

A G E N D A

MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 E. Broad Street
Richmond, Virginia
June 12, 1997
10:00 a.m.

1. Public Comment
2. Action on STAA Special Use Permit Routings
3. Action on Additions, Abandonments or Other Changes in the Secondary System from May 1, 1997 through May 31, 1997
4. Action on Changes in the Primary System: Mecklenburg and Bedford Counties
5. Action on City Street Mileage
6. Conveyances: Route 58 - Russell County
Route 687 - Prince William County
7. Action on Bids Received May 20, 1997
8. Consultant Agreement: City of Hampton
(A) Proj. U000-114-121, PE101
Provide services for computerized signal system
Frederic R. Harris, Inc.
- Consultant Agreement: Coalfields Expressway Corridor Study
(B) Proj. R000-961-101, PE101
Provide services for surveying, mapping, environmental, traffic collection and analysis and preliminary plan development
Hayes, Seay, Mattern and Mattern, Inc.
- Consultant Agreement: Route 7 (King Street) - City of Alexandria
(C) Proj. 0007-100-F04, PE101
Provide services for complete survey, right of way and roadway construction plans and structure and bridge plans
Wilbur Smith Associates

Consultant Agreement: I-73 Corridor Study
(D) Proj. 0073-962-F01, PE101
Provide services for surveying, mapping,
environmental, traffic collection and
analysis and preliminary plan
development
Parsons Brinckerhoff Quade and Douglas,
Inc.

9. Design: Interchange at Fairfax County Parkway and Baron Cameron
Avenue - Fairfax County
Proj. R000-029-249, PE103, RW230, C530, B688
Fr: 0.398 Mile South of Baron Cameron Ave. (Route 606)
To: 0.417 Mile North of Baron Cameron Ave. (Route 606)

Design: Route 58 - Lee County
Proj. 0058-052-E23, PE101, RW201, C501, B632, B633, B634, B635
Fr: 0.24 Mile West of Route 621
To: West Intersection of Route 899

10. Location Route 3 - Richmond County and Town of Warsaw
& Design: Proj. 0003-079-V15, PE101, RW201, C501
Fr: Intersection of Routes 3 and 360
To: 0.39 Mile North of the East Corporate Limits of the
Town of Warsaw

Location Route 11 (East Main Street) - Town of Abingdon,
& Design: Washington County
Proj. 0011-140-104, PE101, RW202
0011-140-104, C502, B604
Fr: 0.175 Mile East of Hillman Highway (Route 609)
To: 0.088 Mile West of Boone Street

Location Route 83 (Borderline Road) - Buchanan County
& Design: Proj. 0083-013, V12, C501
Realignment of curves beginning 2.67 Miles East of
Route 639

Location Route 501 - Halifax County
& Design: Proj. 0501-041-122, PE101, RW201, C501
Fr: 0.063 Mile South of Route 129 (Centerville)
To: 0.019 Mile North of Route 654

Location Route 621 (Grafton Drive) - York County
& Design: Proj. 0621-099-175, C501
Fr: 0.004 Mile West of Route 17
To: 0.63 Mile West of Route 17

11. Railroad Preservation: Accomack and Northampton Counties and
City of Virginia Beach
Eastern Shore Railroad, Inc.
12. Rail Industrial Access: City of Lynchburg
Frito-Lay, Inc.
13. Industrial Access: City of Suffolk
Proj. 9999-133-103,C501
Suffolk Industrial Park
- Industrial Access: Augusta County
Proj. 2011-007-370,M501
Rocco Feeds, Inc.
- Industrial Access: Botetourt County
Proj. 0839-011-239,M501
Botetourt Center at Greenfield
- Industrial Access: Alleghany County
Proj. 0750-003-160,M502
Alleghany Regional Commerce Center
- Industrial Access: Shenandoah County
Proj. 0855-085-257,M501
Mount Jackson Industrial Park
14. Airport Access: Stafford County
Proj. 0789-089-239,C501
Stafford Regional Airport
15. Revenue Sharing Program: Supplemental Allocation of Funds
FY 1996-97
16. Through Truck Restriction: Route 618
Chesterfield County
17. Minimum Standards of Entrances to State Highways
18. Limited Access: Southwest Suffolk Bypass - City of Suffolk
Proj. R000-061-F01,PR101,Rw201,C501
19. Designation of Byway: Route 55 - Warren and Shenandoah Counties
and the Town of Haymarket
20. Action on Department of Rail and Public Transportation's
FY 1997-98 Annual Budget
21. Action on Department of Transportation's FY 1997-98 Annual Budget

22. Federal and State Grants for Department of Rail and Public Transportation
23. Federal Transit Fund Transfer to Transit Set Aside Account (Western Regional Park and Ride Lot)
24. Action on Final Allocations: Interstate, Primary and Urban Highway Systems, Public Transit, Ports and Airports, Fiscal Year 1997-98; and Six-Year Improvement Program, Fiscal Years 1997-98 through 2002-2003 for Interstate, Primary, Urban and Secondary Highway Systems, Public Transit, Ports and Airports
25. New Business
26. Adjourn

Item 25 - New Business: Naming of Bridge - Southampton County
"General William Mahone Memorial Bridge"

MINUTES
OF
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 E. Broad Street
Richmond, Virginia
June 12, 1997
10:00 a.m.

The monthly meeting of the Commonwealth Transportation Board was held in the Board Room of the Department of Transportation in Richmond, Virginia, on June 12, 1997 at 10:00 a.m. The Chairman, Dr. Robert E. Martinez, presided.

Present: Messrs. Gehr, Byrd, Cogbill, Grubb, Lee, Martin, Myers, Neale, Newcomb, Prettyman, Porter, Rich, Roudabush and White and Mrs. Lionberger.

Item 2.

At the request of Lynwood Butner, State Traffic Engineer, action on the Surface Transportation Assistance Act Special Use Permit Routings was deferred for one month.

Item 3:

Moved by Mr. Porter, seconded by Mr. Roudabush, that the Board approve Additions, Abandonments or Other Changes in the Secondary System from May 1, 1997, through May 31, 1997, as shown on attached sheets numbered 1 A through 1 G.

Motion carried.

REPORT TO
THE COMMONWEALTH TRANSPORTATION BOARD
MEETING OF
JUNE 12, 1987

SUMMARY OF CHANGES TO THE SECONDARY SYSTEM OF STATE HIGHWAYS
EFFECTIVE DURING
MAY 1987

Table of Mileage Changes by District and Type of Change

District	Addition	Abandonment	District Total
Bristol	0.18	0.00	0.18
Calpeper	1.11	-0.06	1.05
Fredericksburg	2.08	0.00	2.08
Lynchburg	0.44	0.00	0.44
Northern Virginia	2.74	-0.23	2.51
Richmond	0.89	-0.66	0.24
Salem	1.07	0.00	1.07
Staunton	0.33	0.00	0.33
Suffolk	0.85	0.00	0.85
Statewide Total:	9.69	-0.94	8.75

The following reports, for additions and abandonments affecting the Secondary System of State Highways, are submitted for approval by the Commonwealth Transportation Board.

Pertinent data relating to these reports are posted in the Central File Room of the Virginia Department of Transportation, 1401 East Broad Street, Richmond, Virginia 23219.

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

20-May-97

1

Systems Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
Augusta									
Addition	Forest Springs Estates, Section 14	Cecilia Lane	1539	SN	0.03 Mile South Route 1533	Route 1533	0.03	3/26/97	5/7/97
Addition	Forest Springs Estates, Section 14	Neff Drive	1533	WE	Route 1575	Route 1530	0.21	3/26/97	5/7/97
Bedford									
Addition	0221-009-110, C-504 - Segment 7	None	661	WE	Defined in Project Sketch	Defined in Project Sketch	0.25	3/10/97	5/14/97
Campbell									
Addition	Jansswood, Section 1	Jansswood Drive	1657	SN	Route 770	Route 770	0.27	12/16/96	5/1/97
Chesterfield									
Addition	Riggers Station, Section 2	Trailtop Terrace	4051	SN	Route 4050	Route 4050	0.04	4/9/97	5/21/97
Addition	Riggers Station, Section 3	Riggers Station Drive	4050	WE	0.09 Mile West Route 4052	Route 4052	0.09	4/9/97	5/21/97
Addition	Riggers Station, Section 3	Woodburn Lane	4052	SN	Route 4050	Route 4050	0.06	4/9/97	5/21/97
Addition	Rivers Bluff	Bermuda Avenue	2406	WE	0.14 Mile West Route 2404	Route 2404	0.14	4/9/97	5/19/97
Fairfax									
Abandonment	Coronation Road (Vicinity)	Coronation Road	6346	WE	Route 6368	Route 6368	-0.03	2/24/97	5/5/97
Abandonment	Legato Road	Legato Road	656	SN	0.20 Mile South Route 7740	Route 7740	-0.20	8/5/96	5/6/97
Addition	Ashburton Manors, Section 1	Ashburton Manor Drive	8148	SN	0.24 Mile Southwest Route 608	Route 608	0.24	4/7/97	5/5/97
Addition	Ashburton Manors, Section 1	Pleasantree Court	8147	SN	Route 8195	0.14 Mile Northeast Route 8195	0.14	4/7/97	5/5/97
Addition	Ashburton Manors, Section 1	Saffron Drive	8195	SN	Route 8348	0.03 Mile Southwest Route 8196	0.13	4/7/97	5/3/97
Addition	Cardinal Run	Cardinal Brook Court	7727	SN	0.18 Mile Southeast Route 777	Route 777	0.18	4/28/97	5/19/97

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

29-May-97

2

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length		Date BOS Resolution	Effective
							Miles	Miles		
Addition	Fairfield/West Ox Road Improvements	Fair Lakes Parkway	7700	WE	Route 608	Route 7749 (0.04 MI SW Route 6751)	0.28	10/16/95	5/19/97	
Addition	George Washington Road Property	George Washington Court	8722	SN	Route 2794	0.09 Mile Northwest Route 2794	0.09	4/7/97	5/5/97	
Addition	Gum Springs Community Center	Fordson Road	779	SN	0.06 Mile Southwest Route 3091	0.04 Mile Southwest Route 3091	0.02	3/24/97	5/19/97	
Addition	Heritage Estates 1B/Blue Gray Lane	Blue Gray Lane	8418	WE	Route 7784	0.16 Mile Southeast Route 7784	0.16	4/7/97	5/5/97	
Addition	Heritage Estates 1B/Blue Gray Lane	Singleton's Way	7784	SN	0.02 Mile North Route 7774	0.31 Mile South Route 7783	0.04	4/7/97	5/5/97	
Addition	Heritage Estates 1B/Blue Gray Lane	Singleton's Way	7784	SN	0.20 Mile Southwest Route 7774	0.01 Mile South Route 7774	0.19	4/7/97	5/5/97	
Addition	Palmer Glen	Palmer Glen Court	7978	WE	Route 674	0.06 Mile Northeast Route 674	0.06	4/28/97	5/19/97	
Addition	Seneca Grove	Seneca Green Way	7918	SN	Route 603	0.22 Mile North Route 603	0.22	4/28/97	5/19/97	
Addition	Willow Pond, Section 1	Aurama Willow Drive	7988	WE	0.28 Mile East Route 643	0.42 Mile East Route 643	0.14	4/7/97	5/5/97	
Addition	W/View Pond, Section 1	Whisper Willow Drive	7975	SN	0.13 Mile South Route 7988	0.01 Mile North Route 7988	0.14	4/7/97	5/5/97	
Fairfax Abandonment	Cedar Lee Elementary School	Access Road	9932	WE	0.13 Mile Southwest Route 17	New Highway Change Reported 0.04 Mile Northwest Route 661	0.06	10/15/96	5/6/97	
Addition	Bonsford Estates	Zella's Road	1104	SN	Route 771	0.04 Mile Northeast Route 771	0.04	2/18/97	5/6/97	
Addition	Lakeview Trace	Caitlin Court	1516	SN	0.17 Mile Southwest Route 793	Route 793	0.17	2/18/97	5/6/97	
Addition	Lakeview Trace	Lakeview Trace Gateway	1517	WE	Route 1518	Route 793	0.05	2/18/97	5/6/97	
Addition	Lakeview Trace	Madrasia Court	1519	WE	0.08 Mile West Route 1518	Route 1518	0.08	2/18/97	5/6/97	
Addition	Lakeview Trace	Meaghan Lane	1518	SN	0.15 Mile Southwest Route 1517	0.25 Mile Northwest Route 1517	0.40	2/18/97	5/6/97	
Addition	New Baltimore Business Park	Business Boulevard	857	WE	Route 856	Route 858	0.11	2/18/97	5/6/97	

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BROS Resolution	Effective
Addition	New Ballinore Business Park	Merchant Place	638	SN	0.06 Mile South Route 857	0.04 Mile North Route 857	0.10	2/18/97	5/6/97
Addition	Pilgrims Rest	Pilgrims Rest Road	E21	SN	0.46 Mile Southeast Route 600	0.30 Mile Southeast Route 600	0.16	2/18/97	3/6/97
Franklin Addition	1039-033-276, NS01 - Revenue Sharing Rural Addition	Energy Boulevard	1039	SN	0.33 Mile Southeast Route 635	Route 635	0.33	5/20/97	5/27/97
Frederick Addition	Apple Ridge	Primrose Place	1408	WB	Route 1400	Not Mileage Change Reported	0.09	2/26/97	5/19/97
Henry Addition	1262-044-402, NS01 - Revenue Sharing Rural Addition	Cloverhill Drive	1262	WE	0.09 Mile Southwest Route 912	Route 912	0.09	4/29/97	5/8/97
Addition	1262-044-402, NS01 - Revenue Sharing Rural Addition	Cloverhill Drive	1263	SN	0.12 Mile Southeast Route 1262	Route 1262	0.12	4/29/97	5/8/97
Addition	Edgewood	Ellsworth Court	1025	WE	0.42 Mile Southeast Route T-1018 (To Corp Limits)	0.55 Mile Southeast Rt T-1018 (0.13 MI BW Limits)	0.13	4/29/97	5/14/97
Addition	Edgewood - Town of Ridgeway	Ellsworth Court	T-1025	WE	0.27 Mile Southeast Route T-1018	0.42 Mile Southeast Route T-1018 (To Corp Limits)	0.15	5/6/97	5/14/97
Low Addition	Doyden Heights	Noone	1040	WE	0.30 Mile East Route 752	0.48 Mile East Route 752	0.18	2/21/97	5/22/97
Mecklenburg Abandonment	0047-058-105, CS01 - Segment 11	Skyline Road	655	WE	Defined in Project Sketch	Not Mileage Change Reported Defined in Project Sketch	-0.09	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 13	Cullis Road	652	WE	Defined in Project Sketch	Defined in Project Sketch	-0.05	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 15	Wagon Wheel Road	652	SN	Defined in Project Sketch	Defined in Project Sketch	-0.07	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 2	South Creamroads	633	SN	Defined in Project Sketch	Defined in Project Sketch	-0.05	5/12/97	5/21/97

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

29-May-97

4

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolutions	Effective
Abandonment	0047-058-105, CS01 - Segment 5	Saffold Road	635	SN	Defined in Project Sketch	Defined in Project Sketch	-0.06	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 5	Wheatland Road	638	SN	Defined in Project Sketch	Defined in Project Sketch	-0.06	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 7	Roberts Lane	643	SN	Defined in Project Sketch	Defined in Project Sketch	-0.08	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 8	Union Level Road	664	SN	Defined in Project Sketch	Defined in Project Sketch	-0.13	5/12/97	5/21/97
Abandonment	0047-058-105, CS01 - Segment 9	Chalk Level Road	655	SN	Defined in Project Sketch	Defined in Project Sketch	-0.08	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 10	Chalk Level Road	655	SN	Defined in Project Sketch	Defined in Project Sketch	0.08	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 12	Skyline Road	655	SN	Defined in Project Sketch	Defined in Project Sketch	0.06	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 14	CarlEs Road	652	WB	Defined in Project Sketch	Defined in Project Sketch	0.05	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 16	Wagon Wheel Road	652	SN	Defined in Project Sketch	Defined in Project Sketch	0.06	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 3	Scott's Crossroads	633	SN	Defined in Project Sketch	Defined in Project Sketch	0.05	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 6	Saffold Road	635	SN	Defined in Project Sketch	Defined in Project Sketch	0.06	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 6	Wheatland Road	638	SN	Defined in Project Sketch	Defined in Project Sketch	0.06	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 7	Union Level Road	664	SN	Defined in Project Sketch	Defined in Project Sketch	0.09	5/12/97	5/21/97
Addition	0047-058-105, CS01 - Segment 8	Roberts Lane	643	SN	Defined in Project Sketch	Defined in Project Sketch	0.05	5/12/97	5/21/97
Prince Edward Addition	None	None	719	WB	0.44 Mile Southeast Route 47	0.61 Mile East Route 47	0.17	4/8/97	5/5/97

**Report to the Commonwealth Transportation Board
 Amendments and Additions to the Secondary System of State Highways**

29-May-97

5

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BDS Resolution	Effective
Prince William									
Addition	Brittany, Section 4	Caxton Place	2886	SN	Route 2880	Net Mileage Change Reported 0.13 Mile Northwest Route 2880	0.71	12/3/96	5/15/97
Addition	Brittany, Section 4	Glastonbury Court	2889	WB	0.06 Mile Southwest Route 2886	Route 2886	0.06	12/3/96	5/15/97
Addition	Brittany, Section 4	Kensington Place	2888	SN	Route 2887	0.02 Mile Northwest Route 2887	0.02	12/3/96	5/15/97
Addition	Brittany, Section 4	Marshall Place	2887	WE	Route 2886	0.20 Mile Northeast Route 2886	0.20	12/3/96	5/15/97
Addition	Brittany, Section 5, Part 1	Atherbury Court	2891	WE	0.09 Mile Northwest Route 2890	Route 2890	0.09	12/3/96	5/15/97
Addition	Brittany, Section 5, Part 1	Canton Place	2886	SN	0.13 Mile Northwest Route 2880	Route 2890	0.01	12/3/96	5/15/97
Addition	Brittany, Section 5, Part 1	Melchester Terrace	2890	WE	0.13 Mile Southwest Route 2886	0.07 Mile Northeast Route 2886	0.20	12/3/96	5/15/97
Spotsylvania									
Addition	0766-088-258, NS01 - Nyland Estates, Section 1	Nyland Road - Revenue Sharing Rural Addition	766	SN	0.61 Mile Southeast Route 634	Net Mileage Change Reported Route 634	2.08	3/25/97	5/14/97
Addition	1249-088-259, NS01 - Lee's Headquarters	Hardwood Lane - Revenue Sharing Rural Addition	1249	SN	Route 1250	0.16 Mile Northeast Route 1250	0.16	3/25/97	5/14/97
Addition	1317-088-260, NS01 - Lee's Headquarters	Persimmon Lane (Revenue Sharing Rural Addition)	1317	WB	Route 1251	0.16 Mile East Route 1251	0.16	3/25/97	5/14/97
Addition	Lee's Headquarters	Ironwood Lane	1251	SN	Route 1250	0.18 Mile North Route 1250	0.18	3/25/97	5/14/97
Addition	Rainier, Sections 2, 3, 5	Blossom Wood Court	1828	SN	0.14 Mile Southeast Route 1825	Route 1825	0.14	3/25/97	5/1/97
Addition	Rainier, Sections 2, 3, 5	Bridgwood Court	1827	WE	Route 1825	0.13 Mile Southwest Route 1825	0.13	3/25/97	5/1/97
Addition	Rainier, Sections 2, 3, 5	Live Oak Court	1829	WE	0.06 Mile Northwest Route 743	Route 743	0.06	3/25/97	5/1/97
Addition	Rainier, Sections 2, 3, 5	Fossil Tree Drive	1825	WE	0.58 Mile Southwest Route 743	Route 743	0.58	3/25/97	5/1/97
Addition	Rainier, Sections 2, 3, 5	Sandlewood Court	1826	WB	Route 1825	0.06 Mile Northeast Route 1825	0.06	3/25/97	5/1/97

**Report to the Commonwealth Transportation Board
Abandonments and Additions to the Secondary System of State Highways**

29-MAR-97

6

System Change	Project/Subdivision	Street Name	Route	Dir.	From	To	Length Miles	Date BOS Resolution	Effective
YORK Addition	Cellino	Milina Court	1775	SN	0.05 Mile North Route 1776	Not Mileage Change Reported	0.05	3/19/97	5/19/97
Addition	Summersville, Sections 1A, 1B, 2A, 2B	Brighton Circle	1194	SN	Route 1193	0.06 Mile North Route 1193	0.06	3/19/97	5/23/97
Addition	Summersville, Sections 1A, 1B, 2A, 2B	Ludlow Drive	1193	WE	0.27 Mile West Route 1191	Route 1191	0.27	3/19/97	5/23/97
Addition	Summersville, Sections 1A, 1B, 2A, 2B	Simmons Drive	1192	SN	Route 1190	0.19 Mile Northeast Route 1190	0.19	3/19/97	5/23/97
Addition	Summersville, Sections 1A, 1B, 2A, 2B	Summersville Way	1190	WE	0.30 Mile Northwest Route 1191	Route 1191	0.30	3/19/97	5/23/97

6-12-97

Item 4:

Moved by Mr. Porter, seconded by Mr. Neale, that

WHEREAS, Route 47, in Mecklenburg County has been altered and reconstructed as shown on the plans for Projects 0047-058-105,C501 and 0047-301-103,C501; and

WHEREAS, four sections of the old road no longer serve public convenience warranting maintenance at public expense and are no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.93 mile of old Route 47, designated as Sections 1, 2, 3 and 4 on the plat dated October 4, 1994, Projects 0047-058-105,C501 and 0047-301-103,C501 be discontinued as a part of the State Highway System.

