

**A G E N D A**

**MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD**

1401 E. Broad Street  
Richmond, Virginia  
May 9, 1996  
10:00 a.m.

1. Public Comment
2. Action on Minutes of Meetings of December 21, 1995 and February 15, 1996
3. Action on Permits Issued and Canceled from April 1, 1996 through April 30, 1996
4. Action on Additions, Abandonments or Other Changes in the Secondary System from April 1, 1996 through April 30, 1996
5. Action on Additions, Abandonments, Discontinuances or Other Changes in the Primary System: Caroline County
6. Action on City Street Mileage
7. Conveyances: Route 11 - Rockbridge County
8. Action on Bids Received April 23, 1996
9. Consultant Agreement: Construction Inspection Services for  
(A) Area 2 (Charles City, Dinwiddie, Goochland, Hanover, Henrico, New Kent, and Prince George Counties) - Richmond District  
Parsons, Brinckerhoff Construction Services, Inc.
- Consultant Agreement: Two-Year Survey Contract for Area 2  
(B) (Fairfax and Arlington Counties and the cities of Alexandria, Falls Church and Fairfax) - Northern Virginia District  
Bangtson, DeBell & Elkin, Ltd.

Consultant Agreement: 9th and 10th Street Connector - City of  
(C) Charlottesville  
Proj. U000-104-V08, PE101  
Supplemental Agreement # 2 for revision in  
scope of services  
Ralph Whitehead Associates, Inc.

Consultant Agreement: Route 29 (Sweet Briar Interchange) -  
(D) Amherst County  
Proj. 6029-005-F22, PE103  
Preparation of traffic analysis, complete  
right of way, construction, structure  
and bridge plans  
Whitman, Requardt and Associates

Consultant Agreement: Route 58 - Lee County  
(E) Proj. 6058-052-E26, PE101  
Supplemental Agreement # 1 for revision  
in scope of services  
Patton Harris Rust & Associates, P.C.

Consultant Agreement: Route 58 - Mecklenburg County  
(F) Proj. 6058-058-E23, PE100, C501, B634, B635,  
B636  
6058-058-E24, PE101, C501, B615, B627  
Provide services for subsurface  
explorations, bridge design and shop  
drawing review  
Reid & Cornwall, Ltd.

Consultant Agreement: Route 258 - City of Hampton  
(G) Proj. 0258-114-110, PE101  
Supplemental Agreement # 6 for revision  
in scope of services  
Frederic R. Harris, Inc.

Consultant Agreement: Route 262 - Augusta County  
(H) Proj. 0262-007-101, PE102  
Supplemental Agreement # 1 for revision  
in scope of services  
American Engineers

Consultant Agreement: Route 6197 (Robert's Parkway) - Fairfax Co.  
(I) Proj. 6197-029-325, PE101  
Provide services for traffic data and  
analysis, traffic control devices,  
structure and bridge, right of way and  
roadway construction plans  
KCI Technologies

Consultant Agreement: City of Richmond  
(J) Proj. 0250-127-V01, PE101  
U000-127-V32, PE101  
Supplemental Agreement # 1 for revision  
in scope of services  
Frederic R. Harris, Inc.

Consultant Agreement: Dulles Toll Road  
(X) Proj. DT00-96-101, PE101  
Supplemental Agreement # 6 for revision  
in scope of services  
Castle Rock Consultants

10. Design: Route 210 Interchange - Amherst County  
Proj. 0210-005-F02, PE101, RW202, C502, B601  
Fed. Proj. STP-5118 ( )  
Fr: Route 29 Business  
To: Relocated Wright Shop Road
11. Location Cedar Road - City of Portsmouth  
& Design: Proj. U000-124-V04, PE101, RW201, C501  
Fed. Proj. STP-5403 ( )  
Fr: Hanley Avenue  
To: West Norfolk Road
- Location Route 265 (Riverview Industrial Park Interchange) -  
& Design: City of Danville  
Proj. 6265-108-E05, PE101, RW201, C501, D602  
Construct Interchange at River Park Road
- Location Route 669 - Culpeper County  
& Design: Proj. 0669-023-200, C501, B627  
Fr: 0.132 Mile South of Mountain Run  
To: 0.152 Mile North of Mountain Run
12. Rail Industrial Access: Chesterfield County  
E. I. du Pont de Nemours & Co., Inc.  
Engineering Polymers, Richmond Zytel
13. Industrial Access: Town of Rocky Mount  
Proj. 9999-157-255, M502  
Wray Tract (Phase II)
14. Policy for Placing Utility Facilities Underground on Urban  
Projects
15. Surface Transportation Assistance Act
16. Policy on Control of Residential Cut-through Traffic

17. Interstate Route Renumbering in the Hampton Roads Area (Cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk and Virginia Beach)
18. Pinner's Point Interchange Financing Plan
19. Department of Rail and Public Transportation's Tentative FY 1996-97 Annual Budget
20. Department of Transportation's Tentative FY 1996-97 Annual Budget
21. FY 1996-97 Tentative Allocations and Six-Year Improvement Program (1996-97 - 2001-02)
22. STEP 21
23. New Business
24. Adjourn

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Addition to Item 8: Bids received April 16 and May 1, 1996

New Business: Route 58

Dulles Corridor Rail Study

MINUTES  
OF  
MEETING OF THE COMMONWEALTH TRANSPORTATION BOARD

1401 E. Broad Street  
Richmond, Virginia  
May 9, 1996  
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 May 9, 1996, at 10:00 a.m. The Chairman, Dr. Robert E. Martinez, presided.

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Present: Messrs. Gehr, Byrd, Cogbill, Myers, Newcomb, Porter, Prettyman, Rhea, Rich and Roudabush and Mrs. Brooks, Mrs. Lionberger and Dr. Thomas.

Absent: Messrs. Lee and White.

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Item 1:

Mr. Joe Newman, Member of the Chesapeake City Council, and Mr. Robert Mathias, Assistant to the City Manager for the City of Virginia Beach, spoke to the Board regarding Item 17 on the agenda (Interstate route renumbering in the Hampton Roads Area--Cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk and Virginia Beach. Messrs. Newman and Mathias informed the Members that the localities represented favored Option 4 (Options 1-4 outlined and discussed under Item 17).

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5-9-96

Item 2:

On motion of Mrs. Brooks, seconded by Dr. Thomas, the Board approved the minutes of the meetings of December 21, 1995, and February 15, 1996.

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Item 3:

On motion of Dr. Thomas, seconded by Mr. Roudabush, the Board approved Permits Issued and Canceled from April 1, 1996, through April 30, 1996, inclusive.

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Item 4:

Moved by Mr. Roudabush, seconded by Dr. Thomas, that the Board approve Additions, Abandonments or Other Changes in the Secondary System from April 1, 1996, through April 30, 1996, inclusive.

Motion carried; Mr. Cogbill disclosed that he is a practicing lawyer with the firm of McGuire, Woods, Battle & Boothe, L.L.P. and he represents the developer responsible for constructing the improvements on West Roger Center Boulevard which the Board has been requested to accept into the secondary road system. Mr. Cogbill did not participate in the discussion or vote on this issue. Disclosure statement on file.

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Item 5:

Moved by Mr. Newcomb, seconded by Mrs. Brooks, that

WHEREAS, Routes 207 and 301, in Caroline County have been altered and reconstructed as shown on the plans for Project 6207-016-107,C-501; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old.

5-9-96

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.17 mile of Route 207 and 0.48 mile of Route 301, designated as Sections 2 and 3 on the plat dated June 12, 1995, Project: 6207-016-107, C-501 be abandoned as a part of the State Highway System.

