railroad Track Funds to serve the Edison Plastics Company; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and is in accordance with the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby approves that \$90,000 of the Industrial Access Railroad Track funds be provided to construct a track to serve the Edison Plastics Company, located in the City of Newport News, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth

2. all costs above \$90,000, which is allocated herein as the industrial rail access grant, being borne by the Edison Plastics Company

3. execution of an agreement acceptable to the Department

Motion carried.

5/17/90

Moved by Mr. Bacon, seconded by Mr. Musselwhite, that

WHEREAS, Section 33.1-221.1:1 of the Code of Virginia declares it to be in the public interest that access railroad tracks and facilities be constructed to certain industrial and commercial sites; and

WHEREAS, the Wythe County Board of Supervisors and the Rural Retreat Town Council have, by resolution, requested \$200,000 in Industrial Access Railroad Track Funds to serve Klockner-Pentaplast of America, Inc.; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221.1:1 and the provisions of the Commonwealth Transportation Board's policy on the use of Industrial Access Railroad Track Funds; and

WHEREAS, the Commonwealth's negotiations with Klockner-Pentaplast occurred during the time when the allowable allocation was \$200,000.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby waives its current funding limitation and approves that \$200,000 of the Industrial Access Railroad Track funds be provided to construct a track to serve Klockner-Pentaplast of America, Inc., located in Wythe County, contingent upon:

1. all necessary right of way and utility adjustments being provided at no cost to the Commonwealth
2. all costs above \$200,000, which is allocated herein as the industrial rail access grant, being borne by Klockner-Pentaplast of America, Inc.
3. execution of an agreement acceptable to the Department

Motion carried.

5/17/90

Moved by Mr. Bacon, seconded by Mr. Kelly, that

WHEREAS, the Commonwealth Transportation Board is required by the Code of Virginia Section 33.1-12 (9) (b) and (11) to set aside and allocate funds in the Transportation Trust Fund; and

WHEREAS, Section 33.1-23.1A requires the Board to allocate such amounts as it deems reasonable and necessary for the maintenance of roads on the interstate, primary and secondary systems; city street payments and payments to counties that have withdrawn from the secondary system; and

WHEREAS, Section 33.1-23.1B requires the Board to allocate funds for construction on the interstate, primary, secondary and urban systems; and

WHEREAS, the Appropriation Act, Chapter 972, enacted by the 1990 General Assembly requires that all mass transit funds be allocated by the Board in accordance with the statutory formula in Section 58.1-2425.E.3; and

WHEREAS, the Appropriation Act, Chapter 972, enacted by the 1990 General Assembly requires certain set asides and allocations; and

WHEREAS, Section 9-6.25 allows for the Board to review and comment on budget items not specifically enumerated to the Board by Statute.

NOW, THEREFORE, BE IT RESOLVED, that the Commonwealth Transportation Board has reviewed the Tentative FY 1990-91 Annual Budget and has made appropriate comments to the Commissioner for his consideration; and

BE IT FURTHER RESOLVED, by the Commonwealth Transportation Board that the recommended tentative allocations required by the various statutes and contained in the FY 1990-91 Annual Budget are approved.

Motion carried.

Following presentation by Mr. J. G. Ripley, Director of Programming and Planning, on motion of Mr. Bacon, seconded by Mr. Smalley, the Tentative Allocation of Funds for fiscal year 1990-91 for

5/17/90

Interstate, Primary and Urban Highway Systems, Public Transit, Ports and Airports; and the Six Year Improvement Program for fiscal years 1990-91 through 1995-96 for Interstate, Primary, Urban and Secondary Highway Systems, Public Transit, Ports and Airports, were approved, as outlined on the attached sheets.

**TENTATIVE**

**FY 1990-91**

**Annual Budget**

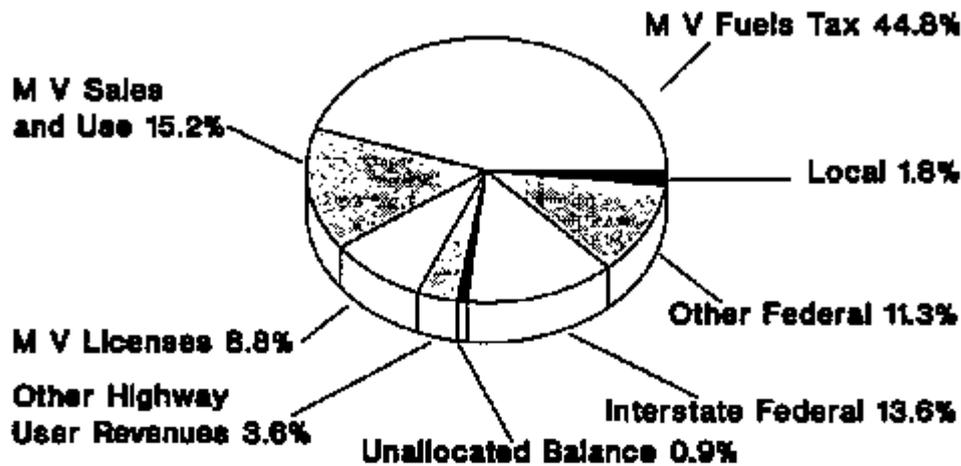
**May 1990**

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**SUMMARY OF REVENUES AND ALLOCATIONS**

**ESTIMATE OF REVENUES \***  
**HIGHWAY MAINTENANCE AND OPERATING FUND**  
**FISCAL YEAR 1990 - 91**



**STATE SOURCES**

Fuel Tax	<b>\$549,817,000</b>
Motor Vehicle Sales and Use	<b>186,900,000</b>
Motor Vehicle Licenses	<b>107,990,000</b>
Other Highway User Revenues	<b>44,721,000</b>
Unallocated Balance	<b>11,158,700</b>
<b>TOTAL STATE SOURCES</b>	<b>900,586,700</b>

**FEDERAL AID**

Interstate Federal Aid	<b>166,539,000</b>
Other Federal Aid	<b>139,529,000</b>
<b>TOTAL FEDERAL AID</b>	<b>306,068,000</b>

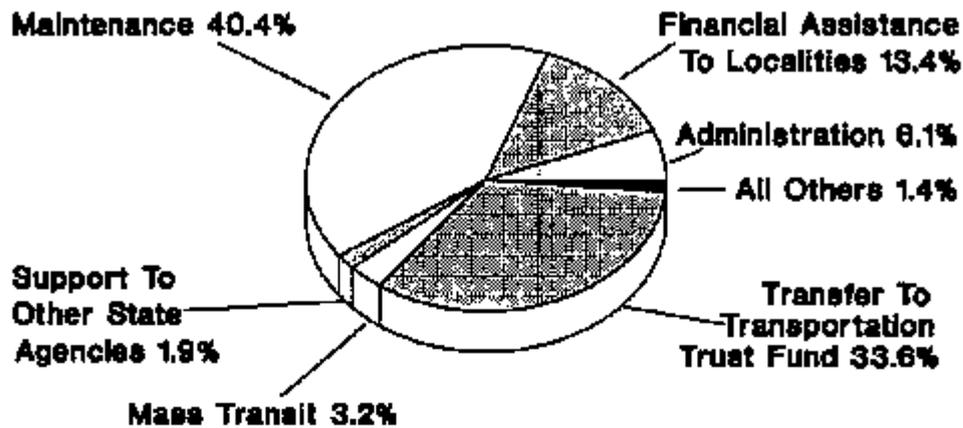
**OTHER SOURCES**

Local Contributions	<b>21,920,000</b>
<b>TOTAL OTHER SOURCES</b>	<b>21,920,000</b>

**TOTAL ESTIMATED REVENUES** **\$1,228,574,700**

\* Details on Pages 12-13.

**RECOMMENDED ALLOCATION OF REVENUES \*  
HIGHWAY MAINTENANCE AND OPERATING FUND  
FISCAL YEAR 1990-91**

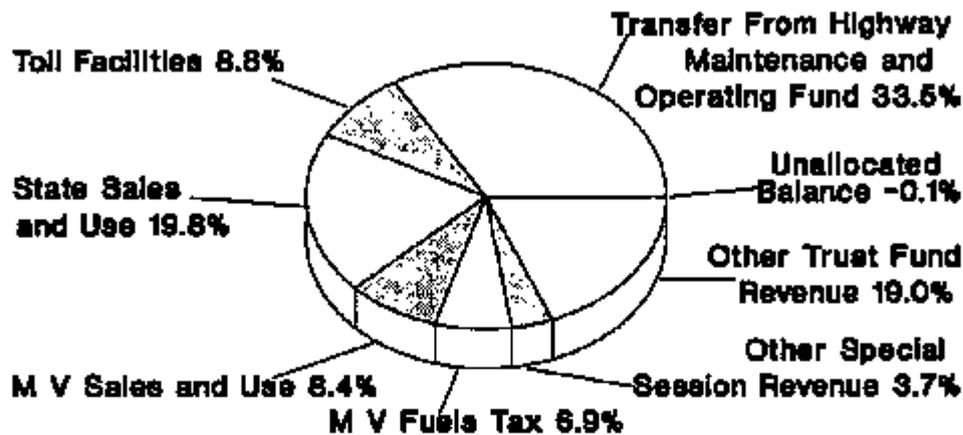


**OPERATING BUDGET**

<b>Administrative and Support Services</b>	<b>\$74,583,000</b>
<b>Ground Transportation Regulation</b>	<b>7,239,300</b>
<b>Ground Transportation System</b>	
<b>Planning and Research</b>	<b>2,794,000</b>
<b>Highway System Maintenance</b>	<b>498,872,800</b>
<b>Ground Transportation System Safety</b>	<b>6,697,800</b>
<b>Financial Assistance to Localities</b>	
<b>for Maintenance</b>	<b>164,165,300</b>
<b>Mass Transit Assistance</b>	<b>39,632,900</b>
<b>Land Management</b>	<b>551,800</b>
<b>TOTAL OPERATING BUDGET</b>	<b>792,536,900</b>
<b>Support to Other State Agencies</b>	<b>23,376,100</b>
<b>Transfer to Transportation Trust Fund</b>	<b>412,661,700</b>
<b>TOTAL H M O FUNDS ALLOCATED</b>	<b>\$1,228,574,700</b>

\* Details on Pages 16-17.

**ESTIMATE OF REVENUES \*  
TRANSPORTATION TRUST FUND  
FISCAL YEAR 1990 - 91**



**SPECIAL SESSION SOURCES**

State Sales and Use	\$244,400,000
M V Sales and Use	103,112,000
M V Fuels	84,905,000
Other Special Session Revenue	45,999,900
Unallocated Balance	(360,500)
<b>TOTAL SPECIAL SESSION SOURCES</b>	<b>478,056,400</b>

**EXISTING SOURCES**

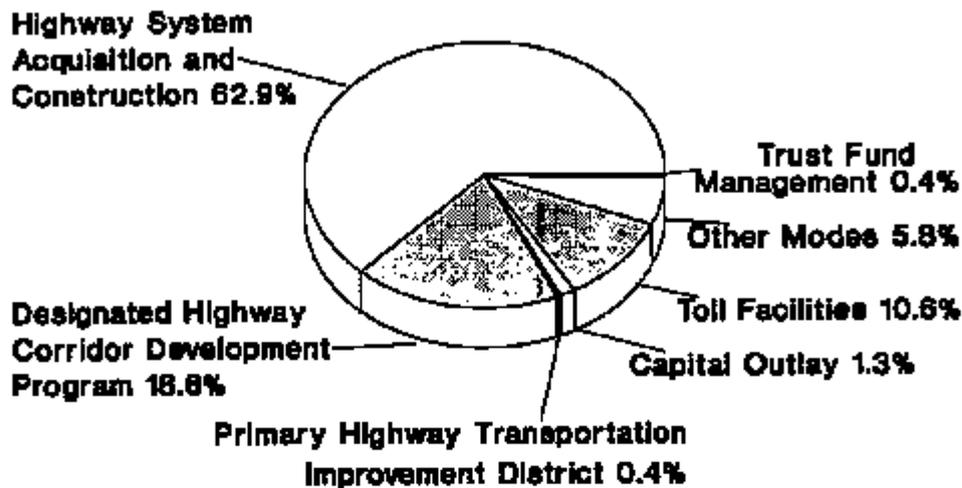
Toll Facilities	107,774,200
Transfer From H M O Fund	412,661,700
<b>TOTAL EXISTING SOURCES</b>	<b>520,435,900</b>

**OTHER TRUST FUND REVENUES**

Primary Highway Transportation Improvement District Revenue	5,233,000
U. S. Route 58 Corridor Development Fund	228,958,600
<b>TOTAL ESTIMATED REVENUES</b>	<b>\$1,232,683,900</b>

\* Details on Page 14.