Motion carried.

Moved by Mr. Porter, seconded by Mr. Neale, that

WHEREAS, Route 47, in Mecklenburg County has been altered and reconstructed as shown on the plans for Project 0047-058-105,C502; and

WHEREAS, two sections of the old road no longer serve public convenience warranting maintenance at public expense and are no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.84 mile of old Route 47, designated as Sections 1 and 2 on the plat dated November 16, 1994, Project: 0047-058-105, C502 be discontinued as a part of the State Highway System.

Motion carried.

6-12-97

Moved by Mr. Porter, seconded by Mr. Neale, that

WHEREAS, Route 47, in Mecklenburg County has been altered and reconstructed as shown on the plans for Project 0047-058-105,C503; and

WHEREAS, one section of the old road no longer serves public convenience warranting maintenance at public expense and is no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.21 mile of old Route 47, designated as Section 1 on the plat dated October 20, 1994, Project 0047-058-105,C503 be discontinued as a part of the State Highway System.

Motion carried.

Moved by Mr. Porter, seconded by Mr. Neale, that

WHEREAS, Route 221 in Bedford County has been altered and reconstructed as shown on the plans for Project 0221-009-110,RW204,PE104,C504; and

WHEREAS, four sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old; and two sections of the old road are to be transferred from the Primary System to the Secondary System; and

WHEREAS, the requirements of Section 33.1-35 of the Code of Virginia of 1950, as amended, have been complied with.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.56 mile of Route 221, designated as Sections 1, 2, 3 and 4 on the plat dated December 6, 1993, Project 0221-009-110,RW204,PE104,C504, be abandoned from the Primary System of Highways.

6-12-97

BE IT FURTHER RESOLVED that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.06 mile of Route 221, designated as Sections 8 and 9 on the plat dated December 6, 1993, Project 0221-009-110, RW204, PE104, C504, be transferred from the Primary System to the Secondary System of Highways.

Motion carried.

Item 5:

Moved by Mr. Byrd, seconded by Mr. Grubb, 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 Marion are eligible for such payment; and

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

NOW, THEREFORE, BE IT RESOLVED that the road/street mileage eligible for quarterly payments to the Town of Marion for Minor Arterial Roads and Local Streets be increased by 0.56 centerline mile. This increase is a result of additions of Minor Arterial Roads and Local Streets as described on tabulation sheet numbered 1 through 1 for the Town of Marion as functionally classified by the Transportation Planning Division dated April 30, 1997.

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

The Minor Arterial Road additions totaling 0.29 mile increases the total mileage to 5.82 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1997.

6-12-97

The Local Street additions totaling 0.27 mile increases the total mileage to 30.41 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1997.

Motion carried.

Moved by Mr. Byrd, seconded by Mr. Grubb, 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 Franklin are eligible for such payment; and

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

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the City of Franklin for Local Streets be increased by 0.63 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the City of Franklin, as functionally classified by the Transportation Planning Division dated April 29, 1997.

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

The Local Street additions totaling 0.63 mile increases the total mileage to 28.96 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1997.

Motion carried.

6-12-97

Moved by Mr. Byrd, seconded by Mr. Grubb, 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 Danville are eligible for such payment; and,

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

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the City of Danville for Local Streets be increased by 0.17 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the City of Danville as functionally classified by the Transportation Planning Division dated April 29, 1997.

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

The Local Street additions totaling 0.17 mile increases the total mileage to 179.64 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1997.

Motion carried.

Moved by Mr. Byrd, seconded by Mr. Grubb, 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 Manassas are eligible for such payment; and

6-12-97

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Manassas for maintenance payments on Collector Roads and Local Streets meeting the required criteria.

NOW, THEREFORE, BE IT RESOLVED that the road/street mileage eligible for quarterly payments to the City of Manassas for Collector Roads and Local Streets be increased by 3.11 centerline miles. This increase is a result of additions of Collector Roads and Local Streets as described on tabulation sheets numbered 1 through 7 for the City of Manassas as functionally classified by the Transportation Planning Division dated May 2, 1997.

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

The Collector Road additions totaling 0.13 mile increases the total mileage to 6.93 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1997.

The Local Street additions totaling 2.98 miles increases the total mileage to 63.30 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1997.

Motion carried.

Moved by Mr. Byrd, seconded by Mr. Grubb, 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 Lynchburg are eligible for such payment; and

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

6-12-97

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the City of Lynchburg for Local Streets be increased by 1.93 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the City of Lynchburg as functionally classified by the Transportation Planning Division dated April 27, 1997.

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

The Local Street additions totaling 1.93 miles increases the total mileage to 237.87 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1997.

Motion carried.

Moved by Mr. Byrd, seconded by Mr. Grubb, 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 Virginia Beach are eligible for such payment; and

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

NOW, THEREFORE, BE IT RESOLVED that the road/street mileage eligible for quarterly payments to the City of Virginia Beach for Principal-Minor Arterial Roads, Collector Roads and Local Streets be increased by 7.86 centerline miles. This increase is a net result of additions and deletions of Principal-Minor Arterial Roads, Collector Roads and Local Streets as described on tabulation sheets numbered 1 through 15 for the City of Virginia Beach as functionally classified by the Transportation Planning Division dated April 30, 1997.

6-12-97

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

The Principal Arterial Road deletions totaling 0.03 mile decreases the total mileage to 39.43 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1997.

The Minor Arterial Road additions totaling 0.30 mile increases the total mileage to 150.95 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1997.

The Collector Road additions totaling 1.13 miles increases the total mileage to 151.22 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1997.

The Local Street additions totaling 6.46 miles increases the total mileage to 1021.42 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1997.

Motion carried.

Item 6:

Moved by Mr. Roudabush, seconded by Mr. Grubb, that

WHEREAS, in connection with Route 58 (formerly Route 64), State Highway Project 4683-01, the Commonwealth acquired certain lands from M. M. Long and Charlotte T. Long, by deed dated October 24, 1951, recorded in Deed Book 137, Page 97, in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, in accordance with Section 33.1-148 of the Code of Virginia (1950), as amended, the Commonwealth Transportation Board at its meeting held May 15, 1997, abandoned a section of old Route 58; and

6-12-97

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands containing 3.44 acres, more or less, and lying south of and adjacent to the south right of way line of Route 58, from a point approximately 90 feet opposite approximate Station 187+00 (Route 58 eastbound lane centerline Project 6058-083-104, RW-201) to a point approximately 100 feet opposite approximate Station 202+00 (Route 58 eastbound lane centerline Project 6058-083-104, 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; and

WHEREAS, the adjacent landowner has requested that the surplus lands be conveyed.

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 lands, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute, in the name of the Commonwealth, a deed, without warranty, conveying the lands for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

Moved by Mr. Roudabush, seconded by Mr. Grubb, that

WHEREAS, in connection with Route 687, State Highway Project 1376-08-09, the Commonwealth acquired certain lands from Grace W. Dabney, et al, by Omnibus deed dated November 11, 1952, recorded in Deed Book 166, Page 181, in the Office of the Clerk of the Circuit Court of Prince William County; and

WHEREAS, the Commonwealth is the apparent owner of an old railroad bed located in Prince William County; and

6-12-97

WHEREAS, in accordance with Section 33.1-155 of the Code of Virginia (1950), as amended, a section of old Route 687, was abandoned by the Board of Supervisors of Prince William County by resolution dated March 9, 1993; and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands containing 0.828 acre, more or less, and lying between Station 15+00 (Route 687 centerline) and Station 23+00 (Route 687 centerline), 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; and

WHEREAS, the adjacent landowner has requested that the surplus lands be conveyed.

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 lands, so certified, is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute, in the name of the Commonwealth, a deed, without warranty, conveying the lands for a consideration satisfactory to the Director of Right of Way and Utilities, subject to such restrictions as may be deemed appropriate.

Motion carried.

Item 7:

Moved by Mr. Neale, seconded by Mr. Rich, that the Board approve the bids received May 20, 1997, listed for award on the attached sheets numbered 11 A through 11 O 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.

BID RESULTS

MAY 20, 1997

Job Dist.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	153-91A T894-127-168165A CONSTRUCTION FUNDS	84	1-99 over 2nd St. CITY OF RICHMOND 0.587 MI. Clock, Aux. Pave., Pave. Markings & Tr. Signs, Signals	AWARDED	CORLIAN CONSTRUCTION, INC. ANNA POLUS JUNCTION, MD.	3	\$1,413,896.00
2	1740 M61-493-10281 MAINTENANCE FUNDS	66	Power Rte. 50 FAIRFAX CO. Cons. Pave. Paving & Undersealing Tel. Rte. 5-495	AWARDED	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	3	\$538,206.00
3	3646 M67-010-2004,2001; M67-010-2003,2004; M77-085-2053,2001; M77-085-2004,2001 MAINTENANCE FUNDS	1-77	8.11 MI. Paves: Overl. CL-45 MI. Inve Wythe Co. BLAND & WYTHE COS. Pave. Deck Support. & Seal.	AWARDED	OVERLAY, INC. MITCHELLSBURG, KY.	3	\$424,752.47
4	3628 M6C-97-1981-200 MAINTENANCE FUNDS	1-295	From: Rte. 34004.379 Tel. 1-46844.53 HARDYVILLE & HENRICO CO. VA. 7 MI. Cons. Pave. Resurf. & Rep.	AWARDED	CENTRAL ATLANTIC CONTRACTORS, INC. ABERDEEN, MD.	4	\$373,004.70

BID RESULTS

MAY 28, 1997

Job Des.	Project No.	Rte. No.	Location and Work Type	Contractor	No. of Bids	Bid
5 381	MBC-97-PRM-504 MAINTENANCE FUNDS	1-155	From: 1-64 To: Rte. 161 HENRIECO CO. Curt. Prev. Removal & Repr. with Br. Depth Patching	DENTON CONCRETE SERVICES COMPANY GROSSE POINTE WOODS, MI	4	\$357,147.50
6 3871	0081-098-2074.5001; 0081-098-2075.5001, 0081-098-2081.5004 MAINTENANCE FUNDS	11	Ramp A over Rte. 81; Br. (SBL) over Rte. 456; Br. B1 (SBL) over Rte. 610 (Poppas Run) (A.) WYTHE CO. Br. Deck Overlay, Suspendr. & Sular; Repr. (3 Locations)	OVERLAY, INC. MITCHELLSBLURD, KY.	4	\$342,515.95
7 3882	MBC-97-PRM-503 MAINTENANCE FUNDS	1-294	From: Rte. 46 Overpass (M.P. 30) To: Hammer Cl. (M.P. 32) HENRIECO CO. 4 MI. Conn. Prev. Removal & Repr.	CENTRAL ATLANTIC CONTRACTORS, INC. ABERDEEN, MD.	6	\$613,694.90

Numbered & Interstate Projects @ \$3,649,524.62 & Deferred 1 @ \$613,694.90

BID RESULTS

MAY 20, 1997

Job Des.	Project No:	Rif. No:	Location and Work Type	RECOMMENDATION	CONTRACTOR	No. of Bids	Bid
1 161-97A	0099-009-111-008 MAINTENANCE FUNDS	26	Sta. 58 over Baynes Dam Cr. WASHINGTON CO. Br. & A. projects	AWARD PRIMARY	ZEN CONSTR. CO., INC. LEBANON, VA.	3	\$251,697.00
2 309	1417-97-PR4-303 MAINTENANCE FUNDS	29	2 Locations - Medium Height ALBERT CO.	AWARD	MARVIN V. TEMPLETON & SONS, INC. LYNCHBURG, VA.	2	\$693,364.83
3 303	168U-97-TEP-314 MAINTENANCE FUNDS	Var	Various Locations 6 MI. Flexible Pave. Paving with Sewerage Mfr. & Inlets.	AWARD	ACCENT STRUPE, INC. DRICHARD PARK, NY.	2	\$1,262,346.53
4 164-97A	1679-001-103,CS4 CONSTRUCTION FUNDS	179	BUFFOLO DISTRICT Type II CI VI Pave. Lane Marking Pave: 0109 MI. E. Jackson St. To: 0864 MI. E. Harris St. ACCOMACK CO.	REJECT	LA CONSTR. CORP. CONCORDVILLE, PA.	2	\$2,372,473.40

D.446 MI. E. System. Includes Gravel
Demin. App. Pave., Inlets, Pave
Markers & Utility.

BID RESULTS

MAY 20, 1997

Job Dat.	Project No:	Rtg. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of	Bid
3 3490	MHC-97-008-200 CONSTRUCTION & MAINTENANCE FUNDS	300	0-399 S.W. 1st St. 619	PRIMARY	EARTHWORKS LEASING CO., INC. T/A EARTHWORKS, INC. GLEN ALLLEN, VA.	3	\$68,350.25

AMELIA CO.
Jack Pile & Sub. Sign with Barrow
M&T

Awarded 3 Primary Projects @ \$2,207,938.36 & Rejected 2 @ \$2,441,023.65

BID RESULTS

MAY 29, 1997

Job Des.	Project No:	Rta. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 88-978	0612-076-6007, 8868 MAINTENANCE (Ramp)	612	Rte. 612 over Ball Run (1.4 MI. E. Rte. 663)	AWARDED	CORMAN CONSTR., INC. ANNA POLIS JUNCTION, MD	3	\$1,461,634.60
			PRINCE WILLIAM CO. Rt. 714, Supersd. Replacement & Approach Work	AWARDED	TESSA-MARTINS, L.L.C. FALLS CHURCH, VA	9	\$1,207,549.60
2 124-97A	0692-076-287, 2650, 2629 CONSTRUCTION FUNDS	692	From: 0.12 MI. N. Rte. 649 To: 1.34 MI. E. Rte. 778	AWARDED			
	88-693 (NEW)		PRINCE WILLIAM CO.	AWARDED			
3 159-97A	0616-060-164, 160N CONSTRUCTION FUNDS	616	From: 8.28 KM N. W. Rte. 611 To: 8.049 KM N. W. Rte. 661	AWARDED	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA.	3	\$184,145.18
			CHERRYVILLE CO. 1.0 KM Grade, Drive & App. S.T. Pave.	AWARDED			
4 157-97A	0652-622-126, 126N1, 126S1 CONSTRUCTION FUNDS	632	Rte. 632 over Rt. 164's Cr. CRAB CO. Rt. & Approaches	AWARDED	A. B. CORREY & SONS, INC. BUCHANAN, VA.	7	\$269,001.52

BID RESULTS

MAY 20, 1997

Job Dist.	Project No:	Ric. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5	19-97A 6418-001-181400 CONSTRUCTION FUNDS	618	From: 1st. Res. 607 To: 0.04 MI. W. of Res. 606	AWARDED	GREENSCAPE SEEDING, INC. SEAFORD, VA.	3	\$826,994.50
	517-018-0001		MATHEWS CO. 8485 Mt. Vernon St. Routes 4111a, Includes Drain, Drive & App. Pave.				
6	16-97A 6418-001-181400 CONSTRUCTION FUNDS	619	From: 0.729 MI. E. Res. 128 To: 1.229 MI. E. Res. 128	AWARDED	KEY CONSTRUCTION COMPANY, INCORPORATED CLARKSVILLE, VA.	1	\$453,407.53
	6515-001-00112001		LUNNEMUND CO. 9.5 MI. (Includes Drain, App. S.T. Pave. & Drain. Dr.				
7	16-97A 6515-001-00112001 MAINTENANCE FUNDS	620	Res. 637 over N.A. Powell Rv. 1.58 CO. Rt. Replacment	AWARDED	BLK KNOB, INC. PERRINGTON GAP, VA.	3	\$289,580.00
8	17-97A 6534-001-011400 CONSTRUCTION FUNDS	622	From: 1.0 MI. E. Res. 49 To: 2.0 MI. W. Res. 433 SINYTH CO. 1.0 MI. Grnd. Drain & App. S.T. Pave.	AWARDED	W.L. CONSTR. & PAVING, INC. CHARLOTTA, VA.	3	\$716,375.60

BID RESULTS

MAY 20, 1997

Job Dist.	Project No.	Rto. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
9	173-97A	711	From: Rte. 639 To: Rte. 107	AWARDED	W-L CONSTR. & PAVING, INC. CHILDROWIE, VA.	7	\$39,390.10
	6731-188-199-NSM CONSTRUCTION FUNDS		TOWN OF CHILDROWIE 0.271 MI. Grade, Drain & App. S.T. Pave.				
10	174-97A	718	Rte- 718 over Little Cedar Rv. (1.6 KM W. Lat. Rte. 471)	AWARDED	WILKINS CONSTRUCTION CO., INC. AMHERST, VA.	6	\$1,16,038.00
	0718-008-257-MS9 CONSTRUCTION FUNDS		BEAUFORT CO. R. 2, Suppment & Alignment Replacement & Alignment Upgrade				
11	376	611	From: Int. Rte. 314 & 661 To: End of State Mile	AWARDED	KEY CONSTRUCTION COMPANY, INCORPORATED CLARKSVILLE, VA.	4	\$359,680.00
	0661-434-196-NS01 CONSTRUCTION FUNDS		GLoucester CO. Reconst. & Modernizing of Main Highway 664				
12	3771	603	From: 0.11 MI. S. Rte. 620 To: Rte. Rte. 460	AWARDED	J. H. LEE & SONS, INC. COURTLAND, VA.	4	\$307,442.00
	0634-081-196-NS08 CONSTRUCTION FUNDS		SOUTHAMPTON CO. 1.39 MI. Grade, Drain & Type D Bladed Soil Cut				

BID RESULTS

MAY 28, 1997

Job Des.	Project No.	Riz. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
04 3851	0659-057-957-2851 CONSTRUCTION FUNDS	609	From: Rte. 223 To: 0.3 MI. N. Rte. 223 MATHERYS CO. Realign, Wid. & Hardsurfacing Right Y.	AWARD SECONDARILY	CURTIS CONTRACTING, INC. NEWPORT NEWS, VA.	3	\$344,661.25
04 3853	0761-072-749-7803 CONSTRUCTION FUNDS	761	From: 2.3 MI. E. Rte. 620 To: Rte. 619 ELUVANNA LTD. 1.6 MI. RT. 1 Yoc. Depth Asph. Base Typ. No. 21A, asphalted Seal Coat Typ. Surf. Draining, Drainage & Inlets.	AWARD	PEARSON CONST., INC. DILLWYN, VA.	7	\$359,731.65
04 3863	6772-003-986-3001 CONSTRUCTION FUNDS	772	From: Rte. 903 To: Rte. 661 FRANKLIN CO. 1.45 MI. Grads, Drains, Pave. & Inlets.	AWARD	ELTON CLUNIFF BULLDOZING & FARMS, INC. GLADE HILL, VA.	6	\$248,019.62
04 3866	6033-003-987-2861 CONSTRUCTION FUNDS	903	From: Rte. 717 To: Red Star Mine. FRANKLIN CO. 0.6 MI. Grads, Drains, Pave & Inlets.	AWARD	ELTON CLUNIFF BULLDOZING & FARMS, INC. GLADE HILL, VA.	6	\$131,423.57

BID RESULTS

MAY 20, 1997

Job Des.	Project No.	Rie. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
17 3618	8728-024-PW-10000 CONSTRUCTION	1726	Phase: Pw. 634 The End of Main	AWARDED SECONDARY	PEARSON CONSTR., INC. DILLWYN, VA.	11	\$205,273.00
			LOUISA CO. 1.45 1/8 x 1/2 x 2000 1/2 Next To 1. No. 21A with Street Sheet Cost Ty. D, Grading, Drainage & Etc.				