Motion carried.

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Item 6:

Moved by Mr. Roudabush, seconded by Mrs. Brooks, 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 Wise are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Wise 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 Town of Wise for Local Streets be increased by 0.11 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the Town of Wise as functionally classified by the Transportation Planning Division dated March 5, 1996.

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

The Local Street additions totaling 0.11 mile increases the total mileage to 9.62 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1996.

Motion carried.

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5-9-96

Moved by Mr. Roudabush, seconded by Mrs. Brooks,  
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 Abingdon are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the Town of Abingdon 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 Town of Abingdon for Local Streets be increased by 0.74 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheet numbered 1 through 1 for the Town of Abingdon as functionally classified by the Transportation Planning Division dated February 22, 1996.

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

The Local Street additions totaling 0.74 mile increases the total mileage to 39.75 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1996.

Motion carried.

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Moved by Mr. Roudabush, seconded by Mrs. Brooks,  
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



5-9-96

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

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Norton 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 Norton for Local Streets be increased by 0.92 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 Norton as functionally classified by the Transportation Planning Division dated March 22, 1996.

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

The Local Street additions totaling 0.92 mile increases the total mileage to 19.49 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1996.

Motion carried.

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Moved by Mr. Roudabush, seconded by Mrs. Brooks, 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 Roanoke are eligible for such payment; and

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

5-9-96

NOW, THEREFORE, BE IT RESOLVED that the road/street mileage eligible for quarterly payments to the City of Roanoke for Minor Arterial Roads and Local Streets be decreased by 0.12 centerline mile. This decrease is a net result of additions and deletions of Minor Arterial Roads and Local Streets as described on tabulation sheet numbered 1 through 1 for the City of Roanoke as functionally classified by the Transportation Planning Division dated March 20, 1996.

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

The Minor Arterial Road additions totaling 0.31 mile increases the total mileage to 46.60 centerline miles of approved roads subject to maintenance payments effective for payment beginning July 1, 1996.

The Local Street deletions totaling 0.43 mile decreases the total mileage to 349.09 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1996.

Motion carried.

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Moved by Mr. Roudabush, seconded by Mrs. Brooks, that

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

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

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

5-9-96

NOW, THEREFORE, BE IT RESOLVED that the street mileage eligible for quarterly payments to the City of Hampton for Local Streets be increased by 3.37 centerline miles. This increase is a result of additions of Local Streets as described on tabulation sheets numbered 1 through 3 for the City of Hampton as functionally classified by the Transportation Planning Division dated March 29, 1996.

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

The Local Street additions totaling 3.37 miles increase the total mileage to 314.11 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1996.

Motion carried.

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Moved by Mr. Roudabush, seconded by Mrs. Brooks, 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 Portsmouth are eligible for such payment; and

WHEREAS, under the authority of Section 33.1-41.1, request is made by the City of Portsmouth 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 Portsmouth for Local Streets be increased by 0.50 centerline mile. This increase is a result of additions of Local Streets as described on tabulation sheets numbered 1 through 2 for the City of Portsmouth as functionally classified by the Transportation Planning Division dated April 9, 1996.

5-9-96

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

The Local Street additions totaling 0.50 mile increase the total mileage to 305.30 centerline miles of approved streets subject to maintenance payments effective for payment beginning July 1, 1996.

Motion carried.

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Item 7:

Moved by Dr. Thomas, seconded by Mrs. Brooks, that

WHEREAS, in connection with Route 11, State Highway Project 362-C, the Commonwealth acquired certain lands from S. M. Dunlap, et al, by deed dated January 4, 1938, recorded in Deed Book 171, Page 110 in the Office of the Clerk of the Circuit Court of Rockbridge County, and

WHEREAS, the Commonwealth Transportation Commissioner has certified in writing that a portion of the lands so acquired containing 0.76 acre, more or less, and lying east of and adjacent to the east normal right of way of Route 11, from a point approximately 40 feet opposite approximate Station 216+20 (Route 11 centerline) to a point approximately 90 feet opposite approximate Station 228+00 (Route 11 centerline) was acquired incidental to the construction, reconstruction, alteration, maintenance and repair of Route 11 and 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 Commonwealth convey the surplus right of way.

5-9-96

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, to the adjoining landowner is approved and the Commonwealth Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed appropriate.

Motion carried.

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Item 8:

Moved by Mr. Rich, seconded by Mrs. Brooks, that the Board approve the bids received April 16, April 23 and May 1, 1996, listed for award on the attached sheets numbered 9 A through 9 R 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.

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# BID RESULTS

APRIL 21, 1996

Job Des.	Project No.	Ris. No.	Location and Work Type	RECOMMENDATION	Contractor	Nb. of Bids	Bid
1 29-86A	7095-000-FCL-8602 8419 7095-000-PAVING/DRCS CONSTRUCTION FUNDS	55	Various Locations  DORCHESTERFIELD CO. Sopchick, Replacements & Incher Wld.	AWARD	ABERNATHY CONTR. CORP. GLEN ALLEN, VA.	7	\$3,032,588.46
1 34-86A	0095-127-1022-8300 0095-127-1022-8303 MAINTENANCE FUNDS	#5	Rte. 55 over Dupont White Run Rd. (0.6 MI. N. ECL. Rte.)  CITY OF RICHMOND Republic Dr. Support. Subst. W64 & Appomattox Wld.	AWARD	CORMAN CONSTRUCTION, INC ANNAPOLIS JUNCTION, MD.	8	\$1,108,955.25
3 121-86A	PA-00-065-102-1001 MAINTENANCE FUNDS & PAVIA	64	Various Locations  SUFFOLK DISTRICT Perc. Marking	AWARD	ACCENT STRIPE, INC. ORCHARD PARK, NY.	3	\$2,680,216.06
4 122-86A	PA-00-06A-101-1001 MAINTENANCE & PAVIA FUNDS	146	146 (WBL & EBL) between Rtes 1-995 & 122  FAIRFAX CO. Perc. Marking	AWARD	ACCENT STRIPE, INC. ORCHARD PARK, NY.	3	\$1,104,146.56

# BID RESULTS

APRIL 25, 1996

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5	LD-96A	95	From: M.P. 12.00 (Greenville Co.) To: M.P. 22.19 (Sumner Co.) SULLY'S DISTRICT Proc. Meetings	AWARD	ACCENT STRIPE, INC. ORCHARD PARK, NY	4	\$511,396.56
6	136-96A	1-66	From: Management Dr. B. over I-66 To: 0.197 MI. E. Monument Dr. over I-66 FAIRFAX CO.	AWARD	BROWN & ROOT, INC. HOUSTON, TX.	5	\$1,950,830.56
7	332B	93	1-83 SBL Seals at Dale City Scale Proc. Supplemental PRINCE WILLIAM CO.	AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	7	\$-88,031.30
8	1577	27, 66	Various Locations B. Reports & Specs. Request Arlington Co.	AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	3	\$332,727.20