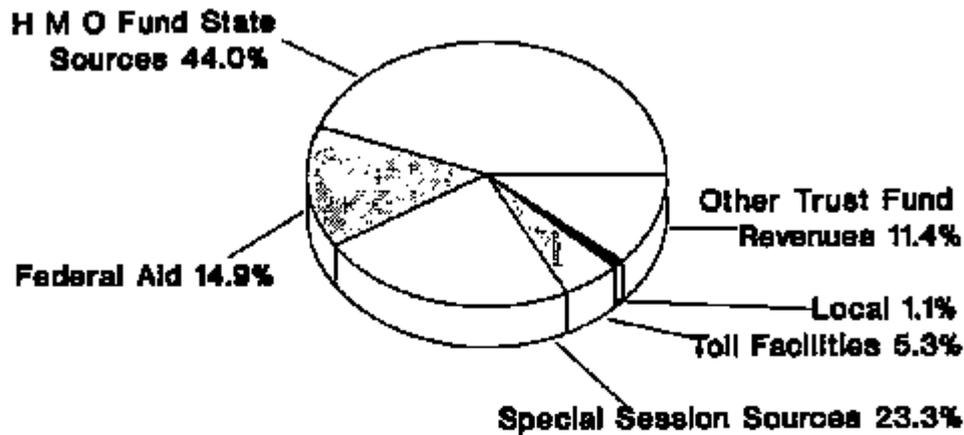
**RECOMMENDED ALLOCATION OF REVENUES\***  
**TRANSPORTATION TRUST FUND**  
**FISCAL YEAR 1990 - 91**



<b>Highway System Acquisition and Construction</b>	<b>\$775,034,300</b>
<b>Designated Highway Corridor Development Program</b>	<b>228,958,600</b>
<b>Primary Highway Transportation Improvement District</b>	<b>5,233,000</b>
<b>Toll Facility Operations</b>	<b>130,243,400</b>
<b>Mass Transit</b>	<b>39,828,500</b>
<b>Port and Port Facility Assistance</b>	<b>20,601,100</b>
<b>Capital Outlay</b>	<b>16,530,600</b>
<b>Airport Assistance</b>	<b>11,384,600</b>
<b>Trust Fund Management</b>	<b>5,069,800</b>
<b>TOTAL FUNDS ALLOCATED</b>	<b>\$1,232,683,900</b>

\* Details on Pages 18-20.

**GRAND TOTAL ESTIMATE OF REVENUES  
HIGHWAY MAINTENANCE AND OPERATING FUND  
AND TRANSPORTATION TRUST FUND  
FISCAL YEAR 1990 - 91**



<b>H M O FUND</b>	
State Sources	\$900,588,700
Federal Aid	306,068,000
Local Sources	21,920,000
<b>TOTAL H M O FUND</b>	<b>1,228,574,700</b>
<b>TRANSPORTATION TRUST FUND</b>	
Special Session Sources	478,056,400
Toll Facilities	107,774,200
Other Trust Fund Revenues	234,191,600
<b>TOTAL TRANSPORTATION TRUST FUND</b>	<b>820,022,200</b>
<b>GRAND TOTAL ESTIMATED REVENUES</b>	<b>\$2,048,596,900</b>

**ESTIMATE OF REVENUES**  
**HIGHWAY MAINTENANCE AND OPERATING FUND**  
**TRANSPORTATION TRUST FUND**

<b>ESTIMATE OF REVENUES</b>			
<b>FISCAL YEAR 1990 - 91</b>			
<b>HIGHWAY MAINTENANCE AND OPERATING FUND</b>	<b>BUDGETED</b>	<b>ESTIMATED</b>	<b>INCREASE</b>
	<b>1989-90</b>	<b>1990-91</b>	<b>(DECREASE)</b>
<b>STATE REVENUE SOURCES</b>			
Motor Vehicle Fuels Tax - DMV	\$510,311,000	\$524,494,000	\$14,183,000
Motor Vehicle Fuels Tax - SCC	23,951,000	25,323,000	1,372,000
Fuel Tax - Total	534,262,000	549,817,000	15,555,000
Motor Vehicle Sales and Use Tax	186,901,000	186,900,000	(1,000)
International Registration Plan	29,046,000	33,156,000	4,110,000
Motor Vehicle Licenses	113,579,000	107,990,000	(5,589,000)
Overload Permits	1,733,000	2,122,000	389,000
Mileage Permit Fees - DCT	260,000	273,000	13,000
Hauling Permit Fees	840,000	825,000	15,000
Highway Permit Fees	1,285,000	870,000	(415,000)
Bridge And Ferry Tolls - Jarrattown	680,000	710,000	30,000
Land and Building Rentals	4,000	0	(4,000)
Truck Weighing Fees	130,000	130,000	10,000
Liquidated Damages - Weight Violations	3,597,000	3,777,000	180,000
Fines for Littering Highways	1,000	0	(1,000)
Miscellaneous Revenues	316,000	766,000	450,000
Outdoor Advertising	114,000	115,000	1,000
Interagency Revenue Transfer - SCC	1,093,000	1,975,000	882,000
Logo Signs	900,000	0	(900,000)
<b>SUBTOTAL</b>	<b>874,701,000</b>	<b>889,428,000</b>	<b>14,727,000</b>
Unallocated Balance	1,968,000	11,158,700	9,170,700 1/
<b>TOTAL STATE REVENUE SOURCES</b>	<b>\$876,669,000</b>	<b>\$900,586,700</b>	<b>\$23,917,700</b>

<b>ESTIMATE OF REVENUES</b>			
<b>FISCAL YEAR 1990 - 91</b>			
<b>HIGHWAY MAINTENANCE AND OPERATING FUND (cont.)</b>	<b>BUDGETED</b>	<b>ESTIMATED</b>	<b>INCREASE</b>
	<b>1989-90</b>	<b>1990-91</b>	<b>(DECREASE)</b>
<b>FEDERAL AID</b>			
Interstate Construction	\$35,172,000	\$25,589,000	(\$9,583,000)
Interstate Discretionary	31,452,000	21,757,000	(9,695,000)
Interstate 4R	69,578,000	69,687,000	109,000
Minimum Allocation	0	49,506,000	49,506,000
Interstate Total	136,202,000	166,539,000	30,337,000
Consolidated Primary	49,312,000	47,595,000	(1,717,000)
Rural Secondary	12,707,000	12,460,000	(247,000)
Urban System	14,584,000	14,122,000	(462,000)
Bridge Replacement	27,608,000	33,621,000	6,013,000
Hazard Elimination	9,525,000	9,438,000	(86,000)
Rail - Highway Crossings	2,725,000	2,651,000	(74,000)
Planning and Research - HPR	3,180,000	3,099,000	(84,000)
Planning and Research - PR	0	379,000	379,000
Metro Planning - PL	977,000	951,000	(26,000)
Forest Highways	668,000	601,000	(67,000)
Support Services	245,000	200,000	(45,000)
Rail Continuum Assistance	400,000	400,000	0
UMTA	3,000,000	3,000,000	0
Appalachian	3,400,000	3,138,000	(262,000)
Public Lands	180,000	0	(180,000)
Economic Development Administration Grant	248,000	0	(248,000)
Demonstration Projects:			
- George P. Coleman Bridge	640,000	624,000	(16,000)
- Roanoke River Parkway	2,400,000	2,334,000	(66,000)
- I-66 HOV Lanes	500,000	4,650,000	4,150,000
- Joint Va/Bld Program	0	452,000	452,000
- Woodrow Wilson Bridge	0	5,813,000	5,813,000
<b>TOTAL FEDERAL AID</b>	<b>262,514,000</b>	<b>306,068,000</b>	<b>43,554,000</b>
<b>LOCAL REVENUE SOURCES</b>			
Urban Construction Projects	3,000,000	2,920,000	(80,000)
Revenue Sharing	5,000,000	10,000,000	5,000,000
Coal Severance Tax Roads	9,000,000	9,000,000	0
<b>TOTAL LOCAL REVENUE SOURCES</b>	<b>17,000,000</b>	<b>21,920,000</b>	<b>4,920,000</b>
<b>TOTAL HIGHWAY MAINTENANCE AND OPERATING FUND REVENUE</b>	<b>\$1,156,223,000</b>	<b>\$1,228,574,700</b>	<b>\$72,371,700</b>

**ESTIMATE OF REVENUES  
FISCAL YEAR 1990 - 91**

<b>TRANSPORTATION TRUST FUND</b>	<b>BUDGETED 1989-90</b>	<b>ESTIMATED 1990-91</b>	<b>INCREASE (DECREASE)</b>
<b>TOLL FACILITIES REVENUE SOURCES</b>			
Toll Facilities	\$91,137,500	\$107,774,200	\$16,636,700
<b>TOTAL TOLL FACILITIES REVENUE SOURCES</b>	<b>91,137,500</b>	<b>107,774,200</b>	<b>16,636,700</b>
<b>1986 SPECIAL SESSION REVENUE SOURCES</b>			
Motor Vehicle Fuel Tax	82,850,000	84,905,000	2,055,000
Road Tax	5,197,000	5,293,000	96,000
Aviation Fuel Tax	1,008,000	926,000	(82,000)
State General Sales and Use Tax	228,900,000	244,400,000	15,500,000
Motor Vehicle Sales and Use Tax	103,874,000	103,112,000	(762,000)
Motor Vehicle Rental Tax	3,523,000	3,543,000	20,000
Licenses Fees	16,074,000	15,570,000	(504,000)
<b>SUBTOTAL</b>	<b>441,425,000</b>	<b>457,751,000</b>	<b>16,326,000</b>
<b>Interest Earnings (Less Basis Points)</b>			
Mass Transit Fund	732,000	1,212,200	480,200
Airport Fund	393,000	674,900	281,900
Port Fund	384,000	1,909,600	1,525,600
Toll Facilities Revolving Account	9,567,000	16,779,200	7,212,200
<b>SUBTOTAL</b>	<b>11,276,000</b>	<b>20,665,900</b>	<b>9,389,900</b>
Unallocated Balance	699,500	(360,500)	(1,060,000) 1/
<b>TOTAL SPECIAL SESSION REVENUE SOURCES</b>	<b>453,400,500</b>	<b>478,056,400</b>	<b>24,655,900</b>
<b>OTHER TRUST FUND REVENUES</b>			
Primary Highway Transportation Improvement District Revenues	8,233,000	5,233,000	(3,000,000)
Primary Highway Transportation Improvement District Bond Proceeds	133,384,400	0	(133,384,400)
Oil Overcharge Settlement	2,000,000	0	(2,000,000)
U. S. Route 58 Corridor Development Fund	0	40,000,000	40,000,000 5/
U. S. Route 58 Bond Proceeds	0	188,938,600	188,938,600 6/
<b>TOTAL TRANSPORTATION TRUST FUND REVENUE</b>	<b>688,645,400</b>	<b>820,022,200</b>	<b>131,376,800</b>
<b>GRAND TOTAL REVENUE - HIGHWAY MAINTENANCE AND OPERATING FUND AND TRANSPORTATION TRUST FUND</b>	<b>\$1,944,948,400</b>	<b>\$2,048,396,900</b>	<b>\$103,448,500</b>