Awarded 17 Secondary Projects @ \$6,820,456.74

BID RESULTS

MAY 28, 1997

Job Des.	Project No:	Ric. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
0498	0415-047-15M20M; UR80-177-182CONP CONSTRUCTION FUNDS	643	1st Terming BA JAMES CITY CO. & CITY OF WILLIAMSBURG 0.266 MI Add Turn Lane: Grads, Dwts, App. Pav., Incld. & Util.	URBAN AWARD	HENRY S. BRANSCOME, INC. WILLIAMSBURG, VA.	2	\$758,847.63
169-57A	1000-119-003(C501, B402 CONSTRUCTION FUNDS	N Church	FRASE 0.112 MI S. In. Chatham St. TOWN OF MASON Approach & Dr. over NEW BR Tn. BRIG KAYS Ln, Chatham St	AWARD	CONCRETE, INC. LEBANON, VA.	7	\$500,972.57

Awarded 2 Urban Projects @ \$1,259,820.20

BID RESULTS

MAY 29, 1997

Job Des.	Project No.	Riz. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1	167-97A	148	<p>1000-168-163-0000 CONSTRUCTION FUNDS</p> <p>Town of Berryville 0.09 MI. Grade Retaining Wall & Bridge Tec. Mosby Rd. (Rte. 1035)</p>	AWARD	GULL CORPORATION LEESBURG, VA	2	\$71,739.00
2	57N1	Var.	<p>TEA-5148(102)</p> <p>Various Locations</p> <p>ABERLETON & FAIRFAX COVE Propose & Perform Eros. Contr., Prepare & Spot Perform Eros. Contr., Clean & Repair of Eros. Contr.</p>	AWARD	MEGACO, INC. ALEXANDRIA, VA.	7	\$396,400.00
3	1049	Var.	<p>SAWY-97-02840 CONSTRUCTION FUNDS</p> <p>Various Locations</p> <p>SALLEN DISTRICT Mtg. Room. & Disposal of Ashes</p>	AWARD	HCOO, INC. CHRISTIANSBURG, VA.	2	\$2,570,237.00
4	363	Var.	<p>MU-97-0284-101 MU-97-0284-201 MAINTENANCE FUNDS</p> <p>Various Rooms - All Locations</p> <p>PITTSBYLARIA, CHARLOTTE & HALEFAX COVS. Pipe Cabinet Rehab. & Locks.</p>	AWARD	DIXON CONTRACTING, INC. PUNCASTLE, VA.	2	\$510,503.00

BID RESULTS

MAY 28, 1997

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5 3656	BA-66-96 CONSTRUCTION FUNDS	700	Route 0.3 MI. E. Rte. 611 Yoc. Rte. 162 MANOVER CO. 0.8 MI. Gravel Drive, Sub. & S.T.	AWARD	EARTHWORKS LEASING CO., INC. T/A EARTHWORKS, INC. OLEN ALLEN, VA.	6	\$211,250.00
6 3657	GR1-75-97 CONSTRUCTION FUNDS	Var.	Various Locations PRINCE GEORGE & DENVERLIE COFS. Innsall Central in Am.	AWARD	L. S. LEE, INC. RICHMOND, VA	3	\$146,262.00
7 3658	MSA-97-887-806 MAINTENANCE FUNDS	Var.	Various Locations SALISH DISTRICT St. Pelagia	AWARD	MTA INDUSTRIAL PAINTING CORP. TARPOON SPRINGS, FL.	8	\$1,353,789.00
8 3659	BB-6-97 MAINTENANCE FUNDS	Var.	Districtwide (Watermain & Potable Water System) FREDERICKSBURG DISTRICT St. Cleaning Service	AWARD	MEGACO, INC. ALEXANDRIA, VA.	4	\$591,506.00

11

BID RESULTS

MAY 28, 1997

Job Des.	Project No.	Ric. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
264	FT-02-97 CONSTRUCTION FUNDS	Var.	Various Locations CARROLL & FLOYD COS. 12.8 MI. Surface Treatment	AWARD	D & D CONSTRUCTION COMPANY CHILHOWIE, VA.	7	\$232,774.00
267	NSA-97-7405-465, PM-80-97 CONSTRUCTION, MAINTENANCE & REVENUE SHARING FUNDS	Var.	Various Locations ROANOKE & BOTSFORD COS. App. Road Mnt. Overlay	AWARD	ADAMS CONSTR. COMPANY ROANOKE, VA.	2	\$1,028,870.83
31	ENR-08-7334581 CONSTRUCTION FUNDS	Min. From Sta. 1 To Sta. 3	2.501 MI. Gravel Drain, App. Prev. & Grdls. STAFFORD CO. TR-01 MI. W. Sta. 3	REJECT	SHULEY CONTRACTING CORP. LORTON, VA.	3	\$678,985.90
173-91A	DRF0904AD-961-1014002 CONSTRUCTION FUNDS	Var.	Various Locations in Washington, District, Thurston, Buchanan, Wise & Scott Cos. BRISTOL DISTRICT Traffic Safety Barrier Upgrade	REJECT	MAKOO, INC. CHARLOTTESVILLE, VA.	2	\$163,444.60

Awarded 10 Miscellaneous Projects @ \$6,913,344.83 & Rejected 2 @ \$848,430.10

BID RESULTS

BIDS RECEIVED MAY 20, 1997

BY CITY OF NORFOLK

Job Des.	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of	Bid
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1	7950-131-400-C560 CONSTRUCTION FUNDS	9	From: E. I. Kie & Wood Street Pavement Blvd.	AWARD	ASPHALT ROADS & MATERIALS COMPANY, INC. VIRGINIA BEACH, VA	5	\$1,510,576.00
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LETTERS

To: Plaza Street

CITY OF NORFOLK
Construction Department

BID RESULTS

BIDS RECEIVED MAY 20, 1977

BY CITY OF PETERSBURG

Job Des.	Project No.	Est. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of	Bid
	8893-121-948281 CONSTRUCTION FINISH		Miscellaneous	AWARD	TAYLOR & PARLISH, INC. RICHMOND, VA	2	\$130,780.00

CITY OF PETERSBURG
Vital Register and Substitution

6-12-97

Item 8:

Moved by Mrs. Lionberger, seconded by Mr. White,
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 providing engineering services for Project U000-114-121, PE101, for the City of Hampton, it is necessary to supplement its staff; and

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Frederic R. Harris, Inc. for said services; and

WHEREAS, careful review and consideration has been made of the scope of 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 Commonwealth Transportation Board authorizes the execution of the Agreement with the firm of Frederic R. Harris, Inc., which establishes a compensation of \$431,588.72 for services and expenses, plus a net fee of \$26,216.00, making the maximum total compensation not to exceed \$457,804.72.

Motion carried.

Moved by Mrs. Lionberger, seconded by Mr. White,
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 a Location study for the Coalfields Expressway located in Buchanan, Dickenson, and Wise counties it is necessary to supplement its staff; and

6-12-97

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Hayes, Seay, Mattern and Mattern, 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 authorizes the execution of the Agreement with the firm of Hayes, Seay, Mattern and Mattern, Inc., which establishes a compensation of \$3,255,774.00 for services and expenses, plus a net fee of \$39,099.00 making the maximum total compensation not to exceed \$3,294,873.00.

Motion carried.

No action was taken on the consultant agreement with Wilbur Smith Associates for Route 7 (King Street) in the City of Alexandria, Project 0007-100-F04, PE101.

Moved by Mr. Lee, seconded by Mr. Rich, that Virginia Department of Transportation staff be directed to obtain a consultant to update the traffic forecasts to ensure an appropriate design for King Street and the intersection at Beauregard Street and subsequently obtain an engineering consultant to perform preliminary engineering and plan design.

Motion carried; Mrs. Lionberger and Mr. White voted no.

Moved by Mrs. Lionberger, seconded by Mr. White, 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 a location study for I-73, Project 0073-962-F01, PE101; located in Roanoke, Franklin and Henry Counties, it is necessary to supplement its staff; and

6-12-97

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Parsons, Brinckerhoff, Quade and Douglas, 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 authorizes the execution of the Agreement with the firm of Parsons, Brinckerhoff, Quade, and Douglas Inc., which establishes a compensation of \$5,024,094 for services and expenses, plus a net fee of \$137,146.00, making the maximum total compensation not to exceed \$5,161,240.00.

Motion carried.

Item 9:

Moved by Mr. Martin, seconded by Mr. Prettyman, 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 Lake Anne Elementary School, in the Town of Reston, Virginia on September 24, 1996 between 4:00 pm and 8:00 pm for the purpose of considering the proposed major design features of the interchange at Fairfax County Parkway and Baron Cameron Avenue from 0.398 mile south of Baron Cameron Avenue (Route 606) to 0.417 mile north of Baron Cameron Avenue (Route 606), in Fairfax County, State Project R000-029-249, PE-103, RW-230, C-530, B-688; 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

6-12-97

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; and

WHEREAS, on July 16, 1987 the Commonwealth Transportation Board approved an at-grade intersection for the Baron Cameron Avenue/Fairfax County Parkway intersection, as proposed and presented at the design public hearings held between October 7 and November 20, 1986.

NOW, THEREFORE, BE IT RESOLVED that the Board rescinds its approval of the at-grade intersection for the Baron Cameron Avenue/Fairfax County Parkway intersection.

BE IT FURTHER RESOLVED that the major design features of this project be approved in accordance with the plans as proposed and presented at said Design Public Hearing (September 24, 1996) by the Department's Engineers to include a grade separated interchange for Baron Cameron Avenue and the Fairfax County Parkway.

Motion carried.

Moved by Mr. Martin, seconded by Mr. Prettyman, 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 Jonesville Middle School, on Tuesday, February 25, 1997 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed major design features of Route 58, in Lee County, Virginia; from 0.24 Mile (0.38 Km) West of Route 621 to West Intersection of Route 899; State Project 0058-052-E23, PE-101, RW-201, C-501, B-632, B-633, B-634, B-635; 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

6-12-97

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.

Item 10:

Moved by Mr. Myers, seconded by Mr. Roudabush, 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 Northern Neck Electric Co-op in the Town of Warsaw, Virginia, on Monday, April 7, 1997, between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 3, from the intersection of Routes 3 and 360, to 0.39 mile north of the East Corporate Limits of the Town of Warsaw, in Richmond County, State Project 0003-079-V15, PE101, RW201, C501, Federal Project STP-003-6 (); 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.

6-12-97

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. Myers, seconded by Mr. Roudabush, 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 Abingdon Town Hall, on Thursday, November 21, 1997 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of East Main Street, Route 11 from 0.175 Mi. East Int. Hillman Highway to 0.088 Mi. West Int. Boone Street, in the Town of Abingdon, Virginia; State Project 0011-140-104, PE-101, RW-202 and 0011-140-104, C-502, B-604, Federal Project STP-011-1 () 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.

6-12-97

Moved by Mr. Myers, seconded by Mr. Roudabush,
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 J. M. Bevins Elementary School, on Thursday, March 20, 1997 between 4:00 p.m. and 6:00 p.m. for the purpose of considering the proposed location and major design features of Borderline Road, Route 83, Project Description: 4.3 km (2.67 miles) East of Route 639 (Realignment of Curves), in Buchanan County, Virginia; State Project 0083-013-V12,C-501, Federal Project STP-083-1 () 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. Myers, seconded by Mr. Roudabush,
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 Mary Bethune Complex, on Thursday, April 17, 1997 between 4:00 p.m. and 7:00 p.m. for the purpose of considering the proposed location and major design features of Route 501, From 0.101 km (0.63 mile) south of Route 129 (Centerville) to 0.031 km (0.019 mile) north of 654, in Halifax County, Virginia; State Project 0501-041-122, PE-101,RW-201,C-501; and

6-12-97

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. Myers, seconded by Mr. Roudabush, 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 York High School, on Tuesday, January 14, 1997 between 4:00 p.m. and 8:00 p.m. for the purpose of considering the proposed location and major design features of Grafton Drive, Route 621, From 0.004 Mile (0.007 Km) West of Route 17 to 0.63 Mile (1.007 Km) West of Route 17, in York County, Virginia; State Project 0621-099-175,C-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.

6-12-97

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.

Item 11:

Moved by Mr. Newcomb, seconded by Mr. White, that

WHEREAS, the Commonwealth Transportation Board considers railways and rail corridors as an important element of the statewide transportation system; and

WHEREAS, the Accomack-Northampton Transportation District Commission has, by resolution, requested consideration for funding of certain improvements for Eastern Shore Railroad, Inc.; and

WHEREAS, the improvements will allow the railroad to increase productivity and efficiency, which will help ensure the continuation of rail service to the localities in this area; and

WHEREAS, it appears that this request is in accordance with the provisions of the Commonwealth Transportation Board's policy and procedures for the use of the funds established by Item 517.A. of Chapter 924 of the 1997 Acts of the General Assembly; and

WHEREAS, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose.

6-12-97

NOW, THEREFORE, BE IT RESOLVED that the Board believing that this project is for the common good of a region of the Commonwealth hereby approves that \$244,000 of the Rail Development Programs fund be provided to implement the project located in Accomack and Northampton Counties and the City of Virginia Beach contingent upon:

1. Execution of an agreement acceptable to the Department of Rail and Public Transportation.
2. All costs above \$244,000 incurred during the FY 97 funding cycle or above 70 percent of the project cost, whichever is less, being borne by Eastern Shore Railroad, Inc., unless the Commonwealth Transportation Board or others provide additional funds.

Motion carried; Mr. Prettyman disqualified himself and did not participate in the discussion or vote on this issue. Mr. Prettyman stated he owns property adjoining the railroad in Northampton County.

Item 12:

Moved by Mr. Newcomb, seconded by Mr. Rich, 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 or commercial sites; and

WHEREAS, the Lynchburg City Council has, by resolution, requested \$150,000 in Industrial Access Railroad Track funds for Frito-Lay, Inc.; 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; and

WHEREAS, in accordance with the funding formula established by said policy, funding may be allocated to this project; and

WHEREAS, pursuant to Chapter 924, Item 505 A.1., of the 1997 Acts of the General Assembly, funding is provided for Industrial, Airport, and Rail Access projects; and

6-12-97

WHEREAS, the Board believes that this project is for the common good of a region of the Commonwealth and serves a public purpose.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves that \$150,000 of the Industrial, Airport, and Rail Access Fund be provided to construct new track to serve Frito-Lay, Inc., located in the City of Lynchburg contingent upon:

1. All necessary right of way and utility adjustments being provided at no cost to the Commonwealth.
2. All costs above \$150,000, which is allocated herein as an industrial rail access grant, being borne by Frito-Lay, Inc.
3. Execution of an agreement acceptable to the Department of Rail and Public Transportation.

Motion carried.

Item 13:

Moved by Mr. Porter, seconded by Mr. Rich, 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 licensed, public-use airports;" and

WHEREAS, the Suffolk City Council has, by appropriate resolution, requested Industrial Access Funds to serve the Suffolk Industrial Park, Phase I, located in the City of Suffolk, and said access is estimated to cost \$1,250,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and complies with the provisions of the Commonwealth Transportation Boards policy on industrial access.

6-12-97

NOW, THEREFORE, BE IT RESOLVED that \$450,000 (\$300,000 unmatched and \$150,000 matched) of the 1996-97 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to the Suffolk Industrial Park, Phase I, located in the City of Suffolk, Project 9999-133-103, CS01, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth; and
2. the execution of an appropriate contractual agreement, with bond, between the City of Suffolk (City) and the Virginia Department of Transportation (VDOT), to provide for:
 - a. the design, administration, construction and maintenance of this project;
 - b. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
 - c. the provision of an appropriate bond or other acceptable surety device by the City to VDOT, not to expire before July 12, 2000. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of industries served by the project. If, by June 12, 2000, qualified industry has not expended or entered into a firm contract to expend at least \$6,000,000 of eligible capital outlay on parcels served exclusively by this project, then an amount equal to 10% of up to \$3,000,000 and 5% of between \$3,000,000 and \$6,000,000 of eligible capital outlay will be credited toward the projects allocation. This surety may be released at an earlier date if qualified industry or industries have provided documentation of at least \$6,000,000 in eligible capital outlay.
 - d. provision by the City of the required \$150,000, in matching funds; and
 - e. VDOT determining eligible capital outlay in accordance with current policy and procedure.

Motion carried.

6-12-97

Moved by Mr. Porter, seconded by Mr. Rich, 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 licensed, public-use airports;" and

WHEREAS, the Augusta County Board of Supervisors has, by appropriate resolution, requested Industrial Access Funds to serve Rocco Feeds, Inc., located in Augusta County, and said access is estimated to cost \$637,500; and

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

NOW, THEREFORE, BE IT RESOLVED that \$450,000 (\$300,000 unmatched and \$150,000 matched) of the 1996-97 Fiscal Year Industrial, Airport and Rail Access Funds be allocated to provide adequate access to Rocco Feeds, Inc., located in Augusta County, Project 2011-007-370, M501, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the payment of any ineligible project costs and of all project costs in excess of the projects allocation from sources other than those administered by VDOT;
3. provision of satisfactory documentation of eligible capital outlay by the industry;
4. provision by the County of the required \$150,000 in matching funds; and
5. VDOT determining eligible capital outlay according to current policy and procedure.

Motion carried.

6-12-97

Moved by Mr. Porter, seconded by Mr. Rich, 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 licensed, public-use airports;" and

WHEREAS, the Botetourt County Board of Supervisors has, by appropriate resolution, requested Industrial Access Funds to serve the Botetourt Center at Greenfield, located in Botetourt County, and said access is estimated to cost \$1,950,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$450,000 (\$300,000 unmatched and \$150,000 matched) of the 1996-97 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to the Botetourt Center at Greenfield, located in Botetourt County, Project 0839-011-239, M501, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement between the County of Botetourt (County) and the Virginia Department of Transportation (VDOT), to provide for the design, administration, construction, and maintenance of this project;
3. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;

6-12-97

4. the provision of an appropriate bond or other acceptable surety device by the County to VDOT, not to expire before July 12, 2000. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of industries served by the project. If, by June 12, 2000, qualified industry has not expended or entered into firm contract to expend at least \$6,000,000 of eligible capital outlay on parcels served exclusively by this project, then an amount equal to 10% of up to \$3,000,000 and 5% of between \$3,000,000 and \$6,000,000 of eligible capital outlay will be credited toward the project's allocation. This surety may be released at an earlier date if qualified industry, with an expenditure of at least \$6,000,000 in eligible capital outlay, is constructed on an eligible parcel;

5. provision by the County of the required \$150,000 in matching funds; and

6. VDOT determining eligible capital outlay in accordance with current policy and procedure.

Motion carried.

Moved by Mr. Porter, seconded by Mr. Rich, 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 licensed, public-use airports;" and

WHEREAS, the Alleghany County Board of Supervisors has, by appropriate resolution, requested Industrial Access Funds to serve the Alleghany Regional Commerce Center, located in Alleghany County, and said access is estimated to cost \$298,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and complies with the provisions of the Commonwealth Transportation Boards policy on industrial access.

6-12-97

NOW, THEREFORE, BE IT RESOLVED that \$298,000 of the 1996-97 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to the Alleghany Regional Commerce Center, located in Alleghany County, Project 0750-003-160, M502, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement between the County of Alleghany (County) and the Virginia Department of Transportation (VDOT), to provide for the design, administration, construction, and maintenance of this project;
3. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;
4. the provision of an appropriate bond or other acceptable surety device by the County to VDOT, not to expire before July 12, 2000. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of industries constructed on eligible parcels of the Alleghany Regional Commerce Center. If, by June 12, 2000, qualified industry has not been constructed and expended at least \$2,980,000 of eligible capital outlay on parcels served exclusively by this project, then an amount equal to 10% of up to \$2,980,000 of eligible capital outlay will be credited toward the project's allocation. This surety may be released at an earlier date if qualified industry, with an expenditure of at least \$2,980,000 in eligible capital outlay, is constructed on an eligible parcel; and
5. VDOT determining eligible capital outlay in accordance with current policy and procedure.