Awarded 8 Interstate Projects @ \$11,209,231.55

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No.	Ric. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 88-96A	0401-058-5LJN391; 0332-073-1943002 CONSTRUCTION FUNDS	421 & 303 Rte 421 AL AND	From Rte 643 To Rte 38 Rte 352 From Rte 421 To Rte 034 LEE CO. 1,201 Mt. Olive, Drive & Courthouse	AWARD	SLX KNOB, INC. FENNINGTON GAP, VA.	3	\$347,434.42
2 97-96A	0332-061-1051601 CONSTRUCTION FUNDS	377 Int. Rte. 627	CITY OF SUFFOLK 0.104 Mi. Creek, Drive & App. Pkwy.	AWARD	APAC-VIRGINIA, INC. RICHMOND, VA	6	\$71,571.95
3 94-96A	0198-057-1041401 CONSTRUCTION FUNDS	178	Various Locations MATHERS CO. 0.193 Mi. Creek, Drive, App. Pkwy. & Bldgs.	AWARD	ABERNATHY CONSTR. CORP. GLEN ALLEN, VA.	5	\$136,396.30
4 119-96A	0201-028-9211601 CONSTRUCTION FUNDS		From: 0.037 Mi. & Behind Rd. To: 0.113 Mi. N. Woodburn Rd. FAIRFAX CO. Left Turn Lanes: Inchester Creek, Drive, App. Pkwy., Inside, Signs & Lighting	AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	3	\$720,976.30



# BID RESULTS

APRIL 24, 1996

Job Des.	Project No:	Rtr. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5	128-96A	17	<p>0017-121-001000 CONSTRUCTION FUNDS</p> <p>From: 0.124 MI. E. on Rtes. 16 &amp; 17 To: 0.66 MI. S. on Oldham Dr.</p> <p>CITY OF NEWPORT NEWS 1.359 MI. WVA: Includes Gravel, Drain, Asp. Pav., Signs, Signals, Util. &amp; Landscaping</p>	AWARD	BASIC CONSTR. CO. NEWPORT NEWS, VA.	3	\$5,300,820.52
6	131-96A	17	<p>0017-121-001000 MAINTENANCE FUNDS</p> <p>Rts. 17 James St. Br.</p> <p>ISLE OF WRIGHT CO. &amp; CITY OF NEWPORT NEWS Repairs: Variable Message Signs (VMS) &amp; Message Board, Call Boxes</p>	AWARD	SERVICE ELECTRIC CORPORATION OF VA CHESAPEAKE, VA.	2	\$429,793.00
7	359	36	<p>0017-121-001000 CONSTRUCTION FUNDS</p> <p>Rts. 36 &amp; Crossing Shopping Cr.</p> <p>PRINCE GEORGE CO. Install Fully Automatic Traffic Signal &amp; Right Turn Lane</p>	AWARD	B. P. SHORT & SON PAVING CO., INC. PETERSBURG, VA.	3	\$145,147.30
8	360	18	<p>0017-121-001000 MAINTENANCE FUNDS</p> <p>From: 0.16 MI. N. on Rte 602 To: 0.79 MI. S. on Rte 602 (cont.)</p> <p>NORTHAMPTON CO. 0.95 MI. Roadwork at East Hylt. Cross Crown, Pavement &amp; Overlay into 1/2" Asp. Cont.</p>	AWARD	HENRY S. BRANSCOME, INC. WILLIAMSBURG, VA.	2	\$479,205.48

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No:	Rib. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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1566	MSD/PLS-672 MAINTENANCE FUNDS	15	From 0.56 MI. N. Rte. 702 To: LEPAGE DR. N3 (RBL)	DEFERRED	LA CONSTE. CORP. CONCORDVILLE, PA.	1	\$1,350,757.00
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**PRIMARY**

ALCOHACK CO.  
1.53 MI. Braking & Seal. Hyd. Con.  
Cant. Pave. & Overlay with 1 1/2" Asp.  
Cone.

Awarded 8 Primary Projects @ \$10,632,346.27 - 1 Project Deferred @ \$1,350,757.00 & 1 NO Bids

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No.	Ric. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
1 91-86A	0086-014-091, 12601 CONSTRUCTION FUNDS	686	From Sta. 15 To Dead End BUCKINGHAM CO. 1.004 MI. Grady, Drain & App. S.T.	AWARD	PEARSON CONSTR., INC. DELLWYN, VA.	4	\$140,953.94
2 92-86A	0011-041-147, 14801, D651, 14502 CONSTRUCTION FUNDS	731	Various Locations NALIFAK CO. 2.27 MI. Grady, Drain, App. S.T., Pave. & Drain. RR. To: 0.130 MI. E. Norfolk Southern RR	AWARD	LANCO PAVING, INC. VIRGILINA, VA.	7	\$430,673.85
3 94-86A	9697-006- 190, 1301, 1605 CONSTRUCTION FUNDS EROS-008-3(001)	695	From: 0.102 MI. W. Norfolk Southern RR To: 0.130 MI. E. Norfolk Southern RR APPOMATTOX CO. By: & Approaches over Norfolk Southern RR.	AWARD	C. H. WHITE CONSTR. CO., INC. APPOMATTOX, VA.	3	\$149,281.90
4 95-86A	0013-005-261, 12601 CONSTRUCTION FUNDS	613	From: 0.008 MI. W. Sta. Blk. 481 To: Sta. Blk. 1 CITYWIDENR CO. 1.726 MI. Grady, Drain & App. Pave.	AWARD	BISHOP & SETTLE CONSTR. CO., INC. ALBERTA, VA.	4	\$636,898.47

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M

# BIDD RESULTS

APRIL 23, 1996

Job Des.	Project No.	Rfp. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
5	0876-007-160.14304. DARR WESP CONSTRUCTION FUNDS	876	From: Int. Rte. 701 East To: Int. Rte. 703 West  AUGUSTA CO. 0.627 MI. Grads, Drain, App. S.T. Pave, Drain. Rte. & Br.	AWARD	FAIRFIELD BRIDGE CO., INC. FISHERSVILLE, VA.	7	\$585,946.72
6	0892-026-336.14301. JAMES CONSTRUCTION FUNDS	892	From: Int. Rte. 40 To: Rte. 709  DUNWIDDIE CO. 2.180 MI. Grads, Drain & App. S.T. Pave.	AWARD	BISHOP & SETTLE CONSTE. CO., INC. ALBERTA, VA.	3	\$637,311.93
7	0641-071- 244C192.2898 CONSTRUCTION FUNDS	641	From: 0.194 MI. N. Int. Rte. 651 To: 0.123 MI. N. Int. Rte. 148  PITTSYLVANIA CO. 0.910 MI. Grads, Drain, App. Pave, Inlets, & Br.	AWARD	CREWS CONEHL CO., INC. DELY FORE, VA.	2	\$328,310.79
8	0734-086-460.14301 CONSTRUCTION FUNDS	734	From: Rte. 628 To: Rte. 607  WASHINGTON CO. 2.3 MI. Grads, Drain & App. S.T. Pave.	AWARD	PATRICK CONSTRUCTION, INC. ST. PAUL, VA.	6	\$496,825.00

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No:	Ric. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
9 113-96A	0607-002-007-001-0005 CONSTRUCTION FUNDS	607	From: 0.55 MI. S. Rte. 675 To: 0.71 MI. S. Rte. 675  TAZEWELL CO. 0.16 MI. Gravel, Drains, App. S.T. Pave. & B.C.	AWARD	PATRICK CONSTRUCTION, INC. ST. PAUL, VA.	6	\$150,691.50
10 114-96A	0610-002-021-0001 CONSTRUCTION FUNDS	610	From: 1.00 MI. S. Rte. 19460 To: 2.97 MI. S. Rte. 19460  TAZEWELL CO. 1.070 MI. Gravel, Drains & Curbside	AWARD	C & S CONSTR. & EXCAVATING, INC. CASTLEWOOD, VA.	5	\$245,882.50
11 115-96A	0612-002-147-0001, 2611-0004 CONSTRUCTION FUNDS	612	From: 0.002 MI. E. Int. Rte. 631 To: 0.265 MI. E. Int. Rte. 631  BLAND CO. 0.227 MI. Gravel, Drains & B.C.	AWARD	PATRICK CONSTRUCTION, INC. ST. PAUL, VA.	5	\$249,194.25
12 116-96A	0608-002-010-0001 CONSTRUCTION FUNDS	608	From: 1.49 MI. NW Rte. 660 N To: Rte. 671  SCOTT CO. 1.50 MI. Gravel, Drains, B.C. & App. S.T. Pave.	AWARD	HUNTER PAVING, INC. FOUNDING MILL, VA.	6	\$372,830.15