**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES**

**HIGHWAY MAINTENANCE AND OPERATING FUND**

**TRANSPORTATION TRUST FUND**

**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

HIGHWAY MAINTENANCE AND OPERATING FUND	ALLOCATED 1989-90	RECOMMENDED 1990-91	INCREASE (DECREASE)
<b>ADMINISTRATIVE AND SUPPORT SERVICES</b>			
General Management and Direction	\$44,893,200	\$46,791,500	\$2,098,300
Computer Services	12,494,300	17,540,900	5,046,600
Physical Plant Services	7,168,600	10,250,600	3,082,000
<b>TOTAL ADMINISTRATIVE AND SUPPORT SERVICES</b>	<b>64,556,100</b>	<b>74,583,000</b>	<b>10,026,900</b>
<b>GROUND TRANSPORTATION REGULATION</b>			
Mobile Truck Weighing	1,397,200	1,821,000	223,800
Interstate Permanent Truck Weighing	2,849,800	3,971,600	1,121,800
Primary Permanent Truck Weighing	1,331,900	1,426,700	94,800
Truck Volume and Weight Study	18,900	20,000	1,100
<b>TOTAL GROUND TRANSPORTATION REGULATION</b>	<b>5,797,800</b>	<b>7,239,300</b>	<b>1,441,500</b>
<b>GROUND TRANSPORTATION SYSTEM PLANNING AND RESEARCH</b>			
Research Council - Administration	972,600	996,400	23,800
Research Council - State Research	1,730,400	1,797,600	67,200
<b>TOTAL GROUND TRANSPORTATION SYSTEM     PLANNING AND RESEARCH</b>	<b>2,703,000</b>	<b>2,794,000</b>	<b>91,000</b>
<b>HIGHWAY SYSTEM MAINTENANCE</b>			
Interstate Maintenance	98,241,200	105,717,700	7,476,500
Primary Maintenance	175,603,600	184,562,900	8,959,300
Secondary Maintenance	195,976,400	206,992,200	11,015,800
<b>TOTAL HIGHWAY SYSTEM MAINTENANCE</b>	<b>469,821,200</b>	<b>496,872,800</b>	<b>27,051,600</b>
<b>GROUND TRANSPORTATION SYSTEM SAFETY</b>			
Ground Transportation Safety Research and Analysis	5,326,100	6,697,800	1,371,700
<b>TOTAL GROUND TRANSPORTATION SYSTEM SAFETY</b>	<b>5,326,100</b>	<b>6,697,800</b>	<b>1,371,700</b>

**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

<b>HIGHWAY MAINTENANCE AND OPERATING FUND (cont.)</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>
<b>FINANCIAL ASSISTANCE TO LOCALITIES FOR GROUND TRANSPORTATION</b>			
Financial Assistance for City Street Maintenance	\$133,683,500	\$143,250,500	\$9,567,000
Financial Assistance for County Road Maintenance			
Arlington County	8,512,600	9,091,600	579,000
Harrison County	11,069,200	11,823,200	754,000
Subtotal - County Road Maintenance	19,581,800	20,914,800	1,333,000
<b>TOTAL FINANCIAL ASSISTANCE TO LOCALITIES FOR GROUND TRANSPORTATION</b>	<b>153,265,300</b>	<b>164,165,300</b>	<b>10,900,000</b>
<b>MASS TRANSIT ASSISTANCE</b>			
State Aid for Mass Transit	35,050,000	35,050,000	0
Washington Metropolitan Area Transit Commission	139,000	142,000	3,000
UMTA Grants	3,000,000	3,000,000	0
Rail Continuum Assistance Grants	400,000	400,000	0
Public Transportation - Routine Operations	842,800	1,040,900	198,100
<b>TOTAL MASS TRANSIT ASSISTANCE</b>	<b>39,431,800</b>	<b>39,632,900</b>	<b>201,100</b>
<b>LAND MANAGEMENT</b>			
Regulation of Outdoor Advertising	471,800	551,800	80,000
<b>TOTAL LAND MANAGEMENT</b>	<b>471,800</b>	<b>551,800</b>	<b>80,000</b>
<b>SUPPORT TO OTHER STATE AGENCIES</b>			
Alcohol Fuel Production Incentive Fund	26,000,000	11,500,000	(14,500,000)
Department of Education	135,000	150,000	15,000
Marine Resources Commission	530,300	538,815	8,515
Secretary of Transportation	302,700	400,900	98,100
Department of General Services	928,000	233,000	(695,000)
Department of Agriculture and Consumer Services	85,000	85,000	0
Department of Law	804,800	880,500	75,700
Department of State Police	2,300,000	2,856,400	556,400
Chesapeake Bay Initiative	3,552,700	4,169,185	616,485
Department of Minority Business Enterprise	0	551,600	551,600
Department of Corrections	0	744,000	744,000
Department of Information Technology	0	390,100	390,100
Social Security Savings	0	779,100	779,100
Virginia License Office	0	75,600	75,600
<b>TOTAL SUPPORT TO OTHER STATE AGENCIES</b>	<b>34,636,500</b>	<b>23,376,100</b>	<b>(11,260,400)</b>
<b>TOTAL ALLOCATION FROM HIGHWAY MAINTENANCE AND OPERATING FUND</b>	<b>\$779,411,300</b>	<b>\$815,913,000</b>	<b>\$46,501,700</b>

**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

<b>TRANSPORTATION TRUST FUND</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>	
<b>TRUST FUND MANAGEMENT</b>				
Department of Taxation	\$647,000	\$4,744,000	\$4,097,000	12/
Department of Transportation	323,900	323,900	1,900	
Department of Treasury	151,000	0	(151,000)	
<b>TOTAL TRUST FUND MANAGEMENT</b>	<b>1,121,900</b>	<b>5,069,900</b>	<b>3,947,900</b>	
<b>MASS TRANSIT</b>				
Special Programs	571,500	594,400	22,900	
Formula Assistance	28,001,600	29,127,000	1,125,400	
Capital Assistance	11,534,400	9,907,100	(1,617,300)	13/
<b>TOTAL MASS TRANSIT</b>	<b>40,097,500</b>	<b>39,628,500</b>	<b>(469,000)</b>	
<b>AIRPORT ASSISTANCE</b>				
Air Carrier Airports	4,325,900	4,553,800	27,900	
Air Carrier and Reliever Airports	4,325,900	4,553,800	27,900	
General Aviation Airports	2,283,100	2,277,000	(6,100)	
<b>TOTAL AIRPORT ASSISTANCE</b>	<b>11,314,900</b>	<b>11,384,600</b>	<b>69,700</b>	
<b>PORT AND PORT FACILITY ASSISTANCE</b>				
Port Capital Facilities	15,662,300	15,662,300	0	
Preservation of Capital Facilities	3,625,600	4,898,800	1,313,200	
<b>TOTAL PORT AND PORT FACILITY ASSISTANCE</b>	<b>19,287,900</b>	<b>20,601,100</b>	<b>1,313,200</b>	
<b>TOLL FACILITY OPERATIONS</b>				
Acquisition and Construction	44,839,800	60,441,400	15,601,600	
Debt Service	16,583,000	17,420,200	837,200	
Maintenance and Operation	29,714,700	29,912,600	197,900	
Toll Facilities Revolving Fund	9,254,200	22,469,200	13,215,000	
<b>TOTAL TOLL FACILITY OPERATIONS</b>	<b>100,391,700</b>	<b>130,243,400</b>	<b>29,851,700</b>	
<b>CAPITAL OUTLAY</b>	<b>8,154,200</b>	<b>14,530,600</b>	<b>7,376,400</b>	

**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

<b>TRANSPORTATION TRUST FUND (continued)</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>	
<b>HIGHWAY ACQUISITION AND CONSTRUCTION</b>				
<b>ACCESS ROADS AND OTHER CONSTRUCTION</b>				
Industrial Access	\$5,000,000	\$5,000,000		0
Recreational Access	3,000,000	3,000,000		0
Airport Access	800,000	800,000		0
Industrial Access Railroad Tracks	1,200,000	2,000,000	800,000	14/
Residential and Cultural Access	250,000	0	(250,000)	
Revenue Sharing	10,000,000	20,000,000	10,000,000	3/
Coal Revenue Tax Roads	9,000,000	9,000,000		0
Forest Highways	668,000	601,000	(67,000)	
Appalachian	3,400,000	3,138,000	(262,000)	
Demonstration Projects	3,788,000	14,053,000	10,265,000	15/
<b>TOTAL ACCESS ROADS AND OTHER CONSTRUCTION</b>	<b>36,906,000</b>	<b>57,392,000</b>	<b>20,486,000</b>	
<b>CONSTRUCTION MANAGEMENT</b>				
General Management	46,640,400	46,610,700	(29,700)	
Construction Training - Supportal Services	615,000	250,000	(365,000)	1/
Financial Assistance for Transportation Planning	1,194,400	1,238,700	44,300	
Highway Planning and Research	3,392,200	3,348,800	(43,400)	
<b>TOTAL CONSTRUCTION MANAGEMENT</b>	<b>52,042,000</b>	<b>51,448,200</b>	<b>(593,800)</b>	
<b>PRIMARY HIGHWAY TRANSPORTATION IMPROVEMENT</b>				
<b>DISTRICT CONSTRUCTION</b>	<b>133,584,400</b>	<b>0</b>	<b>(133,584,400)</b>	
<b>PRIMARY HIGHWAY TRANSPORTATION IMPROVEMENT</b>				
<b>DISTRICT DEBT SERVICE</b>	<b>4,523,000</b>	<b>5,233,000</b>	<b>(3,290,000)</b>	
<b>DESIGNATED HIGHWAY CORRIDOR DEVELOPMENT PROGRAM</b>				
U. S. Route 58 Corridor Development Fund	0	40,000,000	40,000,000	5/
U. S. Route 58 Road Programs	0	188,958,600	188,958,600	6/
<b>TOTAL DESIGNATED HIGHWAY CORRIDOR DEVELOPMENT PROGRAM</b>	<b>0</b>	<b>228,958,600</b>	<b>228,958,600</b>	

**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

<b>TRANSPORTATION TRUST FUND (continued)</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>
<b>HIGHWAY ACQUISITION AND CONSTRUCTION (continued)</b>			
<b>SYSTEMS CONSTRUCTION</b>			
<b>INTERSTATE CONSTRUCTION</b>			
Interstate Federal Aid	\$136,202,000	\$166,539,000	\$30,337,000
Interstate Match	18,894,000	22,710,000	3,814,000
<b>TOTAL INTERSTATE CONSTRUCTION</b>	<b>155,096,000</b>	<b>189,249,000</b>	<b>34,153,000</b>
<b>PRIMARY CONSTRUCTION</b>			
Formula	188,024,200	178,518,500	(9,505,700)
<b>TOTAL PRIMARY CONSTRUCTION</b>	<b>188,024,200</b>	<b>178,518,500</b>	<b>(9,505,700)</b>
<b>SECONDARY CONSTRUCTION</b>			
Formula	140,919,400	133,888,900	(7,030,500)
Unpaved Roads	29,062,700	27,708,800	(1,353,900)
<b>TOTAL SECONDARY CONSTRUCTION</b>	<b>169,982,100</b>	<b>161,597,700</b>	<b>(8,384,400)</b>
<b>URBAN CONSTRUCTION</b>			
Formula	140,909,800	133,888,900	(7,020,900)
Local Match	3,000,000	2,920,000	(80,000)
<b>TOTAL URBAN CONSTRUCTION</b>	<b>143,909,800</b>	<b>136,808,900</b>	<b>(7,100,900)</b>
<b>TOTAL SYSTEMS CONSTRUCTION</b>	<b>657,613,700</b>	<b>666,174,100</b>	<b>8,560,400</b>
<b>TOTAL HIGHWAY ACQUISITION AND CONSTRUCTION</b>	<b>886,669,100</b>	<b>1,009,225,900</b>	<b>122,556,800</b>
<b>TOTAL ALLOCATION FROM TRANSPORTATION TRUST FUND</b>	<b>1,089,437,200</b>	<b>1,232,683,900</b>	<b>143,246,700</b>
<b>GRAND TOTAL ALLOCATION HIGHWAY MAINTENANCE AND OPERATING FUND AND TRANSPORTATION TRUST FUND</b>	<b>\$1,844,848,400</b>	<b>\$2,048,586,900</b>	<b>\$203,738,500</b>