Motion carried.

6-12-97

Moved by Mr. Porter, seconded by Mr. Rich, 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 licensed, public-use airports;" and

WHEREAS, the Shenandoah County Board of Supervisors has, by appropriate resolution, requested Industrial Access Funds to serve the Mount Jackson Industrial Park, located in Shenandoah County, and said access is estimated to cost \$136,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$136,000 of the 1996-97 Fiscal Year Industrial, Airport and Rail Access Fund be allocated to provide adequate access to the Mount Jackson Industrial Park, located in Shenandoah County, Project 0855-085-257, NS01, contingent upon:

1. all necessary right of way, environmental assessments, and utility adjustments being provided at no cost to the Commonwealth;
2. the execution of an appropriate contractual agreement between the County of Shenandoah (County) and the Virginia Department of Transportation (VDOT), to provide for the design, administration, construction, and maintenance of this project;
3. the payment of all ineligible project costs, and of any eligible project costs in excess of this allocation, from sources other than those administered by VDOT;

6-12-97

4. the provision of an appropriate bond or other acceptable surety device by the County to VDOT, not to expire before July 12, 2000. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial, Airport and Rail Access Fund for this project's construction not justified by the eligible capital outlay of industries served by the project. If, by June 12, 2000, qualified industry has not expended or entered into firm contract to expend at least \$1,360,000 of eligible capital outlay on parcels served exclusively by this project, then an amount equal to 10% of up to \$1,360,000 of eligible capital outlay will be credited toward the project's allocation. This surety may be released at an earlier date upon determination by VDOT that the required amount of eligible capital outlay has been documented; and

5. VDOT determining eligible capital outlay in accordance with current policy and procedure.

Motion carried.

Item 14:

Moved by Mr. Newcomb, seconded by Mr. Porter, 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 licensed, public-use airports;" and

WHEREAS, the Stafford County Board of Supervisors has, by appropriate resolution, requested Airport Access Funds to serve the Stafford Regional Airport, and said access is estimated to cost \$1,970,000; and

WHEREAS, it appears that this request falls within the intent of Section 33.1-221 and complies with the provisions of the Commonwealth Transportation Boards policy on Airport Access.

6-12-97

NOW, THEREFORE, BE IT RESOLVED that \$450,000 (\$300,000 unmatched and \$150,000 matched) from the Industrial, Airport and Rail Access Fund be allocated to provide adequate access to the Stafford Regional Airport, located in Stafford County, Project 0789-089-239,CS01, contingent upon:

1. all necessary right of way, environmental assessments and utility adjustments being provided at no cost to the Industrial, Airport and Rail Access Fund; and
2. the execution of an appropriate contractual agreement between the County of Stafford and the Virginia Department of Transportation to provide for:
 - a. the design, administration, construction and maintenance of this project;
 - b. payment of all ineligible project costs from sources other than the Industrial, Airport and Rail Access Fund;
 - c. payment of any eligible costs in excess of this allocation from other sources, which may include future allocations of additional Industrial, Airport and Rail Access Funds; and
 - d. provision by Stafford County of the required \$150,000 matching funds from sources other than those administered by the Virginia Department of Transportation.

Motion carried.

Item 15:

Moved by Mr. Martin, seconded by Mr. Grubb, that

WHEREAS, Section 33.1-75.1 of the Code of Virginia prescribes the annual allocation of state funds to provide an equivalent matching allocation for certain local funds designated by the governing body to be placed in a special fund account known as "County Primary and Secondary Road Fund"; and

WHEREAS, this special fund account "... shall be used solely for the purposes of either (i) maintaining, improving, or constructing the primary and secondary system within such county, or (ii) bringing subdivision streets, used prior to July 1, 1985, up to standards sufficient to qualify them for inclusion in the state primary and secondary system..."; and

6-12-97

WHEREAS, Section 33.1-75.1 (D) of the Code of Virginia prescribes the allocation of any unassigned funds in this special fund account; and

WHEREAS, \$738,325 of state funds for Fiscal Year 1996-97 is expected to be unobligated as of June 1, 1997; and

WHEREAS, the governing bodies of fourteen of the counties eligible to participate in this supplemental allocation for Fiscal Year 1996-97 have, with the Department, identified specific eligible items of work to be financed from the special fund account as indicated in "Attachment A"; and

WHEREAS, it appears that these items of work fall within the intent of Section 33.1-75.1 of the Code of Virginia, and comply with the guidelines of the Department for use of such funds.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby approves the allocation of these funds as set forth in "Attachment A."

Motion carried.

Item 16:

Moved by Mr. Porter, seconded by Mr. Neale, that

WHEREAS, in response to a formal request by the Chesterfield County Board of Supervisors that Route 618 (Meadowville Road) between Route 4840 (Rivers Bend Boulevard) and Route 4841 (Kingston Avenue) be considered for restriction of through truck traffic pursuant to the provisions of Section 46.2-809 of the Code of Virginia, this matter has been carefully reviewed; and

WHEREAS, the Chesterfield County Board of Supervisors has conducted a public hearing on this restriction; and

WHEREAS, the route in question traverses predominantly non-commercial area; and

FY 96-97 Revenue Sharing Supplemental Allocation

Attachment A

District	County	County Match	State Match	Project No	Scope	FROM	TO
Bristol	Bethesda	\$52,738.00	\$52,738.00	BI 8000-6801	initial guardrail	various locations	
Bristol	Dickinson	\$52,738.00	\$52,738.00	BI 8000-6801	traffic services	various locations	
Bristol	Lee	\$52,738.00	\$52,738.00	0805-002-125, NS11	reconstruct	0.09 MW of Rt. 825	1.85 ME of Rt. 825
Bristol	Tazewell	\$52,738.00	\$52,738.00	0808-002-	new addition	2.45 MW Rte. 102	Route 702
Bristol	Wise	\$52,738.00	\$52,738.00	BI 8003-6801	initial guardrail	various locations	
Culpeper	Albemarle	\$52,738.00	\$52,738.00	0831-002-186, C1801	new road (6 lanes)	Route 1403	Route 743
NOVA	Arlington	\$52,738.00	\$52,738.00	120-000-116, PE-101	acquire ROW & construct	I-66	Harrison Road
NOVA	Fairfax	\$52,738.00	\$52,738.00	0843-059-	construct turn lane	inters. of Rts. 643/ 630	
NOVA	Loudoun	\$52,738.00	\$52,738.00	0828-083-	PE for widening project	Route 28	Route 637
NOVA	Prince William	\$7,834.00	\$7,834.00	BI 0819-5303	bridge replacement	over Little Creek	
NOVA	Prince William	\$7,833.00	\$7,833.00	BI 2810-8818	curb, gutter, sidewalk	Route 2388	0.13 ME Rt. 2388
NOVA	Prince William	\$7,833.00	\$7,833.00	0784-078-308, 84501	curb, gutter, sidewalk	Route 1857	Barfords Creek
NOVA	Prince William	\$7,834.00	\$7,834.00	BI 0841-6008	curb, gutter, sidewalk	Tazewell Mill	Cashwood Drive
NOVA	Prince William	\$7,834.00	\$7,834.00	1539-076-310, BE40	bridge construction	at Lomond Dr.	
NOVA	Prince William	\$7,834.00	\$7,834.00	BI 0784-0003	curb & gutter, sidewalk	Delaney Plaza	
NOVA	Prince William	\$7,834.00	\$7,834.00	BI 0888-6000	improve intersection	inters. Signal Hill Rd/ Moore Dr	
Richmond	Chamberland	\$39,895.00	\$39,895.00	0875-020-144, C2503	major widening	Route 90	2.16 km N Rt. 90

Friday, May 30, 1997

Page 1 of 3

District	County	County Match	State Match	Project No	Scope	FROM	TO
Richmond	Chathamfield	\$13,072.00	\$13,072.00	0804-020-10A,C-801	major widening	0.29 km W RL 360	0.37 km W RL 764
Richmond	Hanover	\$62,738.00	\$62,738.00	00198-042- M	widen to four lanes	Route 637	Route 643
Salem	Rosnoke	\$29,944.00	\$29,944.00	BN 0834-8084	plant mix	2.17 MSW of RL 311	4.47 MSW RL 311
Salem	Rosnoke	\$2,910.00	\$2,910.00	BN 1823-8083	plant mix	Route 11	Route 1821
Salem	Rosnoke	\$1,455.00	\$1,455.00	BN 1824-8081	plant mix	0.05 MN of RL 1821	Route 1823
Salem	Rosnoke	\$5,237.00	\$5,237.00	BN 1821-8077	plant mix	Route 1802	Route 1824
Salem	Rosnoke	\$4,955.00	\$4,955.00	BN 1824-8080	plant mix	Route 11	0.05 Route 1821
Salem	Rosnoke	\$5,278.00	\$5,278.00	BN 1824-8078	plant mix	0.04 MS RL 1824	Route 1821
Salem	Rosnoke	\$831.00	\$831.00	BN 1821-8079	plant mix	Route 1824	0.04 MS RL 1824
Salem	Rosnoke	\$2,328.00	\$2,328.00	BN 1822-8088	plant mix	Route 11	Route 1821
Sturton	Augusta	\$7,834.00	\$7,834.00	0871-007-317,MS02	reconstruction	Route 11	0.80 NW of Route 11
Sturton	Augusta	\$7,834.00	\$7,834.00	BU 0815-8075	surface treatment	Route 614	Route 640
Sturton	Augusta	\$7,834.00	\$7,834.00	BN 0810-8074	reconstructed tubes & signal	Inter. of Rtes. 608&610	0.20 ml E RL 928
Sturton	Augusta	\$7,834.00	\$7,834.00	0871-007-317,MS02	reconstruction	Route 11	0.80 NW RL 11
Sturton	Augusta	\$7,834.00	\$7,834.00	BN 0849-8073	spot improvement	0.10 ml S RL 280	0.25 ml S RL 250
Sturton	Augusta	\$7,833.00	\$7,833.00	BN 0818-8072	hard surface	Route 731	Dead End
Sturton	Augusta	\$7,833.00	\$7,833.00	BN 0703-8071	relocate roadway	0.65 ml S RL 708	1.35 ml S RL 708

6-12-97

WHEREAS, a restriction on the proposed route would not present any undue hardship; and

WHEREAS, proper notice was given by posting signs and publishing notices advising the public of the proposed restriction and requesting written comments; and

WHEREAS, careful consideration has been given to the recommendations received, the available alternate routes and the past practices of the Department.

NOW, THEREFORE, BE IT RESOLVED that Route 618 (Meadowville Road) between Route 4840 (Rivers Bend Boulevard) and Route 4841 (Kingston Avenue) be restricted to through truck traffic in accordance with Section 46.2-809 of the Code of Virginia.

Motion carried.

Item 17:

Moved by Mr. Martin, seconded by Mr. Roudabush, that

WHEREAS, the Commonwealth Transportation Commissioner is authorized to control and regulate entrances to highways by the Code of Virginia under Section 33.1-197 (Connections for Intersecting Private Roads) and Section 33.1-198 (Connections for Intersecting Commercial Entrances), and

WHEREAS, the Commonwealth Transportation Board is authorized to make, amend, or repeal, rules and regulations concerning the use of, protection of, and traffic traveling on, highway systems pursuant to Section 33.1-12(3) of the Code of Virginia; and

WHEREAS, in the interest of public safety, the Commonwealth of Virginia has since 1946 established certain basic minimum standards which provide guidelines primarily for commercial and industrial entrances, these standards being incorporated into the Minimum Standards of Entrances to State Highways; and

6-12-97

WHEREAS, the existing manual (currently filed with the State Registrar of Regulations as 24 VAC 30-70-10 et seq.) was last revised in 1989, and the Virginia Department of Transportation has developed an updated final version of the manual, revised to eliminate duplication of materials located in other VDOT documents, and allow Resident Engineers more flexibility to modify requirements to meet site-specific conditions while preserving compatibility with all pertinent policies, regulations, guidelines, and design standards currently in effect; and

WHEREAS, the revised manual has been promulgated as a new regulation (24 VAC 30-71-10 et seq.) according to the requirements of the Administrative Process Act (Title 1.1:1, Section 9-6.14:1 et seq.) of Title 9 of the Code of Virginia and related directives, guidelines, and procedures; and

WHEREAS, upon approval by the CTB, and subject to the requirements of the Administrative Process Act concerning the effective date of the manual established in Section 9-6.14:9.3, the standards contained in the manual will supersede all previous standards regarding minimum standards of entrances to state highways within the Commonwealth; and

WHEREAS, it is imperative to enhance VDOT's ability to maintain standards for entrances that are logical, feasible, and provide the desired levels of highway safety.

NOW, THEREFORE, BE IT RESOLVED, that the standards contained in 24 VAC 30-71-10 et seq. are adopted as the official Minimum Standards of Entrances to State Highways in the Commonwealth of Virginia, and the standards contained in 24 VAC 30-70-10 et seq. are repealed, effective upon the conclusion of the thirty-day review period following publication of the notices of final regulatory action in the Virginia Register.

Motion carried.

**PROPOSED CHANGES TO
VDOT's
"MINIMUM STANDARDS OF ENTRANCES
TO STATE HIGHWAYS" Manual**

1. Changing Approval signature blocks and one job title.
2. Changing numerous references of District Engineers to District Administrators.
3. Adding definition for private subdivision road/street.
4. Adding definition of Accessible Route in accordance with requirements for mobility impaired.
5. Eliminating section on SPEED LIMIT, MAXIMUM SPEED LIMIT and MINIMUM SPEED LIMIT.
6. Eliminating section on Drive-in Theaters except to reference the section in the code that addresses this issue.
7. Adding statement for allowing joint use entrances if agreed to by both parties.
8. Eliminating pavement flare detail.
9. Eliminating section on crossovers.
10. Emphasizing the need for turn lanes to be determined by the Resident Engineer.
11. Eliminating left and right turn lane charts and diagrams.
12. Eliminating summary of trip rates
13. Eliminating acceleration lane tables.
14. Eliminating driveway maximum allowable grade chart.
15. Eliminating sections on AUTHORIZATION (PRIVATE ENTRANCES), DRAINAGE FOR PRIVATE ENTRANCES, and RESPONSIBILITY FOR MAINTENANCE OF PRIVATE ENTRANCES.
16. Replacing Residency location list with a more complete one including telephone numbers.
17. Eliminating drawing of private entrance.
18. Revising commercial entrance drawings-

- to show parking lot curbs 2' off right of way line.
- to reduce approach pavement tapers for turn lanes from 150' to 100'.
- to request 25' minimum distance be provided from the edge of pavement to the curb radius at entrances to parking lots.
- Changing 30' minimum taper length to request 48' or greater where deceleration lane into and acceleration out of entrances are not provided.
- changing 10' minimum or through lane width offset distance from edge of pavement to gutter pan to 12'.
- Reducing 50' maximum requirement of 2-way entrances to 40'.
- Changing 45 degree approach angle of entrances to 60 degrees.
- Added note to each drawing indicating the Resident Engineer may modify requirements to meet site specific conditions.

19. Eliminating trucking terminal design drawing.
20. Eliminating frontage road detail drawing.
21. Adding detail drawing for private subdivision road/street
22. Eliminating drawing for Drive-in Theater.
23. Eliminating CG-2 curb detail.
24. Eliminating CG-3 curb detail.
25. Eliminating CG-6 curb and gutter detail.
26. Eliminating CG-7 curb and gutter detail.
27. Eliminating CG-11 street connection detail.
28. Eliminating CG-12 curb ramp for the mobility impaired.
39. Eliminating vertical curve sight distance requirements.
30. Eliminating entrance permit application.

All criteria designated "Eliminating", is available through the Resident Engineer or District Office.

MINIMUM STANDARDS OF ENTRANCES TO STATE HIGHWAYS

REVIEW COPY



MINIMUM STANDARDS OF ENTRANCES

TO STATE HIGHWAYS

VIRGINIA DEPARTMENT
OF TRANSPORTATION

Recommended
For Approval

STATE TRAFFIC ENGINEER

TRAFFIC ENGINEERING
DIVISION

Recommended
For Approval

ASSISTANT COMMISSIONER,
OPERATIONS

Recommended
For Approval

CHIEF ENGINEER

EFFECTIVE DATE:

Approved

COMMISSIONER

PREFACE

The primary purpose of Virginia's highway system is to provide for the safe and efficient movement of people and goods. As an aid in achieving this objective, certain uniform regulations are set forth in this Manual for the purpose of controlling the use of highway rights-of-way where it is necessary to provide access to commercial, private and industrial properties abutting State roads.

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**A WELL PLANNED ENTRANCE IS AN
EXERCISE IN SAFETY**

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INTRODUCTION

In the interest of public safety, the Commonwealth of Virginia has required channelization at commercial properties since 1946. At that time, the Highway Commission (now Commonwealth Transportation Board) adopted a resolution establishing certain basic minimum standards which were made part of the Department's Road Designs and Standards. Since adoption of those original standards, the Department has incorporated them into the Minimum Standards of Entrances to State Highways.

This publication of the Minimum Standards of Entrances to State Highways, is the sixth edition since 1946. Guidelines are set forth primarily for commercial entrances. The guidelines and illustrations are compatible with the Department's Land Development Manual and with the Location and Design Division's Road and Bridge Standards.

Entrance controls not only protect through traffic from indiscriminate interferences, but are designed to promote safe and convenient connections to public highways for commercial establishments.

A permit is required from the Virginia Department of Transportation prior to work being performed on or crossing any right-of-way under the jurisdiction of the Department. A permit is also required when modifications are needed for an existing entrance due to a change in the land use or other substantial changes resulting in higher volume use.

A copy of the proposed entrance design must be submitted to the Resident Engineer for the county in which the establishment is located (See Pages 15-19). Information relative to obtaining and processing of the permit will be provided by the Resident Engineer or designee.

This manual should facilitate the design for an Entrance/Exit layout which provides satisfactory access. Any alteration that would reduce the standards set forth in this manual shall be subject to approval by the District Administrator or Engineer.

General concepts for site development, Traffic Engineering considerations and the permit process can be found in the Department's Land Development Manual.

Detailed illustrations showing standard curbing combination curb and gutters, and curb ramps can be found in the Location and Design Division's Road and Bridge Standards. The latest edition of all publications and standards referred to in this manual shall govern, and the design standards, tables and figures shown in this manual shall be superseded as revisions become effective.

AUTHORIZATION

The Commonwealth Transportation Commissioner is authorized to control and regulate entrances to improved highways by the Code of Virginia under Section 33.1-197 (Private Roads) and Section 33.1-198 (Commercial Entrances)

Section 33.1-197. Connections over shoulders of highways for intersecting private roads. - The Commonwealth Transportation Commissioner shall permit, at places where private roads leading to and from private homes intersect improved highways, suitable connections from such points of intersection, over and across the shoulders and unimproved parts of such highways to the paved or otherwise improved parts thereof, so as to provide for the users of such private roads safe and convenient means of ingress and egress with motor vehicles to and from the paved or otherwise improved parts of such highways.

Section 33.1-198 Connections over shoulders of highways for intersecting commercial establishment entrances -- The Commonwealth Transportation Commissioner shall permit, at places where commercial establishment entrances are desired to intersect improved highways, suitable connections from such points of intersection over and across the shoulders and unimproved parts of such highways to the paved or otherwise improved parts thereof, so as to provide for the users of such entrances safe and convenient means of ingress and egress with motor vehicles to and from the paved or otherwise improved parts of such highways; provided, however, that any person desiring such an entrance shall first be required to obtain a permit therefor from the Commonwealth Transportation Commissioner and shall provide the entrance at his expense and construct or have constructed the same, including such safety structures as are required by the Commonwealth Transportation Commissioner, pursuant to "Minimum Standards of Entrances to State Highways" on file in the Department of Transportation, Richmond, Virginia and in the office of the Highway District Engineer and Resident Engineers.

All commercial entrances whether or not constructed under this section shall be maintained by the owner of the premises at all times in a manner satisfactory to the Commonwealth Transportation Commissioner.

Any person violating the provisions of this section shall be guilty of a misdemeanor, and, upon conviction, shall be fined not less than \$5 nor more than \$100 for each offense. Following a conviction and fifteen days for correction, each day during which the violation continues shall constitute a separate and distinct offense and be punishable as such. Such person shall be civilly liable to the Commonwealth for actual damage sustained by the Commonwealth by reason of his wrongful act.