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No:	Site No:	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
13 125-96A	0673-066-141 (CS01); 0644-066-141 (CS02) CONSTRUCTION FUNDS	633 & 644 Rte. 632 - Front Rte. 360 To Rte. 644 AND Rte. 644 - Front Rte. 632 To Rte. 631	NORTHUMBERLAND CO. 1.845 MI. Graded, Drain, Asp. Pave. & Inlets.	AWARD	ABERNATHY CONCRET. CORP. GLEN ALLAN, VA.	5	\$1,499,541.28
14 346A	1004-225-172 (NS01); 1004-225-500 (NS02) CONSTRUCTION FUNDS	1004 Proj. 1004 - Front Rte. 1009 & 1009 To Rte. 1006 AND Proj. 1030 - Front Rte. 1032 (Culverts C&I) To Rte. 1004	TOWN OF DORRONSVILLE 0.26 MI. Var. Width & Depth Asp. C&I Pave., W&L, Grate, Drain & Inlets	AWARD	BRAVOS CONCRETE, INC. MCLEAN, VA	4	\$94,446.00
15 3073	0679-033-933 (NS01) CONSTRUCTION FUNDS	679 Front Rte. 678 To: End State Maint.	FRANKLIN CO. 0.60 MI. Grate, Drain, Pave & Inlets.	AWARD	ELTON CUNIFF BULLDOZING & FARMING, INC. GLADE HILL, VA.	6	\$118,266.22
16 357A	0665-023-934 (NS01) CONSTRUCTION FUNDS	645 Front Rte. 611 To: End State Maint.	GLAUCO CO. 1.60 MI. Grate, Drain, Pave & Inlets.	AWARD	WOODYARD BROTHERS, INC. DUBLIN, VA	3	\$309,388.48

# BID RESULTS

APRIL 23, 1996

Job No.	Project No.	Rtn. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
17	081-80-7813002 081-81-7813001 CONSTRUCTION FUNDS	651-4 Rtn. 651 - Rtns. 1-40 ME. & L. Rtn. 20 014 To: 015 ME. R. Rtn. 5A1 AND Rtn. 646 - Priority Rtn. 645 To: 019 ME. W. Rtn. 079 FLOYD CO. 1.70 MI. Grade, Drains, Silt, & Inlets.	AWARD	I & D CONSTR. CO., INC. HILLSVILLE, VA.	3	\$261,621.85	
18	131-864 0740-001-7813069 CONSTRUCTION FUNDS	740 Rtns. 740-741 ME. W. Rtn. 657 To: 810 ME. W. Rtn. 677	AWARD	PAULCONE CONSTRUCTION CO., INC. CHARLOTTESVILLE, VA.	2	\$1,821,773.91	
19	100-86A 0640-000- 317-8801-0613 CONSTRUCTION FUNDS	640 Rtns. 620 ME. W. Rtn. 39 To: 630 ME. W. Rtn. 59 ALBERMARLE CO. 0.637 Cooper-Linn Roadwork Includes Gravel, Drains, App. Pave., Inlets, Park, Marker, & Lights.	REJECT	TAVARES CONCRETE CO., INC. LORTON, VA.	7	\$234,738.30	
20	3-654 000-000-7813080 CONSTRUCTION FUNDS	605 Rtns. 6-43 ME. W. Rtns. 11 & 40 To: 010 ME. W. Rtn. 11 & 40 MONTGOMERY CO. 0.38 MI. Grade, Pave & Inlets	REJECT	DIA, INC. HILLSVILLE, VA.	4	\$276,734.20	

Numbered 1A Secondary Projects @ \$9,877,780.44 & Rejected 2 @ \$531,474.70

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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**URBAN**

1	98-96A	UR00-131-101C8A CONSTRUCTION FUNDS	Const. Trms: 0.003 MI. N. Moore Ave. 4 Bases	AWARD	CUBE CONSTR. CORP. HERNDON, VA	6	\$1,442,552.40
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To: Leont St.

TOWN OF VIENNA  
0.433 MI. Gravel Drain, App. Pave,  
Inlets, & Utility

2	107-96A	UR00-131-115A4801 CONSTRUCTION FUNDS	From: Int. Rte. 464 To: Int. Greenbrier Hwy.	AWARD	DOREY ELECTRIC COMPANY NORFOLK, VA.	5	549,520.00
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CITY OF CHARLESFORD  
Interconnect Cable Upgrade

CR01-5403(157)

Awarded 2 Urban Projects @ \$1,492,072.40



# BID RESULTS

APRIL 23, 1996

Job Des.	Project No.	Rue. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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MISCELLANEOUS

1	111-96A	GR-1A-96; GR-1B-96; GR-1C-96; GR-1D-96 CONSTRUCTION FUNDS	Var. Various Locations  RAUSTEEL DISTRICT County Jail Safety Proj.	AWARD	GUARD RAIL OF ROANOKE, INC. ROANOKE, VA.	3	\$463,171.50
2	117-96A	ENR0-651-172-9601 PRWA ENHANCEMENT FUNDS	Old L & N RR Right of Way  LEE CO. 6621 Rd. Grade & Appr. Basin; 1 Mile & 1/2 Mile Trail on Old Railroad Bed.	AWARD	ELK KNOB, INC. FERRINGTON GAP, VA.	6	\$356,104.22
3	122-96A	FRMD-964-101, 200A; INFO-961-181, 20301 CONSTRUCTION MAINTENANCE & PRWA FUNDS	Var. Various Locations  RICHMOND DISTRICT Perc. Manhole	AWARD	ACCENT STRIPE, INC. ORCHARD PARK, NY.	3	\$766,873.60
4	332	MCB-641,304 MAINTENANCE FUNDS	Var. Various Locations  FAIRFAX, ARLINGTON & PRINCE WILLIAM COs. Misc. Const. Repairs	AWARD	ARTHUR CONSTRUCTION CO., INC. HERNDON, VA.	3	\$551,990.00

16

# BID RESULTS

APRIL 23, 1996

Job No.	Project No.	Loc. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
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## MISCELLANEOUS

5	3446	900-A3-96	MAINTENANCE FUNDS	Var. Various Locations	FAIRFAX CO. Repair & Replace Sidewalk, Curb & Grater & Entrances	AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	7	\$1,213,985.63
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6	3547	900-A4-96	MAINTENANCE FUNDS	Var. Various Locations	FAIRFAX CO. Repair & Replace Sidewalk, Curb & Grater & Entrances	AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	8	\$341,441.93
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7	3552	900-A4-96-411	MAINTENANCE FUNDS	Var. Various Locations	FAIRFAX CO. Repair & Replace Sidewalk, Curb & Grater & Entrances	AWARD	APAC-VERGINIA, INC. MANASSAS, VA	2	\$511,135.93
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8	3558	900-A6-96-410	CONSTRUCTION FUNDS	Var. Various Locations	FREDERICKSBURG DISTRICT Asph. Const., Heavy Seal & Pav. Maint.	AWARD	L. S. LEE, INC. RICHMOND, VA	4	\$175,888.00
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# BID RESULTS