**DETAILED DISTRIBUTION OF SPECIAL SESSION REVENUE  
TRANSPORTATION TRUST FUND**

**DETAILED DISTRIBUTION OF 1986 SPECIAL SESSION REVENUE  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

<b>TRANSPORTATION TRUST FUND</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>
<b>1986 SPECIAL SESSION REVENUE</b>	\$441,425,000	\$457,751,000	\$16,326,000
Less: Trust Fund Management	1,121,900	3,069,800	3,947,900 12/
<b>NET 1986 SPECIAL SESSION REVENUE AVAILABLE FOR DISTRIBUTION</b>	<b>440,303,100</b>	<b>452,681,200</b>	<b>12,378,100</b>
<b>INTEREST EARNINGS</b>	<b>11,276,000</b>	<b>30,665,900</b>	<b>9,389,900</b>
<b>UNALLOCATED BALANCE</b>	<b>699,500</b>	<b>(360,500)</b>	<b>(1,060,000)</b>
<b>TOTAL AVAILABLE FOR DISTRIBUTION</b>	<b>452,278,600</b>	<b>472,986,600</b>	<b>20,708,000</b>
<b>DISTRIBUTION</b>			
<b>MASS TRANSIT ASSISTANCE (8.4%)</b>			
1986 Special Session Revenue	34,983,500	35,025,200	1,039,700
Unallocated Balance	390,000	391,000	11,100
Interest Earnings	732,000	1,212,300	480,300
<b>SUBTOTAL AVAILABLE</b>	<b>36,105,500</b>	<b>36,628,500</b>	<b>1,531,000</b>
Less: Indirect Cost	92,900	128,300	35,400
<b>NET MASS TRANSIT ASSISTANCE</b>	<b>35,994,600</b>	<b>36,500,200</b>	<b>1,485,600</b>
<b>AIRPORT ASSISTANCE (2.4%)</b>			
1986 Special Session Revenue	10,567,200	10,864,400	297,200
Unallocated Balance	154,700	(154,700)	(309,400)
Interest Earnings	593,000	674,900	81,900
<b>SUBTOTAL AVAILABLE</b>	<b>11,314,900</b>	<b>11,384,600</b>	<b>69,700</b>
Less: Indirect Cost	26,500	36,700	10,200
<b>NET AIRPORT ASSISTANCE</b>	<b>11,288,400</b>	<b>11,347,900</b>	<b>59,500</b>
<b>PORT AND PORT FACILITY ASSISTANCE (4.2%)</b>			
1986 Special Session Revenue	18,492,700	19,012,700	520,000
Unallocated Balance	411,200	(411,200)	(822,400)
Interest Earnings	384,000	1,999,600	1,615,600
<b>SUBTOTAL AVAILABLE</b>	<b>19,287,900</b>	<b>20,601,100</b>	<b>1,313,200</b>
Less: Indirect Cost	46,400	64,200	17,800
<b>NET PORT AND PORT FACILITY ASSISTANCE</b>	<b>19,241,500</b>	<b>20,536,900</b>	<b>1,295,400</b>
<b>TOLL FACILITIES REVOLVING</b>			
Interest Earnings	9,567,000	16,779,200	7,212,200
Unallocated Balance	(312,800)	5,690,000	6,002,800
<b>NET TOLL FACILITIES REVOLVING</b>	<b>9,254,200</b>	<b>22,469,200</b>	<b>13,215,000</b>

**DETAILED DISTRIBUTION OF 1986 SPECIAL SESSION REVENUE  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990-91**

<b>TRANSPORTATION TRUST FUND (cont.)</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>
<b>HIGHWAY CONSTRUCTION (85.0%)</b>			
1986 Special Session Revenue	\$374,257,700	\$384,778,900	\$10,521,200
Unallocated Balance	66,400	(5,175,700)	(5,942,100)
<b>SUBTOTAL AVAILABLE</b>	<b>374,324,100</b>	<b>379,603,200</b>	<b>4,579,100</b>
Less: Indirect Cost	939,600	1,298,400	358,800
<b>NET HIGHWAY CONSTRUCTION</b>	<b>373,384,500</b>	<b>378,304,800</b>	<b>4,220,300</b>
<b>TOTAL DISTRIBUTION</b>	<b>\$432,278,600</b>	<b>\$472,986,600</b>	<b>\$20,708,000</b>

**DETAILED DISTRIBUTION OF MASS TRANSIT PROGRAM  
HIGHWAY MAINTENANCE AND OPERATING FUND  
TRANSPORTATION TRUST FUND**

**DETAILED DISTRIBUTION OF MASS TRANSIT PROGRAM  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990-91**

	ALLOCATED 1989-90	RECOMMENDED 1990-91	INCREASE (DECREASE)
<b>PROPOSED MASS TRANSIT PROGRAM</b>			
Northern Virginia Transportation Commission	530,799,933	549,037,160	(\$1,762,773)
Commuter Rail	2,088,918	3,264,583	1,175,665
Prince William County	1,340,216	2,379,797	1,139,581
Tidewater Transportation District Commission	5,881,472	5,299,754	(581,718)
Richmond Area	4,650,631	5,042,336	391,707
Piedmont Transportation District Commission	3,223,397	4,355,163	1,031,826
Roanoke Area	846,700	1,175,808	329,108
Lynchburg Area	793,167	806,173	13,006
Tri-Cities Area	346,456	540,080	293,624
Bristol Area	48,516	53,946	5,430
Charlottesville Area	969,299	991,514	22,275
Danville Area	322,859	197,401	(125,458)
Non Urbanized Areas	1,425,350	1,671,076	245,726
Rider/Riding Program Assistance	603,086	731,067	67,981
Experimental Public Transportation Assistance Projects	548,627	325,501	(223,126)
Public Transportation Promotion and Operations Studies	52,860	112,200	59,340
Subtotal State Aid to Mass Transit	73,210,367	75,283,561	2,073,194
Washington Metropolitan Area Transit Commission	139,000	142,000	3,000
UMTA Grants	3,000,000	3,000,000	0
Rail Continuum Assistance Grants	400,000	400,000	0
Public Transportation - Routine Operations	842,800	1,040,900	198,100
<b>TOTAL COMBINED ALLOCATION</b>	<b>\$77,592,167</b>	<b>\$79,866,461</b>	<b>\$2,274,294</b>
<b>FINDING SOURCES</b>			
Undistributed Prior Year Highway Maintenance and Operating Funds	235,649	861,261	625,612
Undistributed Prior Year Mass Transit Trust Funds	16,618	0	(16,618)
Highway Maintenance and Operating Fund Allocation	39,335,300	39,505,000	169,700
Mass Transit Trust Fund Allocation	38,004,800	39,500,200	1,495,400
<b>TOTAL</b>	<b>\$77,592,167</b>	<b>\$79,866,461</b>	<b>\$2,274,294</b>

**CAPITAL OUTLAY BUDGET**  
**TRANSPORTATION TRUST FUND**

**CAPITAL OUTLAY BUDGET  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
TRANSPORTATION TRUST FUND  
FISCAL YEAR 1990 - 91**

**RECOMMENDED  
1990-91**

**FROM TRANSPORTATION TRUST FUND**

**NEW CONSTRUCTION: CHEMICAL STORAGE FACILITIES**

<b>Bristol District</b>	
Fremont Area Headquarters	\$236,000
Volney Area Headquarters	236,000
Claypool Area Headquarters	236,000
Abingdon Area Headquarters	236,000
<b>Salem District</b>	
Smith Mountain Lake Area Headquarters	153,000
Glen Hill Area Headquarters	76,000
Chock Area Headquarters	138,000
<b>Richmond District</b>	
Richmond-Petersburg Turnpike	134,000
Clackville Area Headquarters	235,000
<b>Suffolk District</b>	
Frederick Area Headquarters	246,000
<b>Fredericksburg District:</b>	
Middlesex Area Headquarters	183,000
<b>Colpeper District</b>	
Washington Area Headquarters	246,000
<b>Northern Virginia District</b>	
Van Dorn Area Headquarters	338,000
Haymarket Area Headquarters	312,000
Newington Area Headquarters	228,000
Manassas Area Headquarters	240,000

**TOTAL CONSTRUCTION: CHEMICAL STORAGE FACILITIES** **\$3,875,000**

**CAPITAL OUTLAY BUDGET  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
TRANSPORTATION TRUST FUND  
FISCAL YEAR 1990 - 91**

**RECOMMENDED  
1990-91**

**FROM TRANSPORTATION TRUST FUND**

**ACQUISITION: RELOCATION AND LAND FOR EXPANSION**

<b>Bristol District</b>	
Volley Area Headquarters	\$47,500
Claypool Area Headquarters	62,500
Greendale Area Headquarters	92,500
Abingdon Area Headquarters	92,500
<b>Lynchburg District</b>	
Grotus Area Headquarters	22,500
Closter Springs Area Headquarters	22,500
<b>Richmond District</b>	
South Brunswick Area Headquarters	17,500
New Kent Area Headquarters	72,500
Armadia Area Headquarters	37,500
<b>Fredericksburg District</b>	
Lottsburg Area Headquarters	45,000
Warsaw Residency	44,300
<b>Culpeper District</b>	
Washington Area Headquarters	75,000
<b>Shenandoah District</b>	
Manzy Area Headquarters	37,500
Berryville Area Headquarters	27,500
Winchester Area Headquarters	502,500
<b>TOTAL ACQUISITION: RELOCATION AND LAND FOR EXPANSION</b>	<b>1,199,300</b>

**NEW CONSTRUCTION: FREDERICKSBURG DISTRICT ADMINISTRATION BUILDING**

Fredericksburg District	
Administration Building	1,087,400

**TOTAL NEW CONSTRUCTION: FREDERICKSBURG DISTRICT ADMINISTRATION BUILDING** **1,087,400**

**NEW CONSTRUCTION: ADMINISTRATION OFFICE BUILDING**

<b>Bristol District</b>	
Jonestown Residency	247,500
<b>Lynchburg District</b>	
Appomattox Residency	260,200
Halifax Residency	267,800

**CAPITAL OUTLAY BUDGET  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
TRANSPORTATION TRUST FUND  
FISCAL YEAR 1990 - 91**

**RECOMMENDED  
1990-91**

**FROM TRANSPORTATION TRUST FUND**

<b>Richmond District</b>	
Sandston Residency	\$248,000
<b>Northern Virginia District</b>	
Leesburg Residency	247,800
<b>TOTAL NEW CONSTRUCTION: ADMINISTRATION OFFICE BUILDING</b>	<b>1,271,100</b>

**NEW CONSTRUCTION: OPERATIONAL FACILITIES**

<b>Richmond District</b>	
Volney Area Headquarters	275,400
<b>Salem District</b>	
Salem District Complex	71,400
Cullaway Area Headquarters	192,600
Salem District Complex	91,100
Horseshoos Area Headquarters	61,200
Salem District Complex	110,200
Rocky Mount Area Headquarters	71,400
Christiansburg Area Headquarters	58,900
<b>Lynchburg District</b>	
Brown's Store Area Headquarters	275,400
<b>Richmond District</b>	
Annie Residency	145,400
<b>Suffolk District</b>	
Frederick Area Headquarters	96,900
Frederick Area Headquarters	204,000
District Complex	22,500
HRET Tunnel (South Island)	83,100
Franklin Residency	35,700
Windsor Area Headquarters	21,400
HRET Tunnel (North Island)	30,100
Smithfield Area Headquarters	21,400
<b>Fredericksburg District</b>	
Edgehill Area Headquarters	25,300
Waver Residency	19,800
Ledyard Area Headquarters	13,700
<b>Calverton District</b>	
Gardonsville Area Headquarters	255,000
Washington Area Headquarters	433,900
District Complex	56,100

**CAPITAL OUTLAY BUDGET  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
TRANSPORTATION TRUST FUND  
FISCAL YEAR 1980 - 81**

**RECOMMENDED  
1980-81**

**FROM TRANSPORTATION TRUST FUND**

Stanton District	
Fairfield Area Headquarters	\$357,000
 Northern Virginia District	
Dunfries Area Headquarters	45,000
Fairfax Area Headquarters	91,000
Gaithersville Area Headquarters	71,400
Manassas Area Headquarters	12,300
Manassas Residency	261,100
Manassas Residency (Partial Funding)	89,600
 Stanton District	
Verona Area Headquarters	\$67,300
 <b>TOTAL NEW CONSTRUCTION: OPERATIONAL FACILITIES</b>	<b>3,648,000</b>
 <b>EQUIPMENT: ELEVATOR EQUIPMENT CENTRAL OFFICE</b>	<b>816,000</b>
 <b>ADDITIONAL/SUPPLEMENTAL FUNDING ITEMS</b>	
<b>NEW CONSTRUCTION: SOUTH HILL RESIDENCY OFFICE</b>	<b>192,000</b>
 <b>NEW CONSTRUCTION: OPERATIONAL FACILITIES</b>	
Christiansburg Residency Office Building	232,100
Colpeper Residency Office Building	355,200
Warrenton Residency Office Building	323,200
Stanton District Lot	120,000
 <b>TOTAL NEW CONSTRUCTION: OPERATIONAL FACILITIES</b>	<b>1,030,500</b>
 <b>NEW CONSTRUCTION: OFFICE BUILDINGS AND ADDITIONS</b>	
Warrenton Residency Shop	\$11,300
 <b>TOTAL NEW CONSTRUCTION: OFFICE BUILDINGS AND ADDITIONS</b>	<b>\$11,300</b>