In addition, the Commonwealth Transportation Board is authorized to regulate by Section 33.1-12(3) General powers and duties of Board -- The Commonwealth Transportation Board shall be vested with the following powers and shall have the following duties:

Traffic regulations - To make rules and regulations, from time to time, not in conflict with the laws of this State, for the protection of and covering traffic on and the use of systems of state highways, and to add to, amend or repeal the same.

An entrance permit is a specialized land-use permit which has specific statutory authorization. As a consequence, any permit issued, no matter which official actually signs the document, is issued in the name of the Commonwealth Transportation Commissioner and the Commonwealth Transportation Board.

PART I - GENERAL

1.1 DEFINITIONS

The following words and terms, when used in these regulations, shall have the following meaning unless the content clearly indicates otherwise:

ACCESSIBLE ROUTE - A continuous unobstructed stable firm and slip resistant path connecting all accessible elements of a facility (may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps and lifts) that can be approached, entered and used by persons with mobility impairments. (An accessible route shall, to the maximum extent feasible, coincide with the route for the general public and shall be a minimum of 3' wide).

BOARD means the Commonwealth Transportation Board, Commonwealth of Virginia.

CENTRAL OFFICE means the office in downtown Richmond that contains the administrative functions, including pre-construction activities, and executes command responsibility and control over all Department of Transportation activities.

CLEAR ZONE means the unobstructed, relatively flat area provided beyond the edge of the traveled way for the recovery of errant vehicles. The width of the clear zone is influenced by the type of facility, traffic volume, speed, horizontal alignment and embankment and is detailed in the Department's Road Design Manual.

COMMERCIAL ENTRANCE means an entrance serving all entities other than an individual private residence. (See Private Entrance)

COMMISSIONER means the Commonwealth Transportation Commissioner, who is also Vice-Chairman of the Commonwealth Transportation Board.

COMMONWEALTH means the Commonwealth of Virginia.

DEPARTMENT means the Department of Transportation, Commonwealth of Virginia.

DESIGN SPEED means the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern, as defined in the latest edition of AASHTO's A Policy on Geometric Design of Highways and Streets.

DISTRICT OFFICE means the office in each of the nine maintenance districts located throughout the state that implements the construction and maintenance operations of the Department of Transportation.

ENGINEER means the engineer representing the Department of Transportation, Commonwealth of Virginia.

OPERATING SPEED means the highest overall speed at which a driver can travel on a given highway under favorable weather conditions and under prevailing traffic conditions without at any time exceeding the safe speed as determined by the design speed on a section-by-section basis, as defined in AASHTO's latest edition of A Policy on Geometric Design of Highways and Streets.

PRIVATE ENTRANCE means an entrance serving an individual private residence and used for the exclusive benefit of the occupant.

PRIVATE SUBDIVISION ROAD/STREET means a road/street that serves more than one individual property, is privately owned and maintained and requires a commercial entrance permit.

RIGHT-OF-WAY means that property within the entire area of every way or place of whatever nature within the system of State Highways under the ownership, control or jurisdiction of the Board, which is open or which is to be open within the future for the use of the public for purposes of travel in the Commonwealth. The area set out above includes not only the traveled portion but the entire area within and without the traveled portion, from boundary line to boundary line, and also parking and recreation areas which are under the ownership, control or jurisdiction of the Board.

SIGHT DISTANCE - For crossovers and commercial entrances, Sight Distance is the distance measured between the height of the drivers eye (3.5') and the height of a 4.25' object without horizontal or vertical obstruction to the line of sight.

SYSTEM OF STATE HIGHWAYS means all highways and roads under the ownership, control, or jurisdiction of the Board including, but not limited to, the Primary, Secondary, and Interstate Systems.

1.2 Procedure for Obtaining Permits

All applications for permits shall be obtained from and submitted through the office of the Resident Engineer for the county in which the work is to be performed.

The applicant must submit plans and application form for all proposed installations in sufficient time to permit the Department to review them and make any necessary studies and changes.

The plans shall include detailed and complete information concerning the location of the work, the type pavement, the roadway geometrics and other facts about the highway.

The Resident Engineers are authorized to issue entrance permits.

Any waiver of the required sight distance may only be granted by the Chief Engineer or the Assistant Commissioner, Operations after a traffic engineering investigation has been conducted. However, a significant (1) increase of traffic in and out of the entrance or (2) change in character of the traffic or peak hour volume or (3) Operational safety problem may require upgrading and/or reconstruction of the entrance or closing the entrance. This language is not intended to be exclusive.

Inasmuch as permits cover not only the actual performance of work as approved, but also cover the subsequent maintenance, adjustment or removal of same, all permits shall be issued to the owners of the facilities or in cases where continuing bonds are required, permits may be issued jointly to the owner and his contractor (as agent). The Central Office shall maintain permanent records of all permits issued.

1.3 Appeal Procedure

Permit applications shall be processed in a timely fashion. Applicants shall be notified in writing of the action taken on applications. If the permit is granted, issuance of the permit shall satisfy that requirement. If the permit is denied, notification of same shall be made by certified mail, return receipt requested.

The District Administrator, Chief Engineer or Assistant Commissioner, Operations, as the case may be, is authorized to consider and render a ruling on unresolved differences of opinion between the applicant and the Resident Engineer as such pertains to the interpretation and application of these requirements.

If the Resident Engineer, either denies a permit sought or imposes conditions upon the issuance of a permit with which the applicant disagrees, an appeal may be made to the District Administrator.

To utilize the appeal process, the applicant shall provide the District Administrator, with a written request for review, setting forth a brief description of the unresolved issue(s) within 30 days of receipt of the denial.

The District Administrator shall advise the applicant in writing within 60 days of the receipt of such appeal of his decision.

1.4 Drive-in Theaters

Certain conditions as set forth in Chapter 9, Section 46.2-12 through 555 of the Virginia Code (1954), as amended, shall first be met in order to construct entrances to drive-in theaters.

PART II - REQUIREMENTS

All entrance design and construction shall comply with the Department's design and construction criteria and manuals.

In the event that plans have been adopted which shall ultimately change a highway, the permittee may be required to construct entrances which shall be compatible with the ultimate plans. The determinations to whether the entrances shall include curb and gutter shall be the responsibility of the Engineer.

In counties which have ordinances or entrance standards which equal or exceed those of the Virginia Department of Transportation, then those of the county shall apply.

The permittee shall be required to supply sufficient information for the Department to determine entrance design features to adequately serve the roadway facility as well as the proposed development. Detailed engineering plans and traffic analysis plans from a certified professional firm may be required by the Department.

To insure the maximum efficiency of all commercial entrance designs certain general requirements shall be satisfied by each permittee. Consequently, those interested in applying any individual designs shown herein should first familiarize themselves with the following prerequisites.

2.1 Bonds, Guarantee Fee and Irrevocable Letter of Credit

A guarantee fee is a cash amount paid by the proposed permittee in advance of permit issuance to cover the performance of work within highway right-of-way. When work covered by the permittee is completed to the satisfaction of the Resident Engineer, the Guarantee Fee is refunded in its entirety to the permittee. Should the permittee fail to complete the work to the satisfaction of the Resident Engineer, then all or whatever portion of the Guarantee Fee that is required to complete work covered by permit or restore the right-of-way to its original condition shall be retained by the Department.

All bonds prepared on Form MP-20 shall indicate what permit the bond is for and define what type of work the bond covers, giving permit number and whether it is a Continuing Bond or a Performance Bond. The estimated amount of the bond is the amount the Resident Engineer anticipates it will take to complete or restore the work should the permittee fail to do same.

An Irrevocable Letter of Credit may be used in lieu of Guarantee Fee or Performance Bond. This letter of credit is furnished by a bank and is used to verify a line of credit that will be set aside to provide for coverage of work performed by the Permittee or his Agent in accordance with the approved permit. (For more information on Permit Charges, see the Land Use Permit Manual)

2.2 Location

To prevent undue interference with free traffic movements, entrance locations must be avoided within intersectional areas, traffic circles, railroad grade crossings, within interchanges or similar areas of traffic congestion. It is essential that entrances be designed to allow unimpeded traffic movements entering or exiting. Parking and storage spaces must be located a reasonable distance from the entrance location to prevent interference with vehicles attempting to enter or exit the facility.

In order to reduce the number of points of access to State Highways, joint use entrances are recommended if agreement can be reached by the owners. For a joint use entrance to be approved by the Department, a copy of the property owner's recorded agreement must be furnished the Department.

2.3 Construction

The type and depth of pavement must be clearly indicated on the permit application. The pavement of entrances, turn lanes, and tapers must be stable material which is at least comparable to the pavement of the adjacent roadway.

On site parking shall be designed so as not to interfere with sight distance and to prevent vehicular overhang on State Right-of-Way. Interior curbing should be set a minimum of 2 feet inside the right-of-way line and should extend the entire length of the parking area. When parking areas abut curbing sections with sidewalk, parked vehicles shall be kept a sufficient distance from the curbing by the use of parking bumpers, or other means, to prevent vehicle overhang over the sidewalk. The Engineer shall determine the need for additional curbing along the right-of-way to the adjacent property line.

Mountable curb (Standard CG-3 or CG-7) is required when constructed within the clear zone of a road posted for a speed limit greater than 40 MPH in rural areas and 45 MPH in urban and suburban areas.

All curbing and entrance gutters used to construct commercial entrances must be installed in accordance with the latest edition of the Virginia Department of Transportation's Road and Bridge Standards and all material must meet the Department's certification.

The property owner or developer of commercial or industrial entrances or subdivision road entrances shall be responsible for the entire construction of the entrance in accordance with provisions of the required permit.

2.4 Drainage

Entrances shall be constructed so as not to impair drainage within the State's right-of-way, and so that surface water shall drain from the state roadway.

Where deemed necessary by the Engineer, copies of a complete drainage layout, based on a drainage study by a qualified engineer, shall be furnished by the permittee, along with his plans. This layout shall include the ultimate development and clearly show how the permittee proposes to handle the drainage and run-off from his development.

Pipe ends shall be reviewed independently by the Engineer and grading or treatment at pipe ends shall be done in such a manner as to minimize any hazard the pipe end may present to an out of control vehicle.

2.5 Crossovers

Crossovers between the main through lanes shall not be permitted at entrances being constructed under provisions of a permit unless determined necessary by the Department and then only in accordance with the current policy on crossovers as outlined in this manual and the Department's Road Design Manual. All crossover locations must be approved by the District Traffic Engineer.

Those that do not meet the standards as outlined in the Department's Road Design Manual must be reviewed by the State Traffic Engineer and State Location and Design Engineer.

Should it be determined by the Department that a crossover is permissible, the permittee shall be responsible for the entire cost and construction, including turn lanes as deemed necessary by the Engineer.

2.6 Auxiliary Lanes, Right Turn Lanes and Left Turn Lanes

The need for auxiliary lanes, right turn lanes and left turn lanes will be determined by the Resident Engineer and District Traffic Engineer in accordance with the Department's latest design and construction criteria and manuals.

2.7 Curb Ramps for Persons with Mobility Impairments

Ramps in curb sections to aid the physically handicapped shall be provided as required in Section 15.1-381 of the Code of Virginia, as amended. A standard drawing of the curb ramp (CG-12) is shown in the current edition of Road and Bridge Standards.

2.8 Sight Distances

The following shall be utilized to evaluate sight distance. Vertical sight distance shall be determined from a target mounted 4.25 feet above the grade of the vehicle path simulating a vehicle entering or exiting the entrance. The sight distance shall be measured from a height of eye of 3.5 feet to the target. Horizontal sight distance shall be determined from a height of 3.5 feet with the object being 4.25 feet. For more information on sight distances, see the latest edition A Policy on Geometric Design of Highways and Streets.

On a typical two lane road horizontal curve there are numerous objects that restrict sight distance such as, cut slopes, buildings, vegetation, vehicles, etc. (landscaping in these areas must conform to the VDOT Environmental Division's Planting Guidelines Manual.) It is very possible to have sight distance in the winter and not in the spring or summer due to the growth of vegetation. These obstructions should be considered when reviewing a commercial entrance permit. A divided highway can have similar problems. It is very important to obtain the desirable commercial entrance sight distance from the entrance as well as the left turn position into the entrance. Any waiver of the required sight distance may only be granted by the Chief Engineer or the Assistant Commissioner, Operations after a traffic engineering investigation has been conducted.

Part II Requirements

Table 1

**Sight Distances Along Major Roads at Intersections with
Minor Road and Crossovers and Commercial Entrances**

Height of Eye 3.5'		Height of Object 4.25'						
*	Speed Limit	25	30	35	40	45	50	55
	Two & Three Lane Road or Four Lane Divided Highways not at Crossovers	250	300	350	400	450	500	550
**	Four Lane Undivided and Four Lane Divided Highways at Cross- overs	300	350	425	475	525	600	650

*Where the operating speed on the respective segment of highway is determined to be lower than the legal speed limit, and, in the judgment of the Engineers, the operating speed shall not create hazards for either a driver at a connection or on the major roadway and the legal speed limit cannot and, in all probability, shall not be obtained in the foreseeable future as a result of improvement or reconstruction, the sight distance requirements for the operating speed may then be applied. The operating speed shall be determined by a traffic engineering study at the location in question. In all cases when the operating speed is used in lieu of the speed limit, full documentation of its determination shall be attached to the permit assembly.

**For median widths greater than 60', each roadway can be considered as a separate two, three or four-lane roadway. (See AASHTO's latest edition of A Policy on Geometric Design of Highways and Streets)

2.9 Responsibility for Maintenance of Commercial Entrances

Section 33.1-198 of the Code of Virginia places the responsibility on the property owner to maintain commercial entrances in a manner satisfactory to the Department. However, for the safety of motorists and pedestrians and to promote effective drainage, portions of commercial entrances may be maintained by the Department, as described in subsections A and B below and depicted in Figure 1 on ~~Page 24~~.

A. Entrances in Curb and Gutter Sections.

If the Department is responsible for ^{shall} maintenance of adjacent sidewalks, the Department ~~may~~ maintain the entrance to the back edge of the sidewalk. If there is no sidewalk, or if the Department is not responsible for the maintenance of the sidewalk, the Department ~~may~~ maintain the entrance up to a line two (2) feet ^{shall} behind the gutter line.

The property owner is responsible for the satisfactory maintenance of the entrance not maintained by the Department.

B. Entrances Not in Curb and Gutter Sections.

The Department ^{shall} maintain that portion of the entrance between the edge of the pavement and the normal shoulder line. The property owner will be responsible for their satisfactory maintenance of the entrance not maintained by the Department with the following exception:

When the Department constructs the separation island as part of a road project or safety improvement measure, the Department is responsible for the maintenance of the island unless the right-of-way agreement designated the responsibility to the landowner.

Where commercial entrances are constructed under permit, the maintenance of the separation island is the responsibility of the property owner.

DRAINAGE STRUCTURES AT COMMERCIAL AND PRIVATE ENTRANCES

The Department will maintain drainage pipe at entrances to provide proper drainage. Repair or replacement shall be handled as follows:

- A. Private Entrances: Should the pipe or structure fail due to no fault of the Department, the landowner shall furnish the necessary material for repairs and the Department will furnish the necessary labor for the work. Also, in questionable cases, right-of-way agreements should be examined for possible responsibility.
- B. Commercial Entrances: The landowner is responsible for repairing or replacing drainage structures which have failed due to no fault of the Department. Such repair or replacement shall be covered by permit.

← Should the Department damage or destroy the drainage structure, the Department is responsible for restoring the entrance and drainage structure to an as good or better condition.

2.10 Tenure of Commercial Entrances

Tenure of all commercial entrances to highways is not infinite nor is it meant to be transferred from one owner to another. If it is determined by Department representatives that an entrance is substandard or that safety, use, or maintenance of the entrance has changed significantly enough to require corrections, then necessary changes shall be made or the entrance may be closed at the direction of the Commissioner or his representative. It should also be noted that once an entrance has been constructed, regardless of when, the permittee, or his successors or assignees, shall be responsible for the maintenance and upkeep of said entrance as stated above.

Commercial entrances may require reconstruction and/or upgrading when it has been determined after review by Department representatives that the following conditions exist:

- A. Safety - When the entrance has been determined to be unsafe in its present condition for public use, because of physical erosion of the entrance, increase in motor vehicle traffic or some other condition if found to exist.
- B. Use - When traffic in and out of the entrance has changed significantly to require upgrading and/or reconstruction, etc., such as a change in traffic volume, character of the traffic or peak hour traffic. This language is not intended to be exclusive.

- C. Maintenance - When the entrance becomes unserviceable due to heavy equipment damage, reclamation by natural causes, or increased traffic volume, etc.

Commercial entrances shall be reviewed periodically for substandard conditions as outlined above and when the property is being considered for sale has been rezoned or when there is a change in commercial use either by the property owner or by a lease. Department personnel shall work closely with the various local and county governments to protect the Department's interest and the interest of the traveling public through zoning ordinances for commercial, subdivision and private entrance requirements, and to obtain their assistance in policing changes in ownership that might affect the Department's requirements for the entrances. These periodic reviews are necessary to provide both patron and through highway traffic users a safe means of travel.

2.11 Developer Participation in Traffic Signal Cost

The following guidelines have been developed in an effort to obtain an equitable method of determining developer responsibility for participation in funding traffic signal work necessitated by land development:

1. Where the proposed development will generate sufficient traffic to warrant signalization, the total cost for design, materials, timing plans, and installation shall be borne by the developer.
2. Where development generated traffic and existing highway traffic must be combined to meet the requirements for either the major or minor movements for any hour(s), the developer shall bear 50% of the total cost for design materials, timing plans, and installation.
3. Where an existing traffic signal must be modified to accommodate traffic movements to or from the development, the developer shall bear the total cost for any design, materials, timing plans, installation, and relocation required to accommodate the development traffic.

For large developments, such as regional shopping centers and corporate complexes, the Department reserves the right to require that the developer design or have designed the traffic signal, including timing plans, and to install or have installed a complete working installation. Designs and installations shall be in accordance with the current Departmental specifications and standards and shall be approved by the Engineer.

2.12 Authorization (Private Entrance)

The Commonwealth Transportation Board is authorized to control and regulate entrances to improved highways as provided in Section 33.1-197 (Private Entrances); Code of Virginia.

2.13 Drainage (Private Entrance)

The property owner constructing a new private entrance shall where required furnish the necessary size pipe which meets the specifications of the Virginia Department of Transportation. The Department may install the pipe. No grading of the entrance shall be performed by the Department.

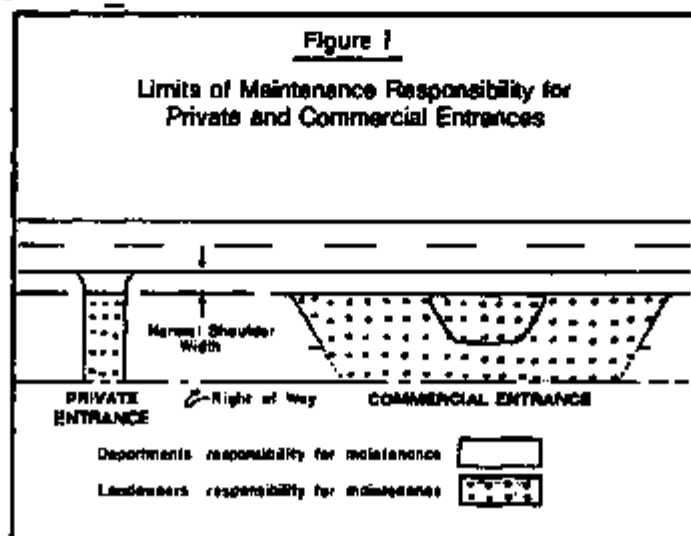
2.14 Responsibility for Maintenance (Private Entrance)

The Department is responsible for the maintenance of that portion of the entrance within the normal shoulder as shown in Figure 1 below. The property owner is responsible for the maintenance of the remainder of the entrance except that the Resident Engineer, at his discretion, may periodically add stabilization stone to that portion of the entrance on the right-of-way. The Department is not responsible for any maintenance on hard surfaced entrances beyond the normal shoulder line.

For specific information concerning private entrances and public road connections, reference should be made to the Department's current Subdivision Street Requirements - Secondary Roads Division, Policy Manual and Land Use Permit Manual - Maintenance Division, and to Road and Bridge Standards - Location and Design Division. This information is available in the Residency and District Offices.