APRIL 23, 1996

Job Des.	Project No.	Ric. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
9	3538		Var. Various Locations SCC-46-86 CONSTRUCTION & MAINTENANCE FUNDS	AWARD	IRAYOS CONCRETE, INC. MCLEAM, VA	3	\$98,640.00
			FAIRFAX & HAPPANANNOCK COVE Sidewalk, Curb & Gutter, Stormwater & Paved Ditch Right-of-Way				
10	3539		Var. Various Locations MRC-96-789-001 MAINTENANCE FUNDS	AWARD	ROADMARK CORP. DURHAM, NC.	3	\$322,369.33
			RICHMOND DISTRICT Application of Type A Pavement Line Markings & Type B Class I Message Markings				
11	3561		Var. Various Locations MRC-96-789-002 MAINTENANCE FUNDS	AWARD	ROADMARK CORP. DURHAM, NC.	3	\$497,945.37
			RICHMOND DISTRICT Application of Type A Pavement Line Markings & Type B Class I Message Markings				
12	3562		Var. Various Locations PPS-641-095 MAINTENANCE FUNDS	AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC.	3	\$293,110.00
13			ARLINGTON, FAIRFAX & PRINCE WILLIAM COVE. Park Parking Lot.				

# BID RESULTS

APRIL 23, 1996

Job Des.	Project No.	Rte. No.	Location and Work Type	RECOMMENDATION	Contractor	No. of Bids	Bid
13 3567	MFB-661000111 CONSTRUCTION FUNDS	Var.	Various Locations	AWARD	VA PAVING CO., DIV. OF THE LANE CONSTR. CORP. MERRIDEN, CT.	2	\$503,625.50
MISCELLANEOUS							
WESTMORELAND CO. App. Cons. Overlay							
14 3572	1500-905-101-0905 CONSTRUCTION FUNDS	Var.	Various Locations	REJECT	TRANSPORTATION SAFETY CONTRACTORS OF VA., INC. TAMPA, FL	4	\$197,231.00

Awarded 13 Miscellaneous Projects @ \$5,977,244.27 & Rejected 1 @ \$195,701.00

SUFFOLK DISTRICT  
Steel Sign Posts at Foundations &  
Reinforce Base Sign

9 0

# BID RESULTS

## BIDS RECEIVED BY ADMINISTRATIVE SERVICES DIVISION

Project No:	Rtd. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of	Bid
1		Interstate and Primary Roads	INTERSTATE AWARD	FORT MYER CONSTRUCTION CORPORATION WASHINGTON, DC	1	\$365,000.00

1008-10  
Maintenance

NORTHERN VA DISTRICT  
Highway Joint Repair Section

# BID RESULTS

BIDS RECEIVED BY CITY OF CHESAPEAKE

BIDS RECEIVED APRIL 16, 1996

	Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of	Bid
1	0168-131-504C-304 53% Urban Funds 47% Chesapeake		Atlantic Ave. Overfill	JURBAN AWARD	PRECOR CONSTRUCTION COMPANY CHESAPEAKE, VA.	6	\$2,413,819.00

CITY OF CHESAPEAKE  
Drainage Improvements

# BID RESULTS

BIDS RECEIVED BY MAY 1, 1996

UNIVERSITY OF VIRGINIA

Project No:	Rte. No:	Location and Work Type	RECOMMENDATION	Contractor	No. of	Bid
PRN-104-V05(CSD) Enhancement Funds	Roady Three University Ave. Road	URBAN	AWARD	MARCH, INC. CHARLOTTESVILLE, VA	1	\$397,515.00

To: Lambeth Road

CITY OF  
CHARLOTTESVILLE

Widening of Ruby Road, Grade,  
Drainage, Inlets, & Appurtenant

TEA-3(04)(120)

5-9-96

Item 9:

Moved by Mr. Cogbill, seconded by Mr. Byrd, 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 construction inspection services for various construction projects in Area 2 (Charles City, Dinwiddie, Goochland, Hanover, Henrico, New Kent and Prince George Counties), in the Richmond District, 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 Parsons Brinckerhoff Construction Services, 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 Construction Services, Inc., for services for two (2) years, with a maximum total compensation not to exceed \$7,190,000.00.

Motion carried. Mrs. Brooks disclosed there is a family interest (husband retired from Parsons Brinckerhoff Quade and Douglas, Inc.) and disqualified herself and did not participate in the discussion or vote.

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Moved by Dr. Thomas, seconded by Mr. Roudabush, 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 all types of surveying, including photogrammetry and aerial photography, in the Northern Virginia District, Area 2, it is necessary to supplement its staff; and



5-9-96

WHEREAS, in accordance with Department policy and State procurement procedures, a firm proposal has been received from Bengtson, DeBell & Elkin, Ltd., for said services; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Bengtson, DeBell & Elkin, Ltd., which establishes a maximum total compensation not to exceed \$2,500,000.00.

Motion carried.

\*\*\*

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Ralph Whitehead Associates, Inc., and it has been determined that a change in the scope of services is necessary to revise the roadway plans to reduce width of pavement, prepare metes and bounds plat, extend bike lanes onto Lane Road and Lee Street and recompute hydraulic design for Project U000-104-V08, PE-101 in the City of Charlottesville; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of this Supplemental Agreement and it shall become a part of the Original Agreement, which has a maximum compensation of \$696,002.00.

5-9-96

This Supplemental Agreement No. 2 is in the amount of \$27,082.00 for services and expenses, plus a net fee of \$2,460.00, making the total for this supplement \$29,542.00. The total maximum compensation of the Agreement, including this and prior supplements, is now \$725,544.00.

Motion carried.

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Moved by Dr. Thomas, seconded by Mr. Roudabush, 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 preparation of traffic analysis, complete right of way, roadway, structure and bridge plans for the construction of an interchange for Project 6029-005-F22, PE-103 in Amberst County; 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 Whitman, Requardt and Associates for said services; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of the Agreement with the firm of Whitman, Requardt and Associates, which establishes a compensation of \$1,375,024.00 for services and expenses, plus a net fee of \$106,997.00, making the total maximum compensation not to exceed \$1,482,021.00.

Motion carried.

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5-9-96

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

NOW, THEREFORE, BE IT RESOLVED that the Transportation Board authorize the execution of Supplemental Agreement No. 6 with Castle Rock Consultants which establishes a total compensation for this supplement of \$370,802.57 and a total compensation for the contract not to exceed \$2,125,825.41.

Motion carried.

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Item 10:

Moved by Mrs. Brooks, seconded by Mr. Byrd, 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 Madison Heights Elementary School, Learning Lane, Madison Heights, Virginia, on February 29, 1996, from 4:00 p.m. to 8:00 p.m., for the purpose of considering the proposed major design features of the Route 210 Interchange from Route 29 Business to relocated Wright Shop Road in Amherst County, State Project 0210-005-F02, PE-102, RW-202, C-502, B-601, Federal Project STP-5118 ( ); 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.

5-9-96

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.

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Item 11:

Moved by Mr. Byrd, seconded by Dr. Thomas, 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 Churchland Elementary School, Portsmouth, Virginia, on October 19, 1993, from 4:00 p.m. to 8:00 p.m., for the purpose of considering the proposed location and major design features of Cedar Lane from Hanley Avenue to West Norfolk Road in the City of Portsmouth, State Project U000-124-VD4, PE-101, RW-201, C-501, Federal Project STP-5403( ); and

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

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

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

Motion carried.