**CAPITAL OUTLAY BUDGET  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
TRANSPORTATION TRUST FUND  
FISCAL YEAR 1990 - 91**

**RECOMMENDED  
1990-91**

**FROM TRANSPORTATION TRUST FUND**

<i>NEW CONSTRUCTION: SATELLITE OFFICE FOR ROSEDALE</i>	<i>\$2,000,000</i>
<i>ACQUISITION: LAND FOR SOUTHWEST ROANOKE AREA HEADQUARTERS</i>	<i>130,000</i>
<i>NEW CONSTRUCTION: REST AREA VENDING MACHINES FOR 24 SITES STATEWIDE</i>	<i>960,000</i>
<i>TOTAL ADDITIONAL/SUPPLEMENTAL FUNDING ITEMS</i>	<i>4,623,800</i>
<i>TOTAL FROM TRANSPORTATION TRUST FUND</i>	<i>\$16,530,600</i>

**CALCULATION OF FUNDS AVAILABLE FOR TRANSFER**  
**FROM**  
**HIGHWAY MAINTENANCE AND OPERATING FUND**  
**TO**  
**TRANSPORTATION TRUST FUND**

**CALCULATION OF FUNDS AVAILABLE FOR TRANSFER  
RECOMMENDED ALLOCATION OF ESTIMATED REVENUES  
FISCAL YEAR 1990 - 91**

<b>HIGHWAY MAINTENANCE AND OPERATING FUND</b>	<b>ALLOCATED 1989-90</b>	<b>RECOMMENDED 1990-91</b>	<b>INCREASE (DECREASE)</b>
<b>REVENUE AVAILABLE FOR ALLOCATION</b>			
TOTAL STATE REVENUE SOURCES	\$876,689,000	\$900,586,700	\$23,897,700
TOTAL FEDERAL AID	262,514,000	306,068,000	43,554,000
TOTAL LOCAL REVENUE SOURCES	17,000,000	21,920,000	4,920,000
<b>TOTAL REVENUE AVAILABLE FOR ALLOCATION</b>	<b>1,156,203,000</b>	<b>1,228,574,700</b>	<b>72,371,700</b>
<b>ALLOCATED FROM HIGHWAY MAINTENANCE AND OPERATING FUND</b>			
FROM STATE REVENUE SOURCES	772,011,200	812,513,000	40,501,800
FROM FEDERAL AID	3,400,000	3,400,000	0
FROM LOCAL REVENUE SOURCES	0	0	0
<b>TOTAL ALLOCATED FROM HIGHWAY MAINTENANCE AND OPERATING FUND</b>	<b>775,411,200</b>	<b>815,913,000</b>	<b>40,501,800</b>
<b>TRANSFERRED TO TRANSPORTATION TRUST FUND</b>			
STATE REVENUE TRANSFERRED	104,677,800	88,073,700	(16,604,100)
FEDERAL AID TRANSFERRED	259,114,000	302,668,000	43,554,000
LOCAL REVENUE TRANSFERRED	17,000,000	21,920,000	4,920,000
<b>TOTAL AVAILABLE TO BE TRANSFERRED TO TRANSPORTATION TRUST FUND</b>	<b>380,791,800</b>	<b>412,661,700</b>	<b>31,869,900</b>

**DETAILED DISTRIBUTION OF  
INDIRECT COST ALLOCATION**

**DETAILED DISTRIBUTION OF INDIRECT COST ALLOCATION  
FISCAL YEAR 1990-91**

	ALLOCATED 1989-90	RECOMMENDED 1990-91	INCREASE (DECREASE)
<b>HIGHWAY MAINTENANCE AND OPERATING FUND</b>			
Non-Construction Programs	\$1,713,400	\$2,423,000	\$709,600
Mass Transit	96,500	127,900	31,400
Subtotal Highway Maintenance and Operating Fund	1,809,900	2,550,900	741,000
<b>TRANSPORTATION TRUST FUND</b>			
<b>Toll Facilities</b>			
Norfolk-Virginia Beach Toll Road	41,493	69,302	27,809
Dulles Toll Road	36,761	62,600	25,842
Richmond-Petersburg Turnpike	99,774	154,125	54,361
Powhite Parkway Extension	11,772	20,860	9,088
Subtotal Toll Facilities	189,800	306,900	117,100
Construction Program	1,862,400	2,589,700	727,300
Mass Transit	92,900	128,300	35,400
Ports	46,400	64,200	17,800
Airports	26,500	36,700	10,200
Subtotal Transportation Trust Fund	2,218,000	3,125,800	907,800
<b>TOTAL HIGHWAY MAINTENANCE AND OPERATING FUND AND TRANSPORTATION TRUST FUND</b>	<b>\$4,027,900</b>	<b>\$5,676,700</b>	<b>\$1,648,800</b>

**HIGHWAY CONSTRUCTION SUMMARY**  
**TRANSPORTATION TRUST FUND**

**HIGHWAY CONSTRUCTION SUMMARY**  
**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES**  
**FISCAL YEAR 1990 - 91**

TRANSPORTATION TRUST FUND	ALLOCATED 1989-90	RECOMMENDED 1990-91	INCREASE (DECREASE)
<b>INTERSTATE CONSTRUCTION</b>			
Bristol District	\$2,715,000	\$3,590,000	\$875,000
Salem District	4,135,000	3,390,000	(745,000)
Lynchburg District	—	—	—
Richmond District	13,249,000	13,851,000	602,000
Suffolk District	83,574,000	92,870,000	9,296,000
Fredericksburg District	13,440,000	6,513,000	(6,927,000)
Caloper District	233,000	93,000	(142,000)
Stanton District	2,285,000	3,455,000	1,170,000
Northern Virginia District	35,465,000	65,485,000	30,020,000
<b>TOTAL INTERSTATE CONSTRUCTION</b>	<b>\$135,098,000</b>	<b>\$189,249,000</b>	<b>\$54,151,000</b>
<b>PRIMARY CONSTRUCTION</b>			
Belmont District	\$30,438,100	\$28,821,500	(\$1,616,600)
Salem District	21,423,800	21,542,900	(80,900)
Lynchburg District	20,438,900	19,240,400	(1,198,500)
Richmond District	27,913,100	26,790,200	(1,122,900)
Suffolk District	15,279,600	14,623,800	(655,800)
Fredericksburg District	17,187,000	17,313,400	116,400
Caloper District	15,279,300	15,306,000	(473,300)
Stanton District	16,780,700	16,071,500	(709,200)
Northern Virginia District	21,273,700	18,308,900	(2,964,900)
<b>TOTAL PRIMARY CONSTRUCTION</b>	<b>\$188,924,200</b>	<b>\$178,518,500</b>	<b>(89,525,700)</b>

**HIGHWAY CONSTRUCTION SUMMARY**  
**RECOMMENDED ALLOCATION OF ESTIMATED REVENUES**  
**FISCAL YEAR 1990 - 91**

TRANSPORTATION TRUST FUND (continued)	ALLOCATED 1989-90	RECOMMENDED 1990-91	INCREASE (DECREASE)
<b>SECONDARY CONSTRUCTION</b>			
Bristol District	\$20,846,228	\$19,049,092	(\$1,797,136)
Salem District	19,576,761	18,476,718	(1,099,972)
Lynchburg District	15,331,606	14,563,183	(768,423)
Richmond District	25,839,475	24,685,695	(1,153,780)
Suffolk District	10,304,195	9,830,852	(473,343)
Fredericksburg District	11,640,244	11,089,367	(540,877)
Culpeper District	12,577,036	11,973,737	(603,299)
Staunton District	15,310,850	15,355,895	45,045 16'
Northern Virginia District	36,555,705	36,563,090	(1,992,615)
<b>TOTAL SECONDARY CONSTRUCTION</b>	<b>\$169,982,109</b>	<b>\$161,997,700</b>	<b>(\$7,984,409)</b>
<b>URBAN CONSTRUCTION</b>			
Bristol District	\$4,219,982	\$4,132,827	(87,155)
Salem District	13,890,183	12,661,879	(1,228,304)
Lynchburg District	8,087,369	7,616,881	(470,488)
Richmond District	18,419,130	16,967,080	(1,452,110)
Suffolk District	71,842,128	68,134,395	(3,707,770)
Fredericksburg District	1,210,824	1,164,909	(45,915)
Culpeper District	3,112,461	2,999,506	(112,955)
Staunton District	8,491,621	7,817,679	(673,942)
Northern Virginia District	11,837,085	12,393,824	556,739
<b>TOTAL URBAN CONSTRUCTION</b>	<b>\$140,909,400</b>	<b>\$133,698,900</b>	<b>(\$7,220,500)</b>

**DETAIL OF THE BASIS POINTS IMPACT  
ON INTEREST REVENUE**

**DETAIL OF THE BASIS POINTS IMPACT  
ON INTEREST REVENUE**

<b>TRANSPORTATION TRUST FUND</b>	<b>BUDGETED 1989-90</b>	<b>ESTIMATED 1990-91</b>	<b>ESTIMATED 1990-91</b>
<b>INTEREST EARNINGS</b>			
Mass Transit Fund	\$732,000	\$1,265,000	\$333,000
Airport Fund	593,000	690,000	97,000
Port Fund	384,000	2,026,000	1,682,000
Highway Fund	9,567,000	17,313,000	7,746,000
<b>TOTAL INTEREST EARNINGS</b>	<b>11,276,000</b>	<b>21,294,000</b>	<b>10,018,000</b>
<b>BASIS POINTS</b>			
Mass Transit Fund	-	52,800	52,800
Airport Fund	-	15,100	15,100
Port Fund	-	26,400	26,400
Highway Fund	-	533,800	533,800
<b>TOTAL BASIS POINTS</b>	<b>-</b>	<b>628,100</b>	<b>628,100</b>
<b>NET INTEREST EARNINGS</b>			
Mass Transit Fund	732,000	1,212,200	480,200
Airport Fund	593,000	674,900	81,900
Port Fund	384,000	1,999,600	1,615,600
Highway Fund	9,567,000	16,779,200	7,212,200
<b>TOTAL NET INTEREST EARNINGS</b>	<b>11,276,000</b>	<b>20,665,900</b>	<b>89,389,900</b>

**TOLL FACILITY OPERATIONS**

**DULLES TOLL ROAD**

**POWHITE PARKWAY EXTENSION TOLL ROAD**

**RICHMOND-PETERSBURG TURNPIKE**

<b>DULLES TOLL ROAD</b> <b>STATEMENT OF ESTIMATED REVENUES &amp; EXPENSES</b> <b>JULY 1, 1990 - JUNE 30, 1991</b>
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	<b>Recommended</b>
Projected Balance Available - July 1, 1990	\$13,435,083
<b>FY 91 Estimated Revenue</b>	
Toll Revenues	19,149,000
Interest Earnings	<u>547,000</u>
<b>Total Available</b>	<b>\$33,131,083</b>
<b>FY 91 Expenditure Budget</b>	
<b>Revenue Fund</b>	
Maintenance & Operations 1/	\$5,499,100
Indirect Cost	<u>62,003</u>
<b>Total Maintenance &amp; Operations</b>	<b>5,561,711</b>
<b>Reserve Maintenance Fund 2/</b>	<b>540,000</b>
Resurfacing \$540,000	
<b>Debt Service Fund</b>	
1987 Refinancing Issue	4,688,140
1989 Widening Issue	<u>3,131,232</u>
<b>Total Debt Service</b>	<b>7,819,372</b>
<b>Construction Fund Reserve</b>	
Fairfax County Note Repayment 3/	1,200,000
<b>Improvement Fund:</b>	
Supplemental Amount for Widening Project 4/	14,310,000
Toll Collection Equipment/AVI System 5/	<u>3,700,000</u>
<b>Total Improvement Fund</b>	<b>18,010,000</b>
<b>Total Expenditures</b>	<b>\$33,131,083</b>

**FOOTNOTES -**

- 1/ Included is the cost of roadway maintenance which is provided by the Virginia Department of Transportation.
- 2/ Transfers of \$45,000 per month to the Reserve Maintenance Fund are to provide funds for the resurfacing of the roadway and for extraordinary items.
- 3/ Transfers of \$100,000 per month to this reserve account are scheduled in order to provide for the repayment in 1992 of the \$4,325,000 due on the note.
- 4/ This amount is provided from existing balance in the Improvement Account to complete the widening. This supplements the 1989 bond issue proceeds for the project.
- 5/ This amount is provided from the existing balance in the Improvement Account. The equipment replaces existing toll machines and provides for an Automatic Vehicle Identification system. In FY 90, \$8.3 million was budgeted for this purpose. Revised cost estimates indicate a total cost of \$12 million.