In a curb and gutter section with sidewalk where the Department shall be responsible for the maintenance of the sidewalk, the Department is responsible for the maintenance of entrances to the back edge of the sidewalk.

In a curb and gutter section without sidewalk or where the Department is not responsible for the maintenance of the sidewalk, the Department shall maintain the entrance only to a line (2) feet behind the gutter line.



PART III

LOCATION OF RESIDENCY OFFICES

VDOT RESIDENCIES

<u>County</u>	<u>(District)</u>	<u>Residency</u>	<u>Phone Number</u>
Accomack	(Suffolk)	Accomac	(804) 767-1550
Albemarle	(Culpeper)	Charlottesville	(804) 293-0011
Alleghany	(Staunton)	Lexington	(703) 463-3108
Amelia	(Richmond)	Amelia	(804) 564-2411
Amherst	(Lynchburg)	Amherst	(804) 946-7631
Appomattox	(Lynchburg)	Appomattox	(804) 352-7135
Arlington	(Northern Virginia)	Fairfax	(703) 359-1220
Augusta	(Staunton)	Staunton(Verona)	(703) 248-9320
Bath	(Staunton)	Lexington	(703) 463-3108
Bedford	(Salem)	Bedford	(703) 586-3552
Bland	(Bristol)	Tazewell	(703) 988-2566
Botetourt	(Salem)	Salem	(703) 387-5488
Brunswick	(Richmond)	South Hill	(804) 447-3159
Buchanan	(Bristol)	Lebanon	(703) 889-3131
Buckingham	(Lynchburg)	Dihwyn	(804) 983-2017
Campbell	(Lynchburg)	Appomattox	(804) 352-7135
Caroline	(Fredericksburg)	Bowling Green	(804) 633-5091
Carroll	(Salem)	Hillsville	(703) 726-2813
Charles City	(Richmond)	Sandston	(804) 737-6441
Charlotte	(Lynchburg)	Halifax	(804) 476-6342
Chesterfield	(Richmond)	Chesterfield	(804) 674-2800
Clarke	(Staunton)	Luray	(703) 743-6588
Craig	(Salem)	Salem	(703) 387-5488
Culpeper	(Culpeper)	Culpeper	(703) 829-7616
Cumberland	(Lynchburg)	Dihwyn	(804) 983-2017
Dickenson	(Bristol)	Wise	(703) 328-9331
Dinwiddie	(Richmond)	Petersburg	(804) 732-6811
Essex	(Fredericksburg)	Bowling Green	(804) 633-5091
Fairfax	(Northern Virginia)	Fairfax	(703) 359-1220
Fauquier	(Culpeper)	Warrenton	(703) 347-6443
Floyd	(Salem)	Hillsville	(703) 726-2813
Fluvanna	(Culpeper)	Louisa	(703) 967-0226
Franklin	(Salem)	Rocky Mount	(703) 483-5262
Frederick	(Staunton)	Edinburg	(703) 984-4133

(continued)

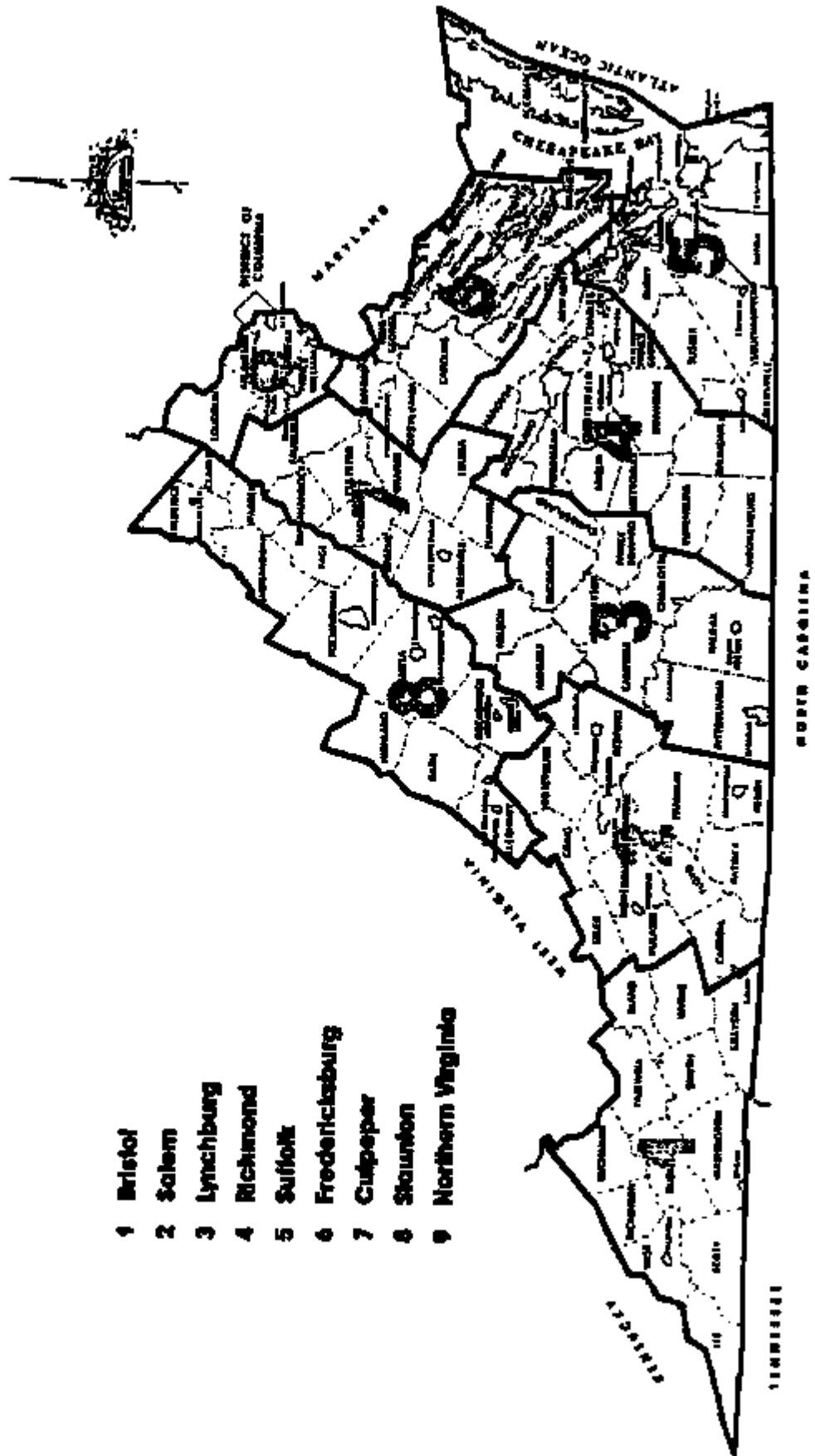
VDOT RESIDENCIES

<u>County</u>	<u>(District)</u>	<u>Residency</u>	<u>Phone Number</u>
Giles	(Salem)	Christiansburg	(703) 382-2994
Gloucester	(Fredericksburg)	Saluda	(804) 758-2321
Goochland	(Richmond)	Ashland	(804) 798-8338
Grayson	(Bristol)	Wynneville	(703) 228-2153
Greene	(Culpeper)	Charlottesville	(804) 293-0011
Greensville	(Suffolk)	Franklin	(804) 562-3194
Halifax	(Lynchburg)	Halifax	(804) 476-6342
Hanover	(Richmond)	Ashland	(804) 798-8338
Henrico	(Richmond)	Sandston	(804) 737-6441
Henry	(Salem)	Marinesville	(703) 629-2581
Highland	(Staunton)	Staunton (Verona)	(703) 248-9320
Isle of Wight	(Suffolk)	Suffolk	(804) 925-2270
James City	(Suffolk)	Williamsburg	(804) 253-4832
King George	(Fredericksburg)	Fredericksburg	(703) 899-4300
King and Queen	(Fredericksburg)	Saluda	(804) 758-2321
King William	(Fredericksburg)	Bowling Green	(804) 633-8091
Lancaster	(Fredericksburg)	Warsaw	(804) 333-3696
Lee	(Bristol)	Jonesville	(703) 346-1911
Loudoun	(Northern Virginia)	Leesburg	(703) 771-2522
Louis	(Culpeper)	Louis	(703) 967-0226
Lunenburg	(Richmond)	Amelia	(804) 561-2411
Madison	(Culpeper)	Culpeper	(703) 829-7616
Mathews	(Fredericksburg)	Saluda	(804) 758-2321
Mecklenburg	(Richmond)	South Hill	(804) 447-3169
Middlesex	(Fredericksburg)	Saluda	(804) 758-2321
Montgomery	(Salem)	Christiansburg	(703) 382-2994
Nelson	(Lynchburg)	Amherst	(804) 946-7631
New Kent	(Richmond)	Sandston	(804) 737-6441
Northampton	(Suffolk)	Accomac	(804) 787-1550
Northumberland	(Fredericksburg)	Warsaw	(804) 333-3696
Nottoway	(Richmond)	Amelia	(804) 561-2411
Orange	(Culpeper)	Culpeper	(703) 829-7616
Page	(Staunton)	Luray	(703) 743-6585
Patrick	(Salem)	Marinesville	(703) 629-2581

(continued)

VDOT RESIDENCIES

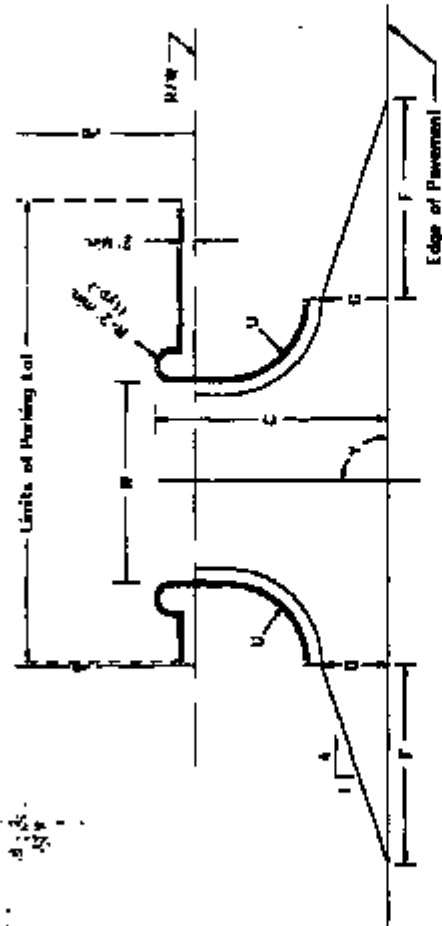
<u>County</u>	<u>(District)</u>	<u>Residency</u>	<u>Phone Number</u>
Pittsylvania	(Lynchburg)	Chatham	(804) 432-8124
Powhatan	(Richmond)	Chesterfield	(804) 674-2800
Prince Edward	(Lynchburg)	Dillwyn	(804) 983-2017
Prince George	(Richmond)	Petersburg	(804) 732-6811
Prince William	(Northern Virginia)	Manassas	(703) 361-2151
Pulaski	(Salem)	Christiansburg	(703) 382-2994
Rappahannock	(Culpeper)	Warrenton	(703) 347-6443
Richmond	(Fredericksburg)	Warsaw	(804) 333-3696
Roanoke	(Salem)	Salem	(703) 387-5488
Rockbridge	(Staunton)	Lexington	(703) 463-3108
Rockingham	(Staunton)	Harrisonburg	(703) 434-2586
Russell	(Bristol)	Lebanon	(703) 889-3131
Scott	(Bristol)	Jonesville	(703) 346-1911
Shenandoah	(Staunton)	Edinburg	(703) 984-4133
Smyth	(Bristol)	Abingdon	(703) 676-5503
Southampton	(Suffolk)	Francon	(804) 642-3194
Spotsylvania	(Fredericksburg)	Fredericksburg	(703) 899-4300
Stafford	(Fredericksburg)	Fredericksburg	(703) 899-4300
Sury	(Suffolk)	Waverly	(804) 834-3994
Sussex	(Suffolk)	Waverly	(804) 834-3994
Tazewell	(Bristol)	Tazewell	(703) 988-2566
Warren	(Staunton)	Luray	(703) 743-6585
Washington	(Bristol)	Abingdon	(703) 676-5503
Westmoreland	(Fredericksburg)	Warsaw	(804) 333-3696
Wise	(Bristol)	Wise	(703) 328-9331
Wythe	(Bristol)	Wytheville	(703) 228-2153
York	(Suffolk)	Williamsburg	(804) 253-4832



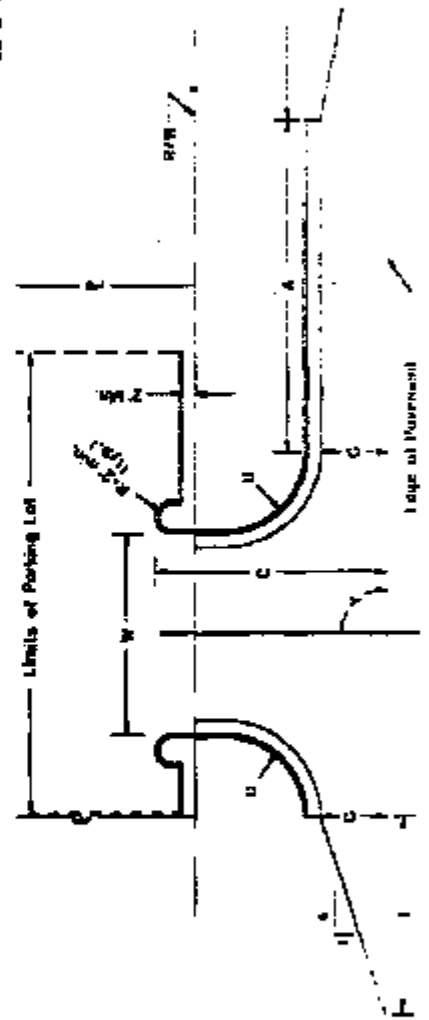
PART IV - COMMERCIAL ENTRANCE DESIGN ILLUSTRATIONS

COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH SHOULDERS

SINGLE TWO-WAY ENTRANCE



SINGLE TWO-WAY ENTRANCE WITH RIGHT TURN LANE AND TAPER



LETTER SYMBOL

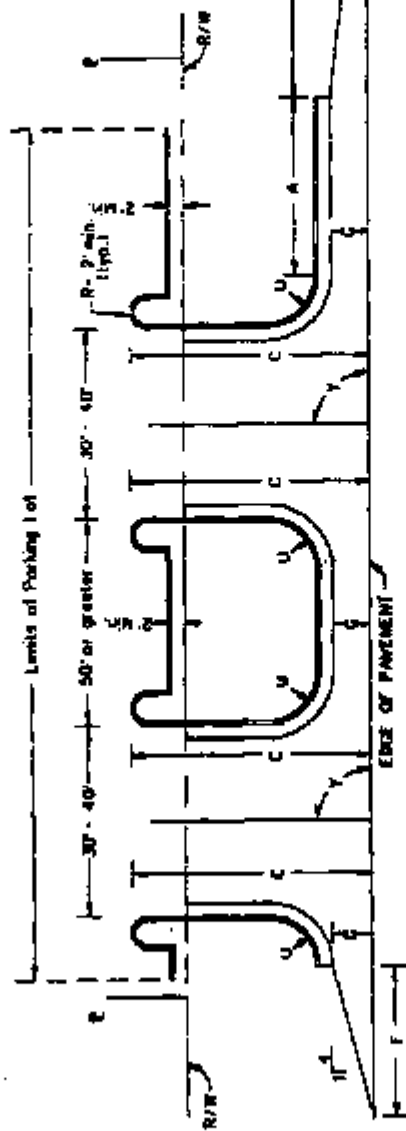
As determined by the Engineer

A	100' or greater.
B	25' or greater, in developing areas where it is anticipated that the right turn lane will become a continuous thru lane in the future, an additional 10' is recommended.
C	140' or greater.
D	17'
E	12.5 - 50'. The radius selected should accommodate the anticipated type of vehicle usage. Larger radii should be considered by the designer or Engineer if larger vehicles are anticipated; however, in no case should radii be less than 12.5'.
F	50' 40'
G	50' 90'

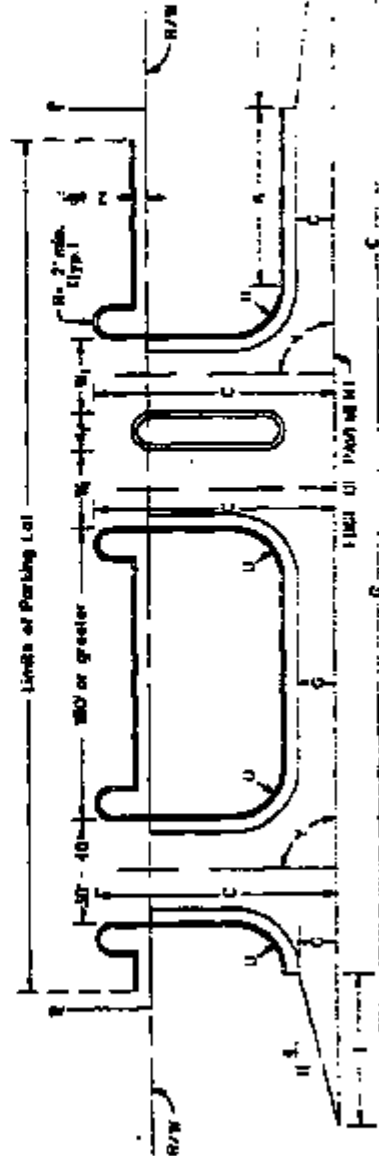
Notes:
Entrance details shown on this sheet may be modified to meet specific site requirements as directed or approved by the Engineer, when based on sound engineering principles.
If an acceptable result is defined in paragraph 1.1.3, paragraph 1.1.4, or paragraph 1.1.5, the design shall conform to the provisions of the Manual of Practice for Highway Design, 1965 Edition, published by the American Road & Builders Builders' Council.

COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH SHOULDERS

MULTIPLE ENTRANCES WITH RIGHT TURN LANE AND TAPER



SHOPPING CENTER ENTRANCES

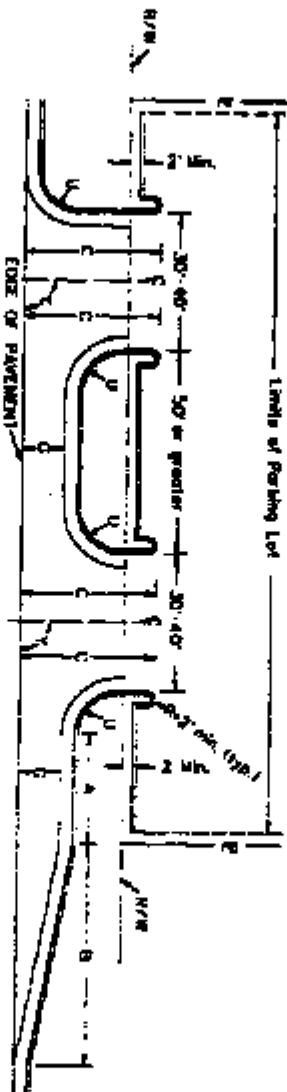


LETTER SYMBOL	LINE WIDTHS
A	As determined by the Engineer
B	8'0" or greater
C	25' or greater. In designing a new street, it is anticipated that the right turn lanes will become a continuous thru way in the future, an additional 12' is recommended.
F	200' or greater for entrance to a major shopping center, as determined by the Engineer
G	40' or greater
H	12'
I	4' or greater
U	12.5' - 50'. The road selected should accommodate the anticipated type of vehicle usage. Larger radii should be considered by the Designer or may be required by the Engineer if larger vehicles or anticipated. However, in no case shall the radius be less than 17.5'
W ₁	14' - 20' for one way traffic
Y	50' - 90'

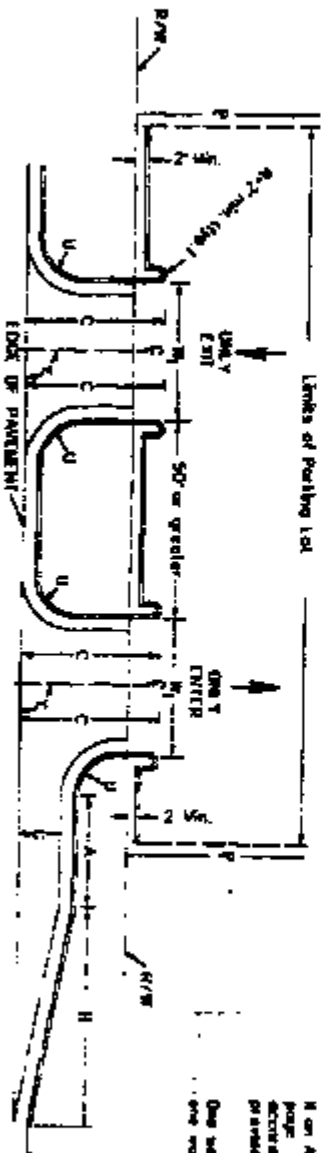
Notes:
Entrance details shown on this sheet shall be modified to meet specific site requirements as directed or approved by the Engineer, when based on sound engineering principles.
If an Accessible route as defined on page is present, such route in accordance with SVA, CC 13 will be provided.

COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH CURB AND GUTTER

MULTIPLE ENTRANCES WITH RIGHT TURN LANE AND TAPER



TWO ONE-WAY ENTRANCES WITH RIGHT TURN LANE AND TAPER



LETTER	DESCRIPTION
A	As determined by the Engineer.
B	30' or greater.
C	25' or greater, to determine areas where it is anticipated that the right turn lane will become a continuous flow lane in the future, an additional 25' is recommended.
D	300' or greater for entrance to a major shopping center as determined by the Engineer.
E	12' - 15'
F	12 1/2' to 50'. The radii indicated should accommodate the anticipated type of vehicle usage. Taper ends should be considered by the Designer or may be required by the Engineer. If larger vehicles are anticipated, however, in the case shall the radius be less than 7 1/2'.
G	14' 20' (as per sag inlet).
H	60' - 90'

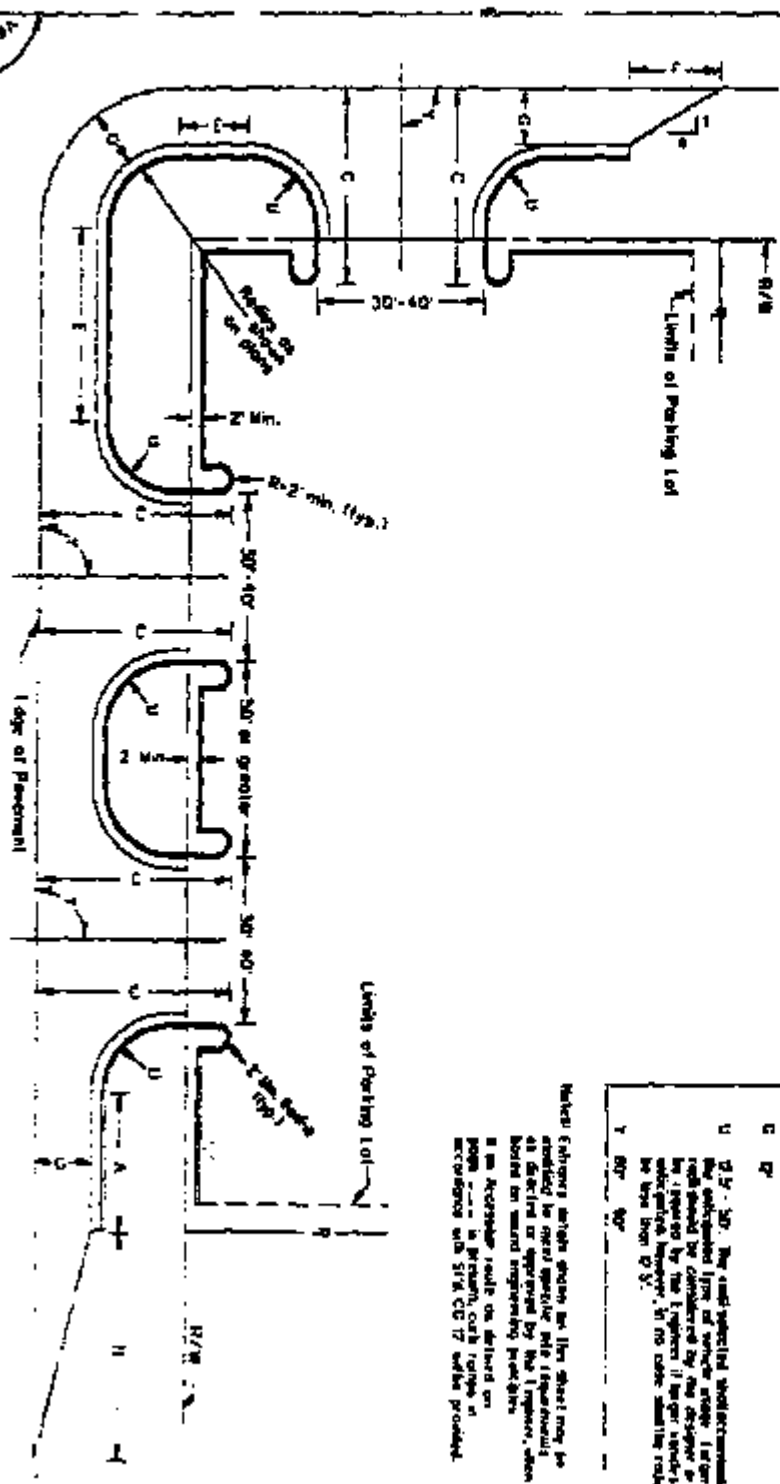
Notes: Entrance details shown on this sheet may be modified to meet specific site requirements as directed or approved by the Engineer, when based on sound engineering principles.

If an Accessible route is defined on page _____ is present, ADA limits in accordance with ADA CC IV shall prevail.

One way entrances must be signed one way.

COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH SHOULDERS

MULTIPLE ENTRANCES AT INTERSECTIONS



LETTER SYMBOLS

- A As determined by the Engineer
- B 100' or greater
- C 20' or greater. In development signs where it is anticipated that the right turn lane will be a continuous flow lane at the intersection, it is recommended.
- D 200' or greater. The entrance to a major shopping center as determined by the engineer
- E 30' or greater (additional length shall apply if as directed by the Engineer if intersection is adjacent to future expansion, if anticipated)
- F 40' or greater
- G 20'
- H 20'
- I 25' - 30'. The radiused curb shall be constructed and shall be constructed from concrete. It shall be approved by the Engineer. If the Engineer is not satisfied with the design, it shall be revised.
- J 20' or greater. The entrance to a major shopping center as determined by the engineer
- K 30' or greater (additional length shall apply if as directed by the Engineer if intersection is adjacent to future expansion, if anticipated)
- L 40' or greater
- M 20'
- N 20'
- O 20'
- P 20'
- Q 20'
- R 20'
- S 20'
- T 20'
- U 20'

Notes: Entrances design shown on this sheet may be modified, be more specific site requirements as directed or approved by the Engineer, when based on sound engineering practices.

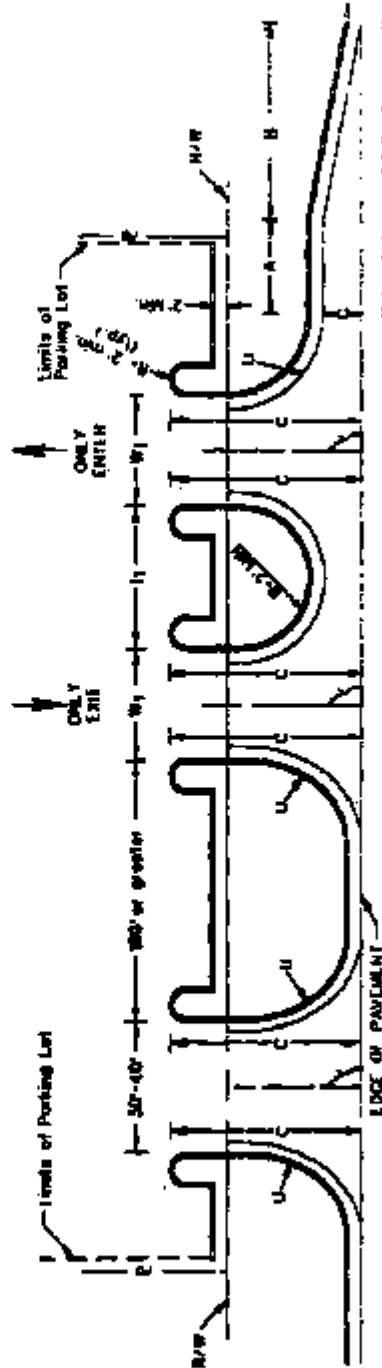
It is acceptable to add on, behind or in front of the building, curb ramps or curbside with 5'W, 6'W, 7'W, 8'W, 9'W, 10'W, 11'W, 12'W, 13'W, 14'W, 15'W, 16'W, 17'W, 18'W, 19'W, 20'W, 21'W, 22'W, 23'W, 24'W, 25'W, 26'W, 27'W, 28'W, 29'W, 30'W, 31'W, 32'W, 33'W, 34'W, 35'W, 36'W, 37'W, 38'W, 39'W, 40'W, 41'W, 42'W, 43'W, 44'W, 45'W, 46'W, 47'W, 48'W, 49'W, 50'W, 51'W, 52'W, 53'W, 54'W, 55'W, 56'W, 57'W, 58'W, 59'W, 60'W, 61'W, 62'W, 63'W, 64'W, 65'W, 66'W, 67'W, 68'W, 69'W, 70'W, 71'W, 72'W, 73'W, 74'W, 75'W, 76'W, 77'W, 78'W, 79'W, 80'W, 81'W, 82'W, 83'W, 84'W, 85'W, 86'W, 87'W, 88'W, 89'W, 90'W, 91'W, 92'W, 93'W, 94'W, 95'W, 96'W, 97'W, 98'W, 99'W, 100'W.

COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH CURB AND GUTTER

MULTIPLE ENTRANCES WITH RIGHT TURN LANES AND TAPER FOR SHOPPING CENTER ENTRANCES

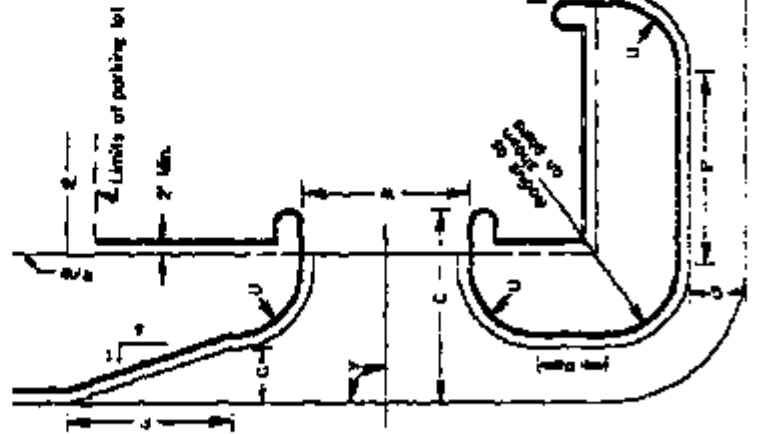
LETTER SYMBOL	DIMENSIONS
A	As determined by the Engineer
B	10' or greater
C	25' or greater, in developing areas where it is anticipated that the high flow lane will become a continuous flow lane in the future, an additional 12' is recommended.
G	200' or greater for entrance to a major shopping center as determined by the Engineer.
H	12'
I	4' or greater
U	12.5'-50'. The radii selected must accommodate the anticipated type of vehicle usage. Larger radii should be considered by the designer on large vehicles are anticipated. However, no radii shall be less than 12.5'.
W ₁	14'-20' for one way traffic
T	50'-90'

SHOPPING CENTER



COMMERCIAL ENTRANCE DESIGNS ALONG HIGHWAYS WITH CURB AND GUTTER

MULTIPLE ENTRANCES AT INTERSECTION WITH RIGHT TURN LANE AND TAPER

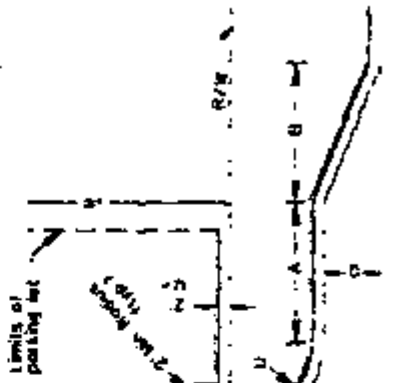


LETTER SYMBOLS

- DEFINITIONS**
- A As determined by the Engineer
 - B 100' or greater
 - C 25' or greater. In developing areas where it is anticipated that the right turn lane will become a continuous flow lane in the future, an additional 10' is recommended.
 - D 300' or greater. In advance of changing center or other major traffic patterns as determined by the engineer.
 - E 6R or greater.
 - F 6' or greater.
 - G 30' or greater
 - H 50' or greater. Sufficiently wider required as dictated by the Engineer. If intersection is anticipated in future development is anticipated.
 - I 12.5' - 30'. The radiused curb should conform to the proposed type of vehicle usage. Larger radiused curbs are preferred by the designer or engineer. The radius of the proposed curb should be established by the Engineer. It is recommended that the radius be at least 12.5'.
 - J 30' - 40'
 - K 40' - 50'

Note: Entrance shown in this sheet may be modified to meet specific site requirements as dictated or approved by the Engineer, also based on sound engineering principles.

If an Accessible Route as defined on page is proposed, curb ramps in accordance with ADA-1990 shall be provided.



COMMERCIAL ENTRANCE DESIGNS TO SERVE DRIVE-IN TYPE BUSINESSES SUCH AS DRIVE-IN BANKS, FAST FOOD RESTAURANTS, SERVICE STATIONS, AND CAR WASHES WITH ONE WAY TRAFFIC ENTERING AND/OR EXITING HIGHWAYS

LETTER SYMBOL DIMENSIONS

A As determined by the Engineer

B 100' or greater

C 75' or greater, in developing areas where it is anticipated that the right turn lane will become a continuous thru lane in the future, an additional 12' is recommended.

G 12'

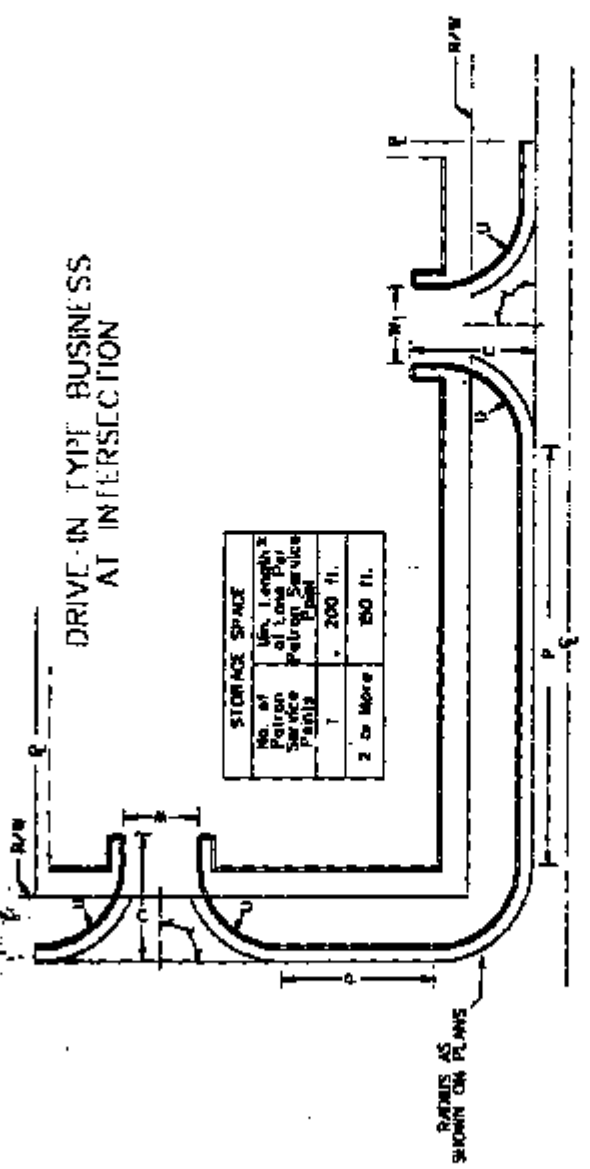
P 50' or greater (additional length will be required as dictated by the anticipated future configuration of adjacent streets).

U 12.5' - 50'. The radius selected must accommodate the anticipated type of vehicle usage. Larger trucks should be considered by the Engineer or may be required by the anticipated highway. In no case should radius be less than 12.5'.

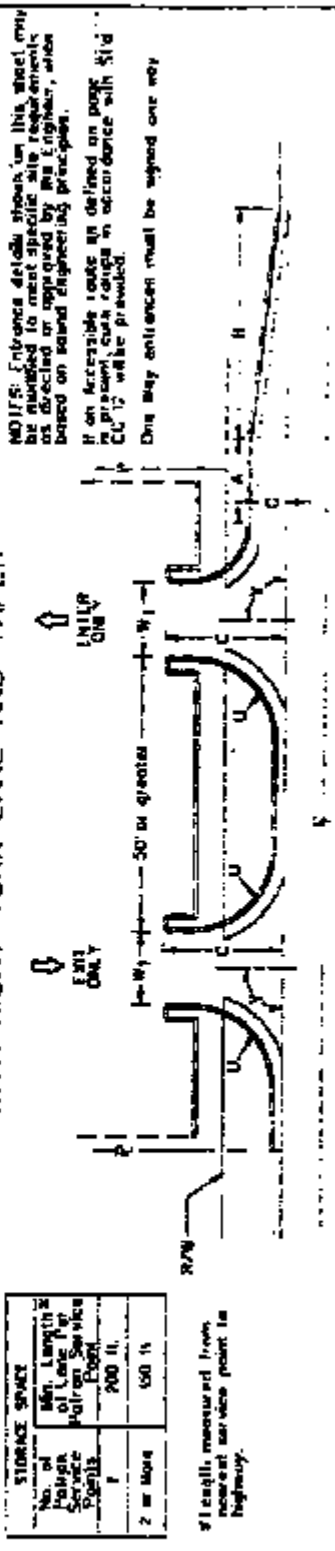
W 30' - 40'

W₁ 14' - 20' for one way traffic

Y 60° - 90°



DRIVE-IN TYPE BUSINESS MID BLOCK WITH RIGHT TURN LANE AND TAPER



Minimum distance from storage space to R/W for Service Station	
Pumps served to Treatment Plant	Distance
1 to 45'	17 ft.
46' to 90'	20 ft.
91' to 135'	30 ft.

NOTES: Entrance details shown on this sheet may be modified to meet specific site requirements as decided or approved by the Engineer, when based on sound engineering principles.

If an access route is defined on page 314 of the plan, such route is in accordance with 314 of the plan, unless otherwise provided.

Drive way entrances must be signed one way.