\*\*\*

5-9-96

Moved by Mr. Byrd, seconded by Dr. Thomas, 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 Second Floor Conference Room of the Danville City Hall, 427 Patton Street, Danville, Virginia, on March 6, 1996, from 4:00 p.m. to 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 265 to construct an interchange at River Park Road in the City of Danville, State Project 6265-108-E05, PE-101, RW-201, C-501, D-602; and

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

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

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

Motion carried.

\*\*\*

5-9-96

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Patton Harris Rust & Associates, PC, and it has been determined that a change in the scope of services is necessary for additional studies of alignment, profile and typical sections to reduce right of way impacts, conduct additional Phase I Culture Resource studies, conduct Phase II Cultural Resource studies on one archaeological site and one architectural site, design of non-standard retaining walls and additional geotechnical investigations, for Project 6058-052-E28, PE-101, located in Lee County; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 1.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of this Supplemental Agreement and it shall become a part of the Original Agreement which currently has a maximum compensation of \$850,477.00.

This Supplemental Agreement No. 1 is in the amount of \$329,994.00 for services and expenses, plus a net fee of \$15,993.00, making the total for this Supplement \$345,987.00. The total maximum compensation of the Agreement, including all supplements, is now \$1,196,464.00.

Motion carried.

\*\*\*

5-9-96

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

WHEREAS, in accordance with the 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 engineering services on Projects 6058-058-E23, PE100, C501, B634, B635 & B636, the widening of two (2) existing parallel structures on Route 58 over Rte. 85 and a new structure on Rte. 903 over Rte. 58, and Project 6058-058-E24, PE101, C501, B615 and B627, two (2) new parallel structures on Rte. 58 over Cox Creek located in Mecklenburg County, it is necessary to supplement its Structure and Bridge Division staff; and

WHEREAS, in accordance with Department Policy and State Procurement procedures a firm proposal has been received from Reid Cornwell, Ltd. to perform the engineering services; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of Reid & Cornwell, Ltd. which establishes a compensation of \$413,373.00 for services and expenses plus a net fee of \$25,863.00 making the maximum total compensation not to exceed \$439,236.00.

Motion carried.

\*\*\*

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of Frederic R. Harris, Inc., and it has been determined that a change in the scope of services is necessary to redesign the intersection of Todds Lane and Mercury Boulevard to provide turn lanes for Project 0258-114-110, PE-101, in the City of Hampton; and

5-9-96

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 6.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of this Supplemental Agreement and it shall become a part of the Original Agreement and Supplemental Agreement No.'s 1, 2, 3, 4 and 5, which currently have a maximum compensation of \$1,256,324.98.

This Supplemental Agreement No. 6 is in the amount of \$6,726.57 for services and expenses, plus a net fee of \$638.36, making the total for this Supplement \$7,364.93. The total maximum compensation of the Agreement, including all prior supplements, is now \$1,263,689.91.

Motion carried.

\*\*\*

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

WHEREAS, the Department currently has a Memorandum of Agreement with the firm of American Engineers, and it has been determined that a change in the scope of services is necessary to provide additional survey, evaluation of additional build alternatives, additional base plans, develop service road study and final design and develop Route 252 connector into a separate construction project for Project 0262-007-101, PE-102 located in Augusta County; and

WHEREAS, after careful review of the additional services required, a firm proposal has been received and just compensation for these additional services has been established and is outlined in this Supplemental Agreement No. 1.

NOW, THEREFORE, BE IT RESOLVED that the Board authorizes the execution of this Supplemental Agreement and it shall become a part of the Original Agreement, which currently has a maximum compensation of \$922,633.14.



5-9-96

This Supplemental Agreement No. 1 is in the amount of \$356,747.87 for services and expenses, plus a net fee of \$35,078.21, making the total for this Supplement \$391,826.08. The total maximum compensation of the Agreement, including all supplements, is now \$1,314,459.22.

Motion carried.

\*\*\*

Moved by Dr. Thomas, seconded by Mr. Roudabush, 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 traffic (data and analysis), complete right of way and roadway construction plans, structure and bridge plans, and traffic control devices (pavement markings/markers and signing plans) for the construction of a four lane roadway with curb and gutter for Project 6197-029-325, PE-101, in Fairfax County, 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 KCI Technologies, for said services; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board authorize the execution of the Agreement with the firm of KCI Technologies, which establishes a compensation of \$592,583.50 for services and expenses, plus a net fee of \$35,068.95, making the maximum total compensation not to exceed \$627,652.45.

Motion carried.

\*\*\*

5-9-96

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

WHEREAS, the Department has determined the need to supplement the original agreement for the extension of the Richmond Signal System project; and

WHEREAS, in accordance with Department policies, a firm proposal has been received from the consulting firm of Frederic R. Harris, Inc. of Fairfax, Virginia for the continued engineering services for the design of additional signalized intersections that are to be added to the existing signal system. The work will be funded under Projects 0250-127-V01, PE-101 and U000-127-V32, PE-101; and

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

NOW, THEREFORE, BE IT RESOLVED that the Transportation Board authorize the execution of Supplemental Agreement No. 1 with Frederic R. Harris, Inc. which establishes a total compensation for this Supplement of \$49,432.86 and a total compensation for the contract not to exceed \$183,362.66.

Motion carried.

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

WHEREAS, the Department has determined the need to supplement the original agreement for the Automatic Vehicle Identification - Electronic Toll Collection (FASTOLL) project for the Dulles Toll Road; and

WHEREAS, in accordance with Department policies, a firm proposal has been received from the consulting firm of Castle Rock Consultants of Leesburg, Virginia for the continued assistance during the procurement and installation phase for the system. The work will be funded under Project DT00-96A-101, PE-101; and

5-9-96

Moved by Mr. Byrd, seconded by Dr. Thomas, 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 at the Brandy Station Volunteer Fire Department, 19601 Church Road, Brandy Station, Virginia, on January 23, 1996, from 4:30 p.m. to 7:00 p.m., for the purpose of considering the proposed location and major design features of Route 669, from 0.213 kilometer (0.132 mile) South of Mountain Run to 0.245 kilometer (0.152 mile) North of Mountain Run in Culpeper County, State Project 0669-023-200, C-501, B-627, Federal Project STP-872 ( ) and BR-872 ( ); 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 plans for Alternative A as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers, with modification to eliminate the ditch from right Station 104+22 to right Station 105+62.

Motion carried.

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Item 12:

Moved by Mr. Newcomb, seconded by Mr. Porter, 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

5-9-96

WHEREAS, the Chesterfield County Board of Supervisors has, by resolution, requested \$149,000 in Industrial Access Railroad Track funds for E.I. du Pont de Nemours & Company, Inc./Engineering Polymers, Richmond Zytel; 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 853, Item 605 A.1., of the 1995 Acts of the General Assembly, funding is provided for Industrial Access projects; and

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 \$124,500 of the Industrial Access funds be provided to reconstruct existing railroad tracks and construct new railroad tracks to serve E.I. du Pont de Nemours & Company, Inc./Engineering Polymers, Richmond Zytel, located in Chesterfield County contingent upon:

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

2. All costs above \$124,500 which is allocated herein as an industrial rail access grant, being borne by E.I. du Pont de Nemours & Company, Inc./Engineering Polymers, Richmond Zytel.