**DULLES TOLL ROAD**  
**MAINTENANCE AND OPERATIONS BUDGET**  
**JULY 1, 1990 - JUNE 30, 1991**

	<u>Currently Allocated</u>	<u>Amount Requested</u>	<u>Difference</u>
<b>PERSONAL SERVICES</b> (Salaries, wages and fringe benefits)	\$3,068,391	\$3,396,740	\$328,349
<b>CONTRACTUAL SERVICES</b> (Printing, telecommunications, highway repair & maintenance money services)	1,188,568	1,255,520	66,952
<b>SUPPLIES AND MATERIALS</b> (Uniforms, office supplies, building and grounds materials)	49,210	68,012	18,802
<b>TRANSFER PAYMENTS</b> (Payments to substate entities & indirect cost charge)	66,761	92,609	25,842
<b>CONTINUOUS CHARGES</b> (Equipment rentals, water service, sewer service and electrical service)	547,366	629,931	82,565
<b>EQUIPMENT</b> (Office machines and office furniture)	122,905	23,705	(99,200)
<b>PLANT AND IMPROVEMENTS</b> (Minor building improvements)	96,200	95,200	(1,000)
<b>TOTAL - MAINTENANCE AND OPERATION</b>	<b>\$5,139,401</b>	<b>\$5,561,711</b>	<b>\$422,310</b>

**POWHITE PARKWAY EXTENSION TOLL ROAD**  
**STATEMENT OF ESTIMATED REVENUES & EXPENSES**  
**JULY 1, 1990 - JUNE 30, 1991**

	<u>Recommended</u>
<b>FY 91 Estimated Revenue</b>	
Toll Revenue	\$6,806,000
Interest Earnings	116,000
Toll Facilities Revolving Account 1/	<u>2,014,068</u>
Total Available	<b>\$8,936,068</b>
<b>FY 91 Expenditure Budget</b>	
Revenue Fund	
Maintenance & Operations 2/	\$2,012,320
Indirect Cost	<u>20,860</u>
Total Maintenance & Operations	2,033,180
Reserve Maintenance Replacement Account 3/	0
Debt Service Fund	<u>6,902,888</u>
Total Expenditures	<b>\$8,936,068</b>

**FOOTNOTES -**

1/ This allocation is provided by Section 33.1-23.03:4.

2/ Expenses do not include ordinary roadway maintenance. This will be budgeted and performed by the Virginia Department of Transportation in accordance with the Memorandum of Understanding.

3/ No maintenance replacement is anticipated in the toll facility for FY 91. Therefore, no deposit is necessary in accordance with the Memorandum of Understanding.

**POWHITE PARKWAY EXTENSION TOLL ROAD****MAINTENANCE AND OPERATIONS BUDGET**

JULY 1, 1990 - JUNE 30, 1991

	Currently Allocated	Amount Requested	Difference
<b>PERSONAL SERVICES</b> (Salaries, wages and fringe benefits)	\$1,368,841	\$1,428,044	\$59,203
<b>CONTRACTUAL SERVICES</b> (Printing, telecommunications, highway repair & maintenance money services)	251,200	391,200	140,000
<b>SUPPLIES AND MATERIALS</b> (Uniforms, office supplies, building and grounds materials)	51,800	50,500	(1,300)
<b>TRANSFER PAYMENTS</b> (Payments to substate entities & indirect cost charge)	11,772	20,860	9,088
<b>CONTINUOUS CHARGES</b> (Equipment rentals, water service, sewer service and electrical service)	146,000	139,076	(6,924)
<b>EQUIPMENT</b> (Office machines and office furniture)	6,700	3,500	(3,200)
<b>PLANT AND IMPROVEMENTS</b> (Minor building improvements)	0	0	0
<b>TOTAL - MAINTENANCE AND OPERATION</b>	<b>\$1,836,313</b>	<b>\$2,033,180</b>	<b>\$196,867</b>

<b>RICHMOND - PETERSBURG TURNPIKE</b> <b>STATEMENT OF ESTIMATED REVENUES &amp; EXPENSES</b> <b>JULY 1, 1990 - JUNE 30, 1991</b>
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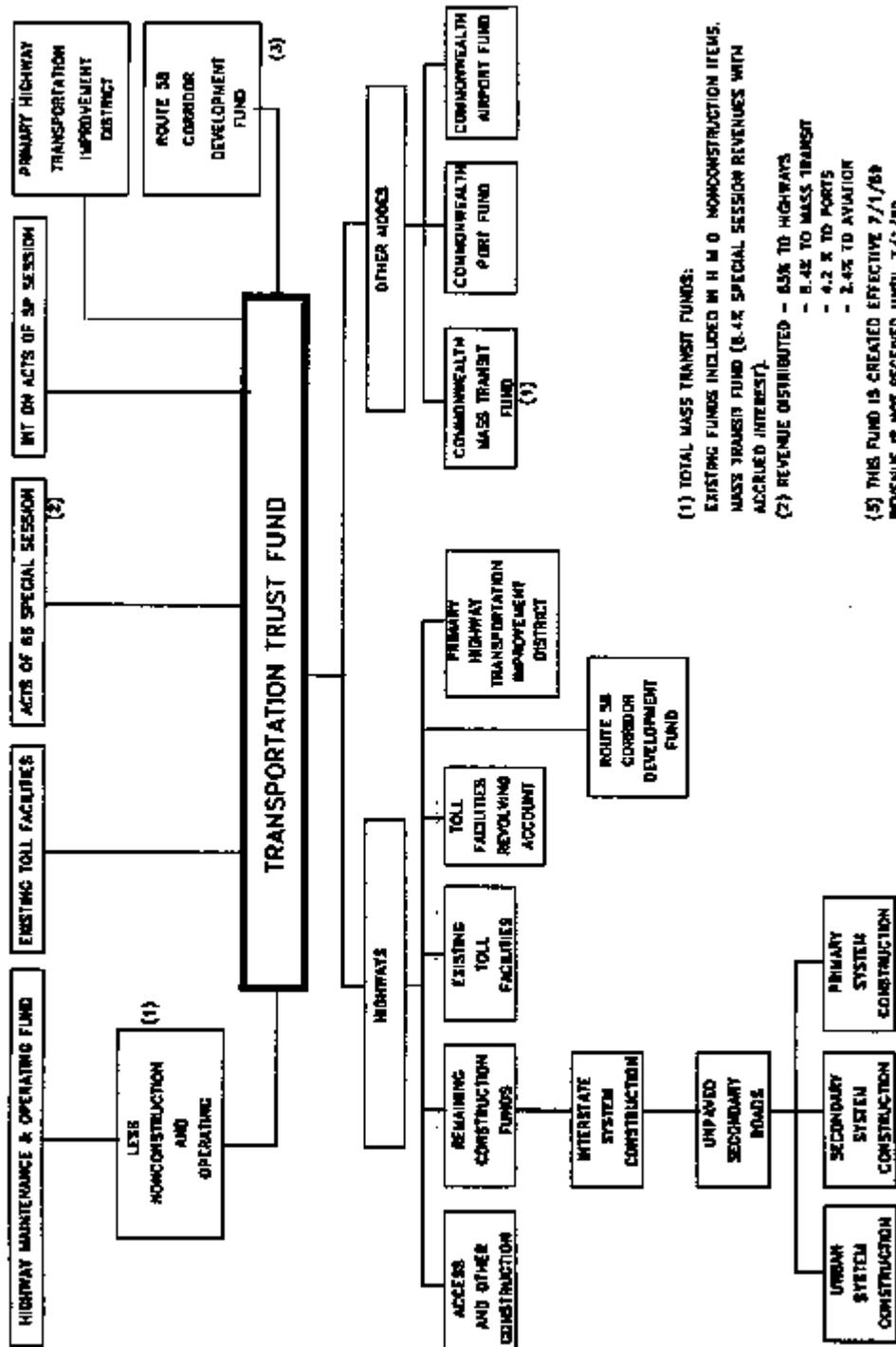
	<u>Recommended</u>
<b>FY 91 Estimated Revenue</b>	
Toll Revenues	\$38,003,000
Interest Earnings	<u>409,000</u>
<b>Total Available</b>	<b>\$38,412,000</b>
<b>FY 91 Expenditure Budget</b>	
Revenue Fund	
Maintenance & Operations	\$11,368,906
Indirect Cost	<u>154,135</u>
<b>Total Maintenance &amp; Operations</b>	<b>11,523,041</b>
<b>Reserve Maintenance Fund</b>	<b>3,500,000</b>
Construction Fund	
Reimbursements to Transportation Trust Fund (SB 304 Projects)	<u>23,388,959</u>
<b>Total Expenditures</b>	<b>\$38,412,000</b>

<b>RICHMOND - PETERSBURG TURNPIKE</b>
<b>MAINTENANCE AND OPERATIONS BUDGET</b>
<b>JULY 1, 1990 - JUNE 30, 1991</b>

	<u>Currently Allocated</u>	<u>Amount Requested</u>	<u>Difference</u>
<b>PERSONAL SERVICES</b> (Salaries, wages and fringe benefits)	\$8,615,281	\$9,041,199	\$425,918
<b>CONTRACTUAL SERVICES</b> (Printing, telecommunications, highway repair & maintenance agency services)	919,650	1,092,500	172,850
<b>SUPPLIES AND MATERIALS</b> (Uniforms, office supplies, building and grounds materials)	199,300	160,400	(38,900)
<b>TRANSFER PAYMENTS</b> (Payments to substitute entities & indirect cost charge)	99,774	154,135	54,361
<b>CONTINUOUS CHARGES</b> (Equipment rentals, water service, sewer service and electrical service)	794,400	1,036,307	241,907
<b>EQUIPMENT</b> (Office machines and office furniture)	53,500	33,500	(20,000)
<b>PLANT AND IMPROVEMENTS</b> (Minor building improvements)	5,000	5,000	0
<b>TOTAL - MAINTENANCE AND OPERATION</b>	<b>\$10,686,905</b>	<b>\$11,523,041</b>	<b>\$836,136</b>