STANDARD PRIVATE SUBDIVISION ROAD/STREET ENTRANCE

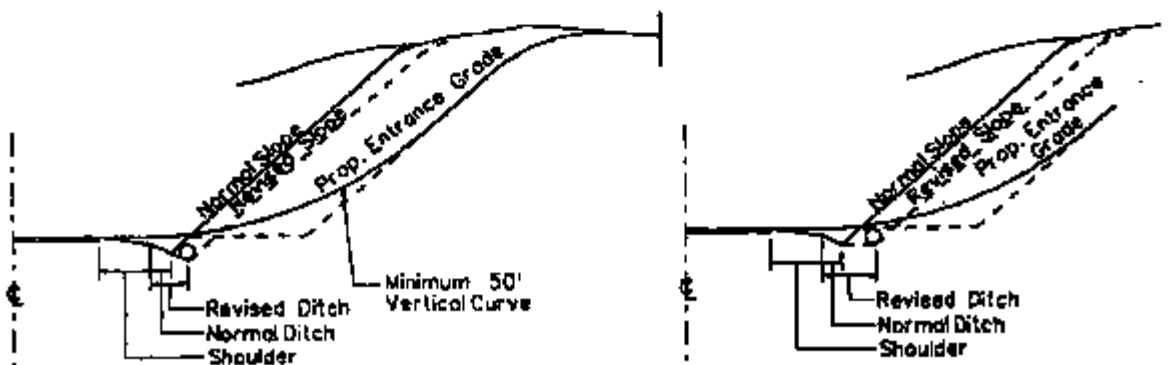
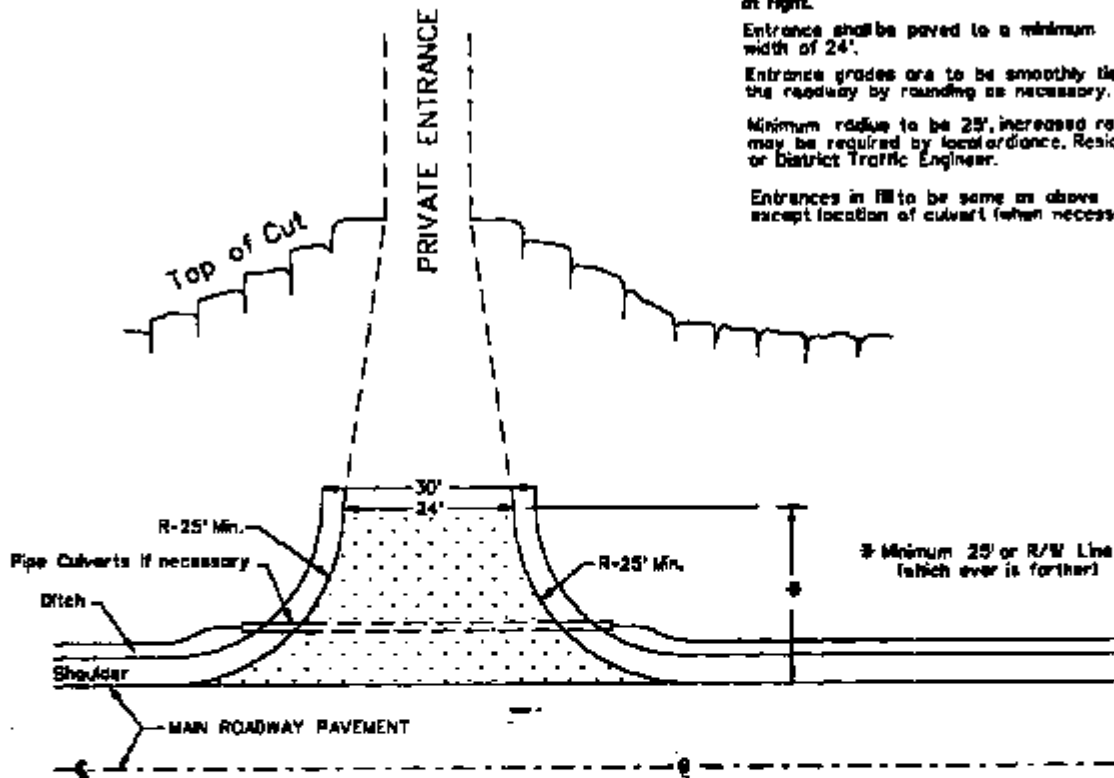
Note: All entrance grades shall start back of the shoulder line. If drainage is necessary, the ditch line may be moved back to provide at least 9" of cover over pipe, as shown at right.

Entrance shall be paved to a minimum width of 24'.

Entrance grades are to be smoothly tied into the roadway by rounding as necessary.

Minimum radius to be 25', increased radius may be required by local ordinance, Resident or District Traffic Engineer.

Entrances in fill to be same as above except location of culvert (when necessary).



ALTERNATE METHODS FOR PLACING PIPES UNDER ENTRANCES

Minimum Standards of Entrances To State Highways

Summary of Public Participation

December 10, 1996

In accordance with the requirements of the Administrative Process Act, the Department of Transportation scheduled and held a Public Hearing to solicit comments on revisions to the "Minimum Standards of Entrances To State Highways" manual.

Public notice

The Department's public information section published an advertisement in the major statewide publications as follows:

DAILY

Virginian-Pilot
Richmond Times-Dispatch
Bristol Herald
Roanoke Times
Washington Post

WEEKLY

Journal & Guide
Roanoke Tribune
Piedmont Journal
Shenandoah Valley Hit
Richmond Free Press
Metro Herald

These ads indicated one public hearing would be conducted in the Central Office main auditorium and gave the specific time and details of the hearing.

In addition, the Department's Traffic Engineering Division distributed a copy of the proposed changes to all VDOT Resident Engineers.

Richmond Public Hearing

The 1 person in attendance made no comment.

Written Comments

Written comments were received from eight (8) individuals, none of which attended the public hearing.

Evaluation of Public Comments

The major purpose of revising the manual was to make it less intrusive and eliminate duplication of materials which are available from other sources, such as the Maintenance Manual, Subdivision Street Requirements manual, Road and Bridge Standards, Road Design Manual or the ITE manual. Numerous comments focused on the need to retain the information in the manual.

1. Issue

It was suggested the paragraph containing the Chief Engineer's authority to resolve differences of opinion at the Residency level be removed to place emphasis at the District and Residency level.

Action

The paragraph was relocated under the paragraph which indicates the District Administrator is the next level of appeal, after the Resident Engineer. Since there may be occasions where the Chief Engineer could be requested to intervene, documentation should be available for the appeal process to reach that level should the need arise.

2. Issue

It was recommended that "cities" be added to "counties" which have entrance standards equal to or exceeding those of VDOT.

Action

Incorporated as requested.

3. Issue

One comment suggested the verbiage placing interior curb a minimum of 2' "inside the right of way line" should be changed to read 2' outside or behind the right of way line". It was also suggested that the 2' dimension be increased.

Action

"outside or behind the right of way" was incorporated as requested. However, it will be difficult enough to enforce the 2' dimension and a farther distance off the right of way line may limit or impact parking availability and affect inner operations of the property being developed.

4. Issue

One comment indicated a sentence should be added that reflected "mountable curb is not recommended adjacent to sidewalks".

Action

Incorporated as requested.

5. Issue

One comment stated that the need for turn lanes should be recommended by the District Traffic Engineer and final approval provided by the Resident Engineer.

Action

Sentence was revised to reflect the need for turn lanes be determined jointly by both the Resident Engineer and District Traffic Engineer.

6. Issue

Update zip code for Accomac County

Action

Incorporated

7. Issue

Comment requested increasing 12.5' turning radii on entrances with 30'-40' widths.

Action

Turning radii and width can both be increased as determined by the Engineer for accommodating the type of vehicular use at site specific locations.

8. Issue

Concern was expressed that VDOT did not provide draft copies to all localities individually.

Action

The Department sent a draft to all Residencies for them to share as they determined appropriate. In addition, the proposed regulation and notice of comment period were published in The Virginia Register, which is subscribed to by many libraries and local governments throughout the Commonwealth. The newspaper notices contained enough information for interested parties to contact VDOT for a copy of the regulation if The Register were not available.

9. Issue

Comment indicated the Private Subdivision Road/Street Entrance be expanded.

Action

The detail was established and the Committee concluded adequate information was provided. Additional information or requirements can be indicated by the Resident Engineer on a case by case basis.

10. Issue

It was suggested that an entrance design for 2 or 3 residences be added.

Action

It was the Committee's position that there are options available to the Resident Engineers to address such situations.

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11. Issue

Suggestion was received to clarify the 2' radius to be used to meet the minimum 25' setback from the edge of pavement.

Action

The graphic detail indicates the 2' minimum radius and should address this concern.

12. Issue

Concern was expressed over requiring a longer pavement taper for commercial entrances.

Action

The Resident Engineer has the option to lengthen or shorten tapers, as deemed necessary, to fit field conditions.

13. Issue

Suggestion was made to add in District Telephone numbers.

Action

The Residency can furnish the District numbers if they wish. Adding them in would be something else to potentially change, but mainly, their availability may entice callers to call the District first, rather than the Residencies.

14. Issue

Comment was received to add the proper title within the graphic to read "Private Road/Subdivision Street".

Action

Incorporated

15. Issue

On roadways with shoulders, suggestion was presented to have the curb run into the property line based on ADT and number of lanes.

Action

The Resident Engineers have the flexibility to require this feature incorporated on appropriate roadways.

16. Issue

Request indicated the 50' or greater dimension shown for distance between 2 separate entrances should be stated as a tangent section.

Action

Certain properties fronting roadways may not have adequate frontage to meet the suggested criteria. Hence, punishing or restricting the development would be the result.

17. Issue

Concern was expressed over our allowing joint use entrances.

Action

In an effort to reduce the number of entrances, the Entrance Planning Committee decided to permit joint use entrances when agreed upon by both parties.

18. Issue

Eliminating turn lane charts and diagrams.

Action

These are available through the Location and Design Sections and were eliminated to reduce duplication.

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19. Issue

The following entities or organizations provided comments on the revisions to the manual:

City of Virginia Beach
Prince William County Department of Public Works
Zicht Engineering, Limited
Sandston Residency
Accomac Residency
Williamsburg Residency
Waverly Residency
Rocky Mount Residency

6-12-97

Item 18:

Moved by Mr. Porter, seconded by Mr. Prettyman,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, on September 21, 1995, the location of the Southwest Suffolk Bypass was approved; and on May 15, 1997, the Commonwealth Transportation Board approved the major design features of the Southwest Suffolk Bypass from 0.054 mile east of Route 13/32 South (Carolina Road) to 0.036 mile west of Route 58 Business (Holland Road) in the City of Suffolk, State Project R000-061-F01, PE-101, RW-201, C-501; Federal Project STP-061-5.

NOW THEREFORE, BE IT RESOLVED that in the interest of public safety, pedestrian, persons riding bicycles or mopeds, horsedrawn vehicles, self-propelled machinery or equipment, and animals led, ridden or driven on the hoof be prohibited from using this segment of the Southwest Suffolk Bypass from 0.054 mile east of Route 13/32 South (Carolina Road) to 0.036 mile west of Route 58 Business (Holland Road) in the City of Suffolk.

BE IT FURTHER RESOLVED that the Southwest Suffolk Bypass be designated as a Limited Access Highway between 0.054 mile east of Route 13/32 South (Carolina Road) and 0.036 mile west of Route 58 Business (Holland Road) in accordance with the statutes of Virginia and in accordance with the Commonwealth Transportation Board Policies.

BE IT FURTHER RESOLVED that in accordance with Article 4, Chapter 1, Title 33.1, Section 33.1-34 of the 1950 Code of Virginia and State Highway and Transportation Board Policy, the herein approved 2.724 mile segment of the Southwest Suffolk Bypass be added to the Primary System of Highways.

Motion carried.

6-12-97

Item 19:

Moved by Mr. Neale, seconded by Mr. Martin, 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 hearing; and

WHEREAS, at the request of the Warren County and the Shenandoah County Boards of Supervisors, and the Town of Haymarket, the staff of the Department of Conservation and Recreation and the Virginia Department of Transportation have reviewed and determined that the following route substantially meets the adopted criteria for Virginia byways:

1) Route 55 from the intersection with Route 600 at the Frederick-Shenandoah County line in the community of Star Tannery to the intersection with Route 671 at the north town limits of Strasburg;

2) Route 55 from the intersection with Route 635 at the eastern town limits of Strasburg to the west corporate limits of Front Royal; and

3) Route 55 from the east corporate limits of the town of Front Royal to the intersection with Route 636 at the Fauquier-Warren County line; and

WHEREAS, the procedures required by Section 33.1-62 have been followed and a public hearing was not requested; and

WHEREAS, it is understood by all interested that the designation of this road as a Virginia byway in no way restricts road improvement or maintenance; and

WHEREAS, the Department of Conservation and Recreation on December 6, 1996, recommended to the Virginia Department of Transportation that the route herein described hereto be designated as a Virginia byway.

NOW, THEREFORE, BE IT RESOLVED that Route 55 herein described be designated as a Virginia byway.

Motion carried.

6-12-97

Item 20:

Moved by Mr. Byrd, seconded by Mr. White, that

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

WHEREAS, the 1997 Appropriation Act, Chapter 924 requires that mass transit funds be allocated by the Board in accordance with the statutory formula in Section 58.1-638, Code of Virginia; and

WHEREAS, other sections of the Code of Virginia and the Appropriation Act, Chapter 924 enacted by the 1997 General Assembly, require certain allocations; and

WHEREAS, Code of Virginia Section 33.1-391.5 requires the Department of Rail and Public Transportation to administer state and federal funds; and

WHEREAS, Section 9-6.25 of the Code of Virginia allows for the Board to review and comment on budget items not specifically enumerated to the Board by statute; and

WHEREAS, the Commonwealth Transportation Board has received the Department of Rail and Public Transportation's FY 1997-98 Annual Budget and has made appropriate comments for consideration.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the recommended allocations required by the various statutes and contained in the Department of Rail and Public Transportation's FY 1997-98 Annual Budget are approved.

Motion carried.

6-12-97

Item 21:

Moved by Mr. Byrd, seconded by Mr. White, that

WHEREAS, the Commonwealth Transportation Board is required by the Code of Virginia Section 33.1-12(9) and (11) to administer 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, other sections of the Code of Virginia and the 1997 Appropriation Act, Chapter 924 require certain allocations; and

WHEREAS, Section 9-6.25 of the Code of Virginia allows for the Board to review and comment on budget items not specifically enumerated to the Board by statute; and

WHEREAS, the Commonwealth Transportation Board has received the Department of Transportation's FY 1997-98 Annual Budget and has made appropriate comments to the Commissioner for his consideration.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the recommended allocations required by the various statutes and contained in the Department of Transportation's FY 1997-98 Annual Budget are approved.

Motion carried.

6-12-97

Item 22:

Moved by Mr. Rich, seconded by Mr. White, that

WHEREAS, the Commonwealth of Virginia is apportioned federal aid by the U. S. Government for public transportation and rail projects; and

WHEREAS, the 1997 Acts of the General Assembly provide state financial assistance for public transportation and rail projects; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) prepares an annual program of projects of federal and state grants for public transportation projects in accordance with federal and state regulations; and

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

WHEREAS, the program of projects is contained in the Six Year Improvement Program approved by the Commonwealth Transportation Board (CTB); and

WHEREAS, the Board recognizes that these projects are appropriate for the efficient movement of people and therefore, for the common good of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that DRPT is authorized to approve federal and state public transportation and rail grants as contained in the CTB approved Six Year Improvement Program.

BE IT FURTHER RESOLVED that the Director of DRPT is authorized to submit federal applications for these funds and is authorized to amend federal and state grants in the CTB approved Six Year Improvement Program as may be necessary including the award of new grants up to a limit of \$30,000 per grant.

Motion carried.

6-12-97

Item 23:

Moved by Mr. Rich, seconded by Mr. White, that

WHEREAS, the Commonwealth Transportation Board Six Year Improvement Program for Fiscal Year 1998 includes \$2.5 million in the Transit Set Aside Account of the Dulles Toll Road Improvement Fund (the "Account") for the construction of a Western Regional Park and Ride Lot in Loudoun County (the "Project"); and

WHEREAS, at the request of Loudoun County and subsequent approval by the Commonwealth Transportation Board (CTB), Federal Transit Administration funds in the amount of \$950,000 and local funds in the amount of \$237,500 totaling \$1,187,500 along with \$376,000 in Regional STP funds have been programmed for this Project thereby supplanting \$1,563,500 in Account funds which will be used for the operating cost of initiating express bus service from the Project; and

WHEREAS, the Department of Rail and Public Transportation (DRPT) has submitted a grant application to the Federal Transit Administration for a \$950,000 allocation which is currently under review; and

WHEREAS, the Federal Transportation Act of 1996 contains an allocation of \$496,250 to support the capital costs of purchasing transit equipment for use in western Fairfax County subject to the approval of a grant by the Federal Transit Administration; and

WHEREAS, Fairfax County currently is procuring transit buses under a state/local project and the equipment to be purchased with the \$496,250 could be included with this procurement if funding is approved in the first quarter of FY98; and

WHEREAS, federal regulations require a very lengthy and burdensome process for Fairfax County which will preclude purchasing the equipment under the current procurement thereby significantly delaying the project and increasing the cost of the project; and

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WHEREAS, Fairfax County has requested the transfer of the \$496,250 Federal Transportation Act allocation to the Project in the same manner as the CTB has approved for the Project for Loudoun County thereby supplanting \$496,250 in the Account which Fairfax County will use to purchase transit equipment under the current procurement.

NOW, THEREFORE, BE IT RESOLVED that subject to Federal Transit Administration approval of DRPT's current grant application of \$950,000 and a subsequent amendment to that grant to add \$496,250 and a transfer of \$496,250 to the Account, a like sum shall be made available from the Account to support the cost of purchasing transit equipment.

BE IT FURTHER RESOLVED that subject to the contingencies stated herein, and commitment by Fairfax County to this plan of financing, the Board authorizes the Director of the Department of Rail and Public Transportation to execute an agreement with Fairfax County to provide financial support from the Account for the purchase of transit equipment.

Motion carried.

Item 24:

Moved by Mr. Martin, seconded by Mr. Neale, that

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

WHEREAS, Article 1.1, Chapter 1, of Title 33.1 of the Code of Virginia requires the CTB to allocate funds for the construction and improvements on the Interstate, Primary, Urban and Secondary Road Systems; and

WHEREAS, Section 58.1-638 of the Code of Virginia requires the CTB to allocate funds for mass transit in accordance with the statutory formula; and

6-12-97

WHEREAS, public hearings in each of the nine construction districts have been held by the CTB to receive public comment on the allocation of funds for the Interstate, Primary and Urban Road Systems and Public Transit; and

WHEREAS, the CTB approved the tentative allocations on May 15, 1997 and subsequently held two additional public hearings on June 5, 1997.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the Final Allocations of Interstate, Primary, Secondary and Urban Road Construction and Public Transit, Ports and Airports Funds for Fiscal Year 1997-98 are hereby approved.

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board that the Six-Year Improvement Program of projects for Fiscal Years 1997-98 through 2002-2003 for Interstate, Primary and Urban Road Systems and Public Transit are hereby approved.

Motion carried.

Mr. Byrd asked that the following statement be made a part of the official record.

"While I fully intend to support and vote in favor of the proposed Six Year Improvement Program for fiscal year 1997-98, I would like to go on record opposing the transfer of any urban funds shown in the current program by the City of Danville from Route 41 to the Old 97 Parkway.

I believe the concept or plan being presently reviewed known as the Old 97 Parkway project, to be contrary to the best interest of the citizens of both Pittsylvania County and the City of Danville.

I can not support any project which severs Franklin Turnpike from Route 41 or eliminates a direct access from Route 41 in Pittsylvania County.

Therefore, I urge the City of Danville to consider implementation of a project which would ultimately result in the construction of five lanes over the site of the existing Franklin Turnpike from the Danville City limits to the Piney Forest Road."

6-12-97

Item 25:

Moved by Mr. Porter, seconded by Mr. Prettyman,
that

WHEREAS, William Mahone was born and raised in
Southampton County and graduated from the Virginia
Military Institute; and

WHEREAS, William Mahone attained the rank of
Major General, being conferred by General Lee following
the Battle of the Crater; and

WHEREAS, he was a pioneer in transportation,
simultaneously serving as president of three railroads
and he was an early proponent of intermodalism,
advocating the building of plank roads, consolidation of
railroads, and promoting the Port of Hampton Roads
through the organization of steamship lines and the
establishment of direct trade between Norfolk and
Liverpool; and

WHEREAS, General Mahone was elected to the
Virginia State Senate in 1863 and served as a United
States Senator from March 1881 to March 1887; and

WHEREAS, he was elected Chairman of the
Republican Party of Virginia remaining highly engaged in
the political affairs of this state until his death in
1895; and

WHEREAS, General Mahone's name is recognized by
historians the world over, his reputation bringing honor
to Southampton County and Virginia; and

WHEREAS, it is the desire of the Commonwealth
Transportation Board to pay tribute to this dedicated
soldier, politician and statesman in recognition of his
distinguished career and devoted service to all the
citizens of the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the
Commonwealth Transportation Board, in accordance with
the authority entrusted under Section 33.1-12(4) of the
Code of Virginia of 1950, as amended, does hereby
declare that bridge on State Route 35 crossing over U.S.
Route 58 southwest of Courtland in Southampton County,
be named the General William Mahone Memorial Bridge.

6-12-97

BE IT FURTHER RESOLVED that appropriate signs, as directed by the Department's engineers, shall be placed calling attention to its designation.

Motion carried.

Meeting adjourned at 11:45 a.m.

The next meeting will be held on July 17, 1997, in Richmond, Virginia.

Approved:

A handwritten signature in black ink, appearing to read "D. J. [unclear]", written over a horizontal line.

Attested:

A handwritten signature in black ink, appearing to read "MB", written over a horizontal line.