3. Execution of an agreement acceptable to the Department of Rail and Public Transportation.

Motion carried.

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5-9-96

Item 13:

Moved by Mr. Porter, seconded by Dr. Thomas, 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, on September 21, 1995, the Commonwealth Transportation Board allocated \$407,000 (\$300,000 unmatched and \$107,000 matched) to improve State Street/Industrial Drive to provide adequate access to the Wray Tract, located in the Town of Rocky Mount; and

WHEREAS, it has been determined that State Street/Industrial Drive serves other eligible parcels with existing industries that are expected to expand and generate new private investment in land, building, and manufacturing equipment which will provide substantial new employment; and

WHEREAS, the existing State Street/Industrial Drive does not provide adequate access to these parcels; and

WHEREAS, the Rocky Mount Town Council has, by appropriate resolution requested that the original allocation be amended to provide access to other eligible parcels.

NOW, THEREFORE, BE IT RESOLVED that this Board's action of September 21, 1995, is hereby amended to provide adequate access to the Wray Tract and other eligible parcels, located in the Town of Rocky Mount, Project 9999-157-255, M502.

5-9-96

BE IT FURTHER RESOLVED that this allocation shall be subject to the contingencies prescribed by this Board's resolution of September 21, 1995, and that the following contingency shall be amended:

2. The provision of an appropriate bond or other acceptable surety device by the Rocky Mount Town Council (Town) to the Virginia Department of Transportation (VDOT), not to expire before June 9, 1999. Such surety device shall provide for reimbursement to VDOT of any expenses incurred by the Industrial Access Fund for this project's construction not justified by the eligible capital outlay of industries served by the project. If, by May 9, 1999, qualified industry has not expended at least \$5,140,000 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 \$5,140,000 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 \$5,140,000 in eligible capital outlay, is constructed on an eligible parcel.

Motion carried.

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Item 14:

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

WHEREAS, the Commonwealth Transportation Board at its April 15, 1993 meeting adopted a Policy on Placing Utility Facilities Underground in connection with projects constructed in accordance with Section 33.1-44 of the Code of Virginia, which primarily consists of the urban system of highways; and

WHEREAS, the Policy authorizes the Department to reimburse utility companies fifty (50) percent of the additional cost to place the utility facilities underground, from any locality's urban allocation, where the locality elects to have utility facilities placed underground and provided certain other criteria are met; and

5-9-96

WHEREAS, the Board determined that it was in the public's interest, in many urban areas, to place utility facilities underground in connection with transportation improvement projects in order to enhance the safety, economic and environmental impact of the project on the community; and

WHEREAS, the Commonwealth Transportatin Board, in adopting a Policy on the urban system, determined that since the urban system funds were allocated to the individual localities, rather than on a statewide basis, the localities should be allowed the option of electing to place utility facilities underground in connection with transportation projects; and

WHEREAS, the Board, on September 16, 1993, modified the Policy to include the urban county of Arlington County; and

WHEREAS, the current Policy provides a cap on the maximum reimbursement by the Department at \$3,000,000 for any single project and, in certain localities, this cap has made it financially impractical for the localities to carry out a plan for undergrounding utility facilities.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby modifies Section 7.00 of the Policy on Placing Utility Facilities Underground, adopted on April 15, 1993, by raising the maximum reimbursement to utility companies from project funds for any Part B cost to \$5,000,000 on any project.

Motion carried.

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5-9-96

Item 15:

Moved by Mr. Rich, seconded by Mr. Prettyman, that the Board defer action on the designation of Route 15 in Loudoun County, the Town of Leesburg and Prince William County from the Maryland State Line (Loudoun County) to Route 29 North Int. (Prince William County) as an Access Highway under the Surface Transportation Assistance Act of 1982. Motion amended to defer action on all requested designations presented under Item 15.

Motion defeated: Six members voted yes and six members voted no. Chairman voted no.

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Moved by Mrs. Brooks, seconded by Dr. Thomas, that

WHEREAS, by resolution dated May 17, 1984, this Board (formerly Commission) designated a list of qualifying highways for the operation of large trucks under the STAA of 1982; and

WHEREAS, this same resolution provided that from time to time as appropriate and with due notice, this Board may modify any of the stated provisions and may, as well, add or delete designated and qualifying highways.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the following routes can safely accommodate larger vehicles and are necessary to provide reasonable access as provided by law and are, therefore, designated as access highways, in addition to the one mile of access from the qualifying highway:

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Isle of Wight Co.	10	Route 666	E.C.L.
Surry County		1.24 Mi. North	Hopewell
Town of Surry		of Route 258 Bus.	(Prince
Prince George Co.		(Isle of	George Co.)
		Wight Co.)	



5-9-96

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
City of Suffolk	13	North Carolina State Line	0.32 Mi. South Route 337
City of Suffolk	32	0.32 Mi. South of Route 337	Finney Avenue
Town of Smithfield Isle of Wight Co. Town of Windsor	258	Route 10 West Int. (Town of Smithfield)	Route 1603 (Isle of Wight Co.)
Isle of Wight Co.	1603	Route 258	Route 260
Isle of Wight Co. City of Suffolk	260	Route 1603 (Isle of Wight Co.)	Route 58 (City of Suffolk)
Prince George Co. Sussex County Southampton Co. Town of Courtland	35	Route I-95 Exit #41 (Prince George Co.)	Route 58 Bus. North Int. (Town of Courtland)
Southampton Co. Town of Boykins	35	Route 58 (Southampton Co.)	North Carolina State Line
City of Petersburg Prince George Co.	106	Route 460 (City of Petersburg)	Route 156 By-Pass (Prince George Co.)
Prince George Co.	156 By-Pass	Route 106	Route 10
Southampton Co.	671	Route 58	Route 35
Montgomery Co. Town of Christiansburg	11	Route 603 South Int. (Montgomery Co.)	Route I-81 Exit # 118 (Town of Christiansburg)
Town of Christiansburg Montgomery Co. Floyd County	8	Route I-81 Exit #114 (Town of Christiansburg)	Route 748 (Floyd County)
Floyd County	748	Route 8	0.60 Mi. East of Route 8

5-9-96

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Louisa County Town of Louisa	33	Route 522 West Int. (Louisa Co.)	Route 15 East Int. (Louisa County)
Louisa County	22	Route 15 Boswells Tavern	Route 33 West Int.
Town of Louisa Louisa County Town of Mineral	22	Route 33 East Int. (Town of Louisa)	Route 522 (Town of Mineral)
Louisa County	780	Route 22	0.70 Mi. South of Route 22
Louisa County	15	Route 860	Route I-64 Exit #136
Louisa County Town of Mineral Spotsylvania Co. Orange County Culpeper County	522	Route 33 North Int. (Louisa Co.)	Route 3 (Culpeper County)
Louisa County Town of Louisa	208	Route I-64 Exit #143 (Louisa Co.)	Route 33 South Int. (Town of Louisa)
Powhatan County Goochland Co. Louisa County	522	Route 60 (Powhatan Co.)	Route I-64 Exit #159 (Louisa County)
Fairfax County	50	Route I-66 Exit #57	Route 657
Frederick Co. Clarke County	522	0.60 Mi. South of Route 50 (Frederick Co.)	Route 340/277 (Clarke County)
Warren County	79	Route I-66 Exit #13	Route 55
Warren County Town of Front Royal	55	Route 79 (Warren Co.)	0.13 Mi. East of Route 522 S. Int. (Town of Front Royal)