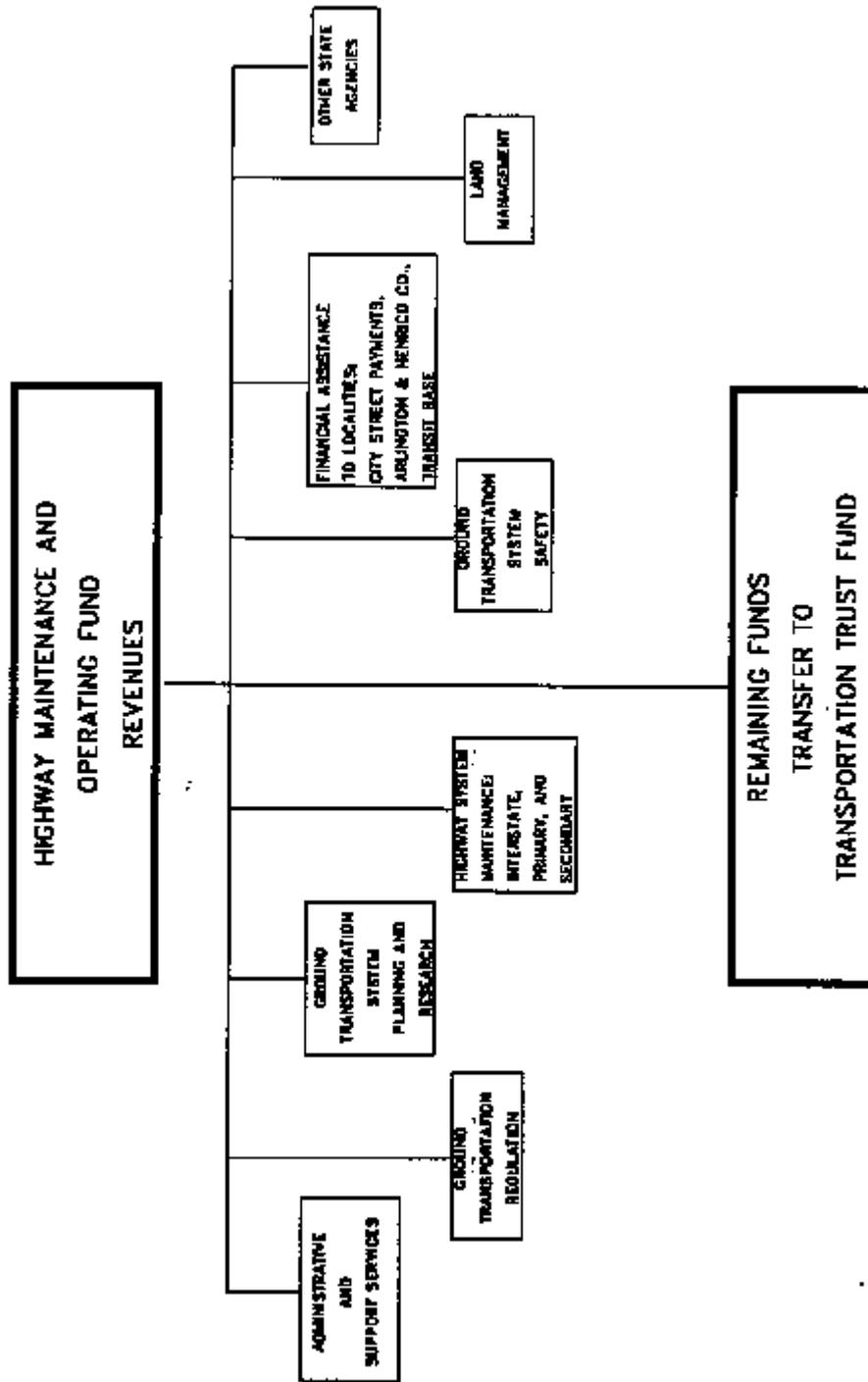
**COMMONWEALTH TRANSPORTATION FUNDS**  
**DISTRIBUTION**

# TRANSPORTATION TRUST FUND DISTRIBUTION FISCAL YEAR 1990-91

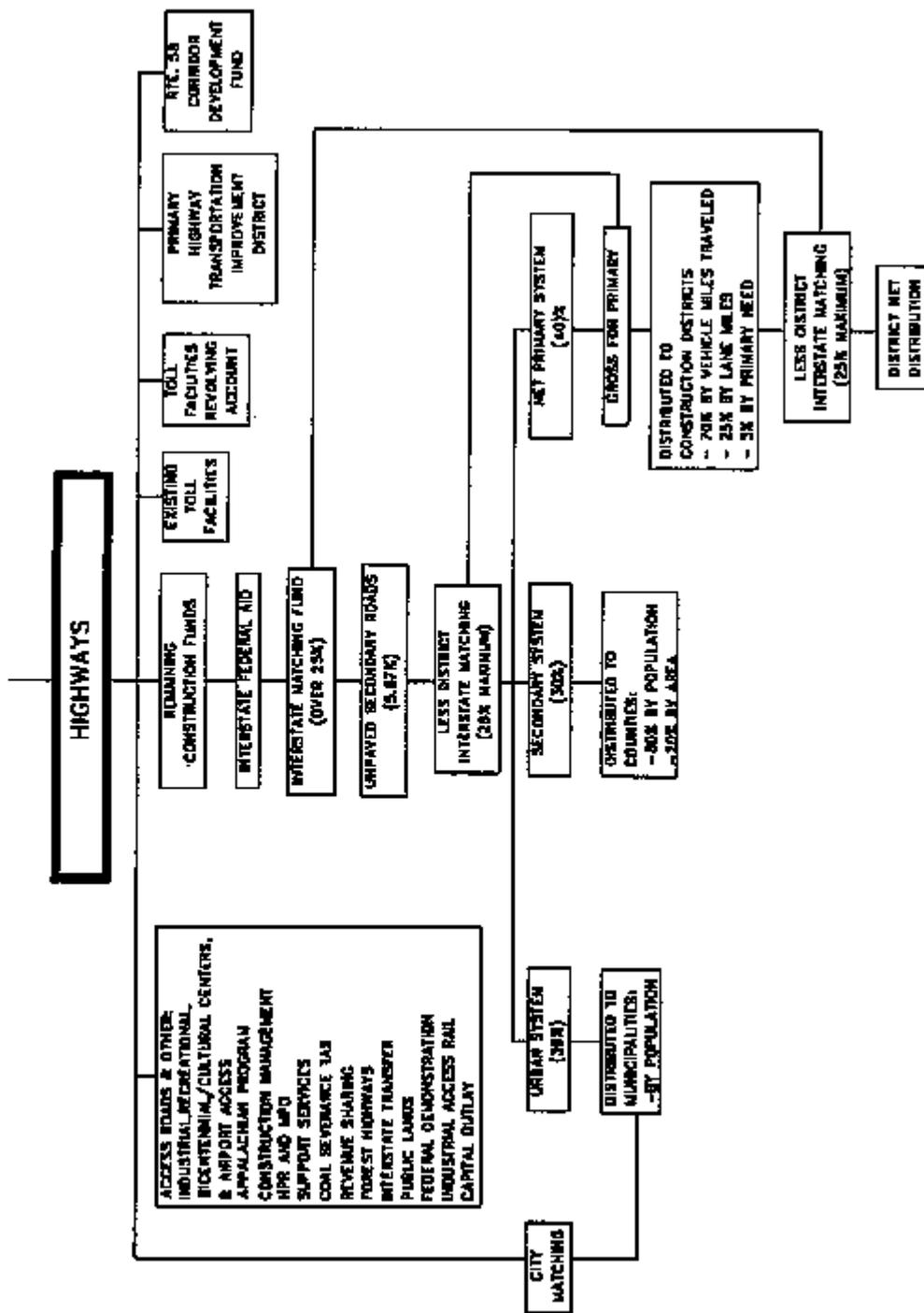


(1) TOTAL MASS TRANSIT FUNDS:  
 EXISTING FUNDS INCLUDED IN H M O NONCONSTRUCTION ITEMS.  
 MASS TRANSIT FUND (8.4% SPECIAL SESSION REVENUES WITH ACCRUED INTEREST).  
 (2) REVENUE DISTRIBUTED - 85% TO HIGHWAYS  
 - 8.4% TO MASS TRANSIT  
 - 4.2% TO PORTS  
 - 2.4% TO AVIATION  
 (3) THIS FUND IS CREATED EFFECTIVE 7/1/89  
 REVENUE IS NOT RECEIVED UNTIL 7/1/90

**HIGHWAY MAINTENANCE AND OPERATING  
FUND DISTRIBUTION  
FISCAL YEAR 1990-91**



**DISTRIBUTION OF HIGHWAY  
TRANSPORTATION TRUST FUND REVENUES  
FISCAL YEAR 1990-91**



#### FOOTNOTES

- 1/ The unallocated balance is the reconciled amount of the actual revenues and expenditures made versus the estimated revenues and respective allocations for the previous fiscal year. This unallocated balance is from FY 89.
- 2/ The minimum allocation is received when Virginia's federal aid apportionment is less than 85% of the amount contributed from the collection of federal highway trust fund revenue in the Commonwealth.
- 3/ The 1990 Regular Session of the General Assembly enacted HB 489 which provided for an increase in the statewide cap from \$5 million to \$10 million per year for the use of revenue sharing funds for highway purposes.
- 4/ The 1990 Appropriation Act, Chapter 972, provides for the Department of Treasury to charge 20 basis points for the management of investments for other agencies.
- 5/ The 1989 Regular Session of the General Assembly enacted HB 1832, which provided for the creation of the U. S. Route 58 Corridor Development Program to be funded from the U. S. Route 58 Corridor Development Fund. The 1990 Appropriation Act, Chapter 972, provides funding for the 58 Fund.
- 6/ The 1989 Special Session II of the General Assembly enacted HB 8, authorized the sale of up to \$600 million in bonded indebtedness for the U. S. Route 58 Corridor Development Program. This amount was the net bond proceeds sold by the Commonwealth Transportation Board in December, 1989.
- 7/ The 1990 Appropriation Act, Chapter 972, provides for the funding of the Department of State Police's motorist assistance program from Commonwealth Transportation Funds.
- 8/ The 1990 Appropriation Act, Chapter 972, provides for this agency's support payments.
- 9/ The 1990 Appropriation Act, Chapter 972, provides an increase in the inmate labor workforce program and this payment amount in the Department of Corrections.
- 10/ The 1990 Appropriation Act, Chapter 972, requires the savings from the Department of Information Technology sales be transferred to the General Fund.
- 11/ The 1990 Appropriation Act, Chapter 972, requires the savings on the social security tax from the elimination of pre-tax income benefits be transferred to the General Fund.
- 12/ The 1990 Appropriation Act, Chapter 972, provides for the transfer of this amount to the Department of Taxation to pay for credits on general sales tax receipts for the period January 1, 1987 to June 30, 1991.
- 13/ This decrease results from the inclusion of an estimated \$2 million in Taxco oil overcharge funds in the FY 89 - 90 budget. Oil overcharge funds will not be received in FY 90 - 91.
- 14/ The 1990 Appropriation Act, Chapter 972, provides for an additional \$1 million for the Board's use in preserving railways and abandoned rights of way.
- 15/ The listing of the federal demonstration programs is on page 13, under Federal Aid.
- 16/ The amount of \$1,015,000 is provided from the secondary formula prior to the allocation to the counties, pursuant to 33.1-23.4.D.

5/17/90

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, Chapter 972, Item 743 of the Acts of the 1990 General Assembly provides financial assistance for public transportation for fiscal year 1991; and

WHEREAS, this Chapter authorizes the Commonwealth Transportation Board to distribute these funds as public transportation grants in accordance with a distribution methodology defined in Chapter 58.1-2425.3 of the Code of Virginia and to award incentive grants for capital improvements which serve persons with disabilities; and

WHEREAS, Chapter 668, Item 670.3 of the Acts of the 1989 General Assembly provides special financial assistance for transit capital projects from the Texaco oil overcharge settlement to be distributed according to Chapter 58.1-2425 E.3.b, Code of Virginia carried over to FY91; and

WHEREAS, the Virginia Department of Transportation has prepared a program of public transportation projects for fiscal year 1991 which provides formula assistance, capital grants, and special programs grants in accordance with the provisions of these Chapters; and

WHEREAS, each of the recipients identified in the program of projects has requested and is eligible to receive state aid, and these requests have been reviewed and found to be reasonable and appropriate by the Department;

NOW, THEREFORE, BE IT RESOLVED that the Department is authorized to approve state grants for public transportation in the amounts shown, for the purposes specified, and to the recipients identified on the attached program of projects; and that the Deputy Commissioner is authorized to obligate additional assistance, if necessary, to match revisions to these projects; and

BE IT FURTHER RESOLVED that the Deputy Commissioner is authorized to obligate additional assistance for new grants under this program of projects up to a limit of \$15,000 in state funds for each grant.

Motion carried.

5/17/90

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth of Virginia is apportioned federal aid each fiscal year for public transportation in urbanized areas of the state with populations between 50,000 and 200,000 under Section 9 of the Urban Mass Transportation Act (UMTA) of 1964 as amended; and

WHEREAS, the Commonwealth Transportation Board has the responsibility for approving the allocation of UMTA Section 9 funds among these urbanized areas even though such funds are provided by UMTA directly to recipients and, therefore are not included in the state budget; and

WHEREAS, such allocations are made upon an equitable distribution to serve the needs of each area and the allocations are to be presented to UMTA in an annual program of projects; and

WHEREAS, the Virginia Department of Transportation has developed a distribution of Section 9 funds for fiscal year 1991 in consultation with the recipients of these funds and this distribution is reflected in the numbers shown below; and

WHEREAS, the UMTA apportionments to Virginia for Section 9 and Section 18 funds are not sufficient to support the capital needs of Virginia's transit systems for FY91;

NOW, THEREFORE BE IT RESOLVED, that the following program of projects shall serve as the fiscal year 1991 distribution for the Governor's Apportionment of UMTA Section 9 funds for the Commonwealth of Virginia; and

BE IT FURTHER RESOLVED that the Deputy Commissioner shall submit the Section 9 program of projects and an application for discretionary Section 3 funds to UMTA and is authorized to amend the program as may be necessary during fiscal year 1991.

5/17/90

UMTA Section 9 Operating Assistance

Greater Roanoke Transit Company	\$940,914
Greater Lynchburg Transit Company	\$879,743
Petersburg Area Transit Company	\$274,139
City of Bristol, Virginia	\$80,067
Charlottesville Transit System	\$518,499
JAUMT, Inc.	<u>\$94,220</u>
Total	\$2,787,582

UMTA Section 9 Capital Assistance

Charlottesville Transit System	\$155,600
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UMTA Section 3 Capital Assistance

Greater Roanoke Transit Company	\$2,306,250
Greater Lynchburg Transit Company	\$375,000
Petersburg Area Transit Company	\$1,635,000
Blacksburg Transit	<u>\$562,500</u>
Total	\$4,878,750

Moved by Mr. Kelly, seconded by Dr. Thomas, that

WHEREAS, the Commonwealth of Virginia is apportioned federal aid each fiscal year for public transportation in non-urbanized areas of the State under Section 18 of the Urban Mass Transportation Act (UMTA) of 1964 as amended; and

WHEREAS, the Commonwealth Transportation Board has the responsibility for approving the allocation of UMTA Section 18 funds among the eligible recipients and authorizing the submission of a federal application by the Virginia Department of Transportation; and

WHEREAS, the Department has solicited applications from all eligible recipients, thoroughly reviewed and evaluated the applications received, and has incorporated the recommended grants into a program of projects for fiscal year 1991;

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NOW, THEREFORE BE IT RESOLVED that the program of projects shown below shall serve as the fiscal year 1991 distribution of UMTA Section 18 funds for Virginia; and

BE IT FURTHER RESOLVED that the Deputy Commissioner shall submit the program of projects to UMTA and is authorized to amend the program as may be necessary during fiscal year 1991.

	<u>Operating Assistance</u>	<u>Capital Assistance</u>	<u>Total</u>
Blacksburg	\$207,126	\$53,480	\$260,606
Cent. Piedmont Action Council	\$116,947	\$98,400	\$215,347
Clearfork Community Assoc.	\$20,054	\$0	\$20,054
Colonial Beach	\$30,080	\$58,400	\$88,480
District III Govt. Cooperative	\$94,952	\$91,200	\$186,152
Harrisonburg	\$159,675	\$160,000	\$319,675
James City County	\$166,457	\$28,000	\$194,457
JAUNT, Inc.	\$151,696	\$91,200	\$242,896
Mountain Empire Older Citizens	\$116,646	\$123,200	\$239,846
Rappahannock-Rapidan CSC	\$109,297	\$61,120	\$170,417
Winchester	\$200,400	\$0	\$200,400
TOTAL	\$1,373,330	\$765,000	\$2,138,330

Rural Technical Assistance Program

Technical Assistance	\$20,000
Training	\$65,000
Program Reserve	\$7,874
TOTAL	\$92,874

Motion carried.

Moved by Mr. Kelly, seconded by Dr. Thomas, that

Resolution authorizing the filing of an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Action of 1964, as amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for a mass transportation program of projects and budget; and

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WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of project costs in the program; and

WHEREAS, it is required by the U. S. Department of Transportation in accord with the provisions of Title VI of the Civil Rights Act of 1964, as amended, the applicant give an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the U. S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the applicant that minority business enterprise be utilized to the fullest extent possible in connection with these projects; and that definite procedures shall be established and administered to ensure that minority business shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant or other services.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMONWEALTH TRANSPORTATION BOARD:

1. That the Deputy Commissioner is authorized to execute and file an application on behalf of the Commonwealth of Virginia Department of Transportation with the U. S. Department of Transportation to aid in the financing of a capital program of projects pursuant to Section 3 of the Urban Mass Transportation Act of 1964, as amended.
2. That the Deputy Commissioner is authorized to execute and file with such applications an assurance or any other document required by the U. S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. That the Deputy Commissioner is authorized to furnish such additional information as the U. S. Department of Transportation may require in connection with the application for the program of projects and budget.
4. That the Deputy Commissioner is authorized to set forth and execute affirmative minority business policies in connection with the program of projects and budgets procurement needs.

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5. That the Deputy Commissioner is authorized to execute grant agreements on behalf of the Commonwealth of Virginia Department of Transportation with the U. S. Department of Transportation for aid in the financing of this capital program of projects.

Motion carried.

Mr. Quicke, Chairman of the Internal Audit Committee, presented a report on the Committee's meeting of April 17, 1990. On motion of Mr. Quicke, seconded by Mr. Bacon, the Board adopted the report, as follows:

"The Commonwealth Transportation Board's Internal Audit Committee met on April 17, 1990, with members of the Internal Audit Division. The Committee reviewed the construction payments audit report and the cash control: Norfolk-Virginia Beach Expressway Audit Report. The Committee accepts as adequate the actions taken, or to be taken on the reports. Follow-up information on the preliminary engineering, KC-GLA, and inventory audit reports was also presented. The Committee accepts those actions where resolution has been made and defers those items where resolution has not been made until further information is available."

Moved by Mr. Quicke, seconded by Mr. Bacon, that

WHEREAS, the Commonwealth Transportation Board approved on July 20, 1989, by Resolution, the application of the Toll Road Corporation of Virginia (TRCV) to construct and operate an extension of the Dulles Toll Road from Route 28 to Leesburg; and

WHEREAS, the Toll Road Corporation of Virginia has submitted an application to the State Corporation Commission on February 2, 1990; and

WHEREAS, the State Corporation Commission issued a Staff Report on April 17, 1990 reviewing the application; and

WHEREAS, the Department of Transportation (VDOT) and the Toll Road Corporation of Virginia, in response to an April 18, 1990 "Order Inviting a Response" of the State Corporation Commission, filed replies to the Staff Report respectively dated April 30, 1990 and May 2, 1990; and

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WHEREAS, VDOT and TRCV have pursued resolution to the extent possible of provisions to be included in the Comprehensive Agreement; and

WHEREAS, the Application and the response to the State Corporation Commission Staff Report filed by the Toll Road Corporation of Virginia, as well as certain provisions of the draft Comprehensive Agreement, are at variance with the terms of the resolution of approval adopted by this Board on July 20, 1989;

NOW THEREFORE, BE IT RESOLVED, by the Commonwealth Transportation Board that its resolution of approval of the application of the Toll Road Corporation of Virginia dated July 20, 1989, be affirmed and ratified except as amended by the following provisions:

1. TRCV shall have construction of the Dulles Toll Road Extension from Route 28 to Leesburg substantially complete and open to traffic no later than April 1, 1993, unless delays in such construction are beyond the control of the Toll Road Corporation of Virginia, but within statutory limitations.
2. a. An overpass shall be constructed at existing Route 654. If Loudoun County or the Town of Leesburg provide the necessary land in a timely manner, an overpass shall be constructed at the relocated Route 654 during initial construction; otherwise it will be relocated at such time as the Route 654 future interchange is constructed.  
  
b. The Route 659 interchange shall be designed to provide for full free flow movements equivalent to a cloverleaf. The initial construction shall employ ramps which provide high capacity for turning movements and cross traffic flow, including a loop in the southwest quadrant.  
  
c. A spread diamond interchange with a loop in the northwest quadrant and a four laned cross road shall be constructed at Route 606 to accommodate future full cloverleaf construction if current level of service is below level "D" or if and when the approach roadway is four laned from the north.

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d. The interchanges at the eastern terminus shall provide: 1) connections to and from the west to Dulles Airport satisfactory to the Metropolitan Washington Airport Authority; 2) a full movement interchange with Route 28 except for the southbound 28 to westbound DTRB movement and return, and 3) connections to the existing Dulles Toll Road with provisions for collection of tolls by TRCV at its facilities on behalf of the Commonwealth. Nothing herein shall preclude VDOT from compensating TRCV for the collection of tolls on behalf of the Commonwealth.

e. All other interchanges shall provide for full movements. The designs shall employ high capacity diamond type interchanges expandable to single point urban or full cloverleaf interchanges in the future. Provided right-of-way can be obtained by August 31, 1990 at the intersections of West Spine Road, East Spine Road and Route 607, loop movements will be provided initially in the southwest quadrants of each. At Route 607, the interchange shall be expandable to a single point urban diamond. Any further land reservations by Loudoun County or others for expansion of the diamond interchanges to spread diamond type interchanges will be implemented when possible through cooperative efforts of TRCV, VDOT, Loudoun County, Town of Leesburg and respective landowners.

3. TRCV project costs shall not exceed \$227.4 million exclusive of costs necessary to satisfy the additional requirements of this Resolution or other governmental entities or additional financing costs that are approved by the SCC.

BE IT FURTHER RESOLVED, that the approval by the Commonwealth Transportation Board is subject to the reimbursement of all costs incurred by VDOT which are reimbursable pursuant to the Act. Such reimbursement shall be made within 30 days after closing of the initial construction financing.

Motion carried; Mr. Waldman disqualified himself from participation on this issue.

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Moved by Mr. Warner, seconded by  
Mr. Musselwhite, that

WHEREAS, Donald S. Beyer, Jr. has served on the  
Commonwealth Transportation Board since 1987 as an  
urban-at-large member; and

WHEREAS, he has fulfilled his duties with  
exceptional leadership, dedication, forthrightness  
and commitment; and

WHEREAS, he always examined the details, weighed  
the facts and asked thought-provoking questions; and

WHEREAS, he has the respect and admiration of  
his colleagues and the staff at the Virginia  
Department of Transportation; and

WHEREAS, he is committed to building and  
improving the Commonwealth's transportation systems  
to serve the traveling public into the 21st century;  
and

WHEREAS, we can watch with enthusiasm his  
involvement in transportation matters in his role as  
lieutenant governor;

NOW, THEREFORE, BE IT RESOLVED that the members  
of the Commonwealth Transportation Board extend to  
Donald S. Beyer, Jr. their highest commendation and  
appreciation for his outstanding service and express  
their most heartfelt affection and lasting  
friendship.

Motion carried.

Moved by Mr. Nastracco, seconded by Mr. Kelly,  
that

WHEREAS, Joseph A. Leafe has served on the  
Commonwealth Transportation Board since 1987 as an  
urban-at-large member; and

WHEREAS, he has fulfilled his duties with  
exceptional leadership, dedication, perception and  
commitment; and

WHEREAS, he brought a sense of community to the  
board as a locally elected official, namely as mayor  
of Norfolk; and

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WHEREAS, he has the respect and admiration of his colleagues and the staff at the Virginia Department of Transportation; and

WHEREAS, he is committed to building and improving the Commonwealth's transportation systems to serve the traveling public into the 21st century;

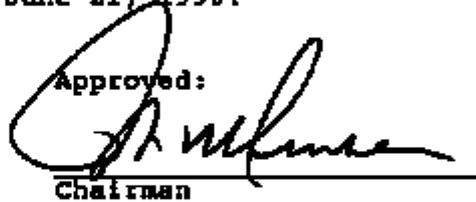
NOW, THEREFORE, BE IT RESOLVED that the members of the Commonwealth Transportation Board extend to Joseph A. Leafe their highest commendation and appreciation for his outstanding service and express their most heartfelt affection and lasting friendship.

Motion carried.

Meeting adjourned at 11:25 a.m.

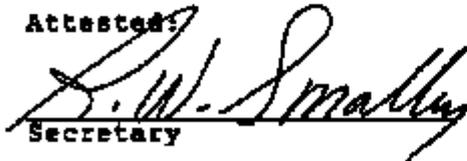
The next regular meeting will be held in Richmond, Virginia on June 21, 1990.

Approved:



Chairman

Attested:



Secretary