5-9-96

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Loudoun County Town of Leesburg Prince William Co.	15	Maryland State Line (Loudoun Co.)	Route 29 North Int. (Prince William Co.)
Grayson County	613	Route 89	North Carolina State Line
Albemarle County	250 Business	0.06 Mi. East of Route 29/250	Route 29/250
Albemarle County	250	Route 29/250 Business	Route 240 East Int.
Rockingham Co.	11	Route I-81 Exit #257	Route 259
Rockingham Co.	259	Route 11	Route 259 Alt./42 East Int.
Town of Kilmarnock Lancaster Co.	3	Route 200 West Int. (Town of Kilmarnock)	Route 201-Lively (Lancaster Co.)
Campbell County	24	Route 29	Route 501 West Int.
Campbell County Town of Brookneal	501	Route 24 South Int. (Campbell Co.)	0.05 Mi. South of Route T1108 (Town of Brookneal)
Town of Dillwyn Buckingham Co. Prince Edward Co.	15	1.48 Mi. North of Route 20 (Town of Dillwyn)	Route 460 North Int. (Prince Edward Co.)
Pittsylvania Co.	863	Route 58	North Carolina State Line
Pittsylvania Co.	62	Route 58	North Carolina State Line

5-9-96

<u>County or City</u>	<u>Route</u>	<u>From</u>	<u>To</u>
Sussex County	602	Route 460	1.82 Mi. North of Route 460
City of Norton Wise County	23	Route 58 Alternate (City of Norton)	Route 58 Business South Int. Big Stone Gap (Wise Co.)

Motion carried; Mr. Rich voted no. Mr. Porter's disclosure statement on file.

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Item 16:

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

WHEREAS, in accordance with Section 46.2-809.1 of the Code of Virginia, the Commonwealth Transportation Board may develop a residential cut-through traffic policy and procedure for the control of residential cut-through traffic on designated secondary highways; and

WHEREAS, residential cut-through traffic means vehicular traffic passing through a residential area without stopping or without at least an origin or destination within the area; and

WHEREAS, local residential streets are streets within a neighborhood that provide direct access to abutting land uses and serve only to provide mobility within that locality; and

WHEREAS, this traffic would be better served by the street system intended for through traffic, but, for various reasons, uses the residential street system; and

WHEREAS, the Policy and Procedures for Control of Residential Cut-through Traffic was adopted by this Board on March 16, 1989, to identify and address cut-through traffic problems on designated secondary highways under the jurisdiction of the Virginia Department of Transportation; and

5-9-96

WHEREAS, the Virginia Department of Transportation has recently completed a review of the Board's policy and has recommended various changes to the policy.

NOW, THEREFORE, BE IT RESOLVED that the Policy and Procedures for Control of Residential Cut-through Traffic, as revised, for control of residential cut-through traffic on designated secondary highways under the jurisdiction of the Virginia Department of Transportation is hereby adopted.

Motion carried; Mrs. Brooks voted no.

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Item 17:

Four options for interstate route renumbering in the Hampton Roads Area (Cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth, Suffolk and Virginia Beach) were presented to the Board by VDOT staff. The options were:

Option 1:

Extend I-664 to Route 44  
Re-sign I-664 as East/West (Rather than North/  
South)  
Re-designate Route 44 as I-64 to the Oceanfront  
Designate the I-64/I-664 loop as the Hampton  
Roads Beltway

Option 2:

Extend I-664 to Route 44  
Re-sign I-664 as East/West (Rather than North/  
South)  
Re-designate Route 44 as I-664 to the Oceanfront  
Designate the I-64/I-664 loop as the Hampton  
Roads Beltway

Option 3:

Re-designate I-664 as Route 44 as I-64 to the  
Oceanfront  
Re-designate I-64 as I-664 from Hampton to  
Route 44 in Norfolk  
Designate the I-64/I-664 loop as the Hampton  
Roads Beltway

**POLICY AND PROCEDURES**

**CONTROL OF RESIDENTIAL CUT-THROUGH TRAFFIC**

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**POLICY ON RESIDENTIAL CUT-THROUGH TRAFFIC**

It is Commonwealth Transportation Board policy that the Virginia Department of Transportation (VDOT) will recognize the problems associated with residential cut-through traffic and implement appropriate remedial measures wherever feasible.

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**INTRODUCTION**

This policy and attendant procedures identify the specific responsibilities and requirements of VDOT and of the affected county/town in addressing concerns relating to cut-through traffic on local residential streets.

VDOT and the Counties/Towns are partners in the administration of these processes and procedures. A good working relationship between VDOT and the Counties/Towns is important for this partnership to function effectively.

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**DEFINITIONS**

Residential Cut-Through Traffic is traffic passing through a specific residential area without stopping or without at least one trip end within the area. It is traffic that would be better served by the local street system intended for through traffic, but, for various reasons, uses the residential street system.

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Local Residential Streets are streets within a neighborhood that provide direct access to abutting land uses and serve only to provide mobility within that locality.

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Primary Use Area is all local residential streets within a community whose traffic operational characteristics may be altered by operational changes to the candidate street(s) for residential cut-through traffic study, or by a change to any street that provides access to that community.

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**PURPOSE**

The purpose of these procedures is to provide clear guidelines for studying the issues of residential cut-through traffic and implementing the recommended remedial measures.

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**COUNTY/TOWN  
RESPONSIBILITIES**

To initiate these procedures, the county/town must:

- Identify the problem of residential cut-through traffic.
- Request, by resolution of the local governing body, that VDOT review and address possible solutions to the identified problem. This request is submitted to the local resident engineer, along with the following support data.

**Support Data Requirements**

1. Functional classification of the street(s) in question as a local residential street and its relationship to the comprehensive plan.
2. Identification of the primary use area, including all streets that are accessed primarily by using the street(s) in question and the associated peripheral roadway networks. Also, include the functional classification and relationship to the comprehensive plan for all streets in the primary use area.
3. Verification by the county/town that cut-through traffic on the local residential street to be studied is 40% or more of the total one hour, single direction volume, and that a minimum of 150 cut-through trips occur in one hour in one direction. Acceptable planning techniques may be used to determine the amount of cut-through traffic. A description of the technique used should be provided to VDOT along with the vehicle volume data.
4. Verification by the county/town that a petition outlining the perceived problem and signed by at least 75 percent of the total occupied households within the primary use area is valid.

5. Identification of alternative routes for through traffic if travel is restricted on the street(s) in question.

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- \* It is suggested that the support data requirements be collected in the above order as a means of screening requests.
  - \* It is further suggested that the county/town consider documenting procedures for performing its responsibilities.
  - \* If the support data requirements are not met, the process is terminated, except as otherwise set forth herein.
- 

**VDOT  
RESPONSIBILITIES**

It is the responsibility of VDOT to complete a study of the roadway network identified in the formal request. This study will be conducted in the following four phases:

1. The resident engineer, upon receipt of the adopted resolution, will review and submit it, along with any recommendations, to the district administrator.

When the county/town submits a study request to VDOT, a field meeting should be held between the county/town and VDOT staff. If a simple solution can be agreed upon at this meeting, an initial study or public hearings may not be necessary. VDOT should implement the solution and, following an after study, modify as needed.

When the solution is expected to generate a great deal of public interest or to significantly impact access and traffic circulation, a task force of representatives from VDOT, county/town board of supervisors, and county residents may be formed to support and advise the study effort.

2. As directed by the district administrator, the district traffic engineer will conduct the necessary studies and the evaluation of the county/town request. The district traffic engineer's study may include, but not necessarily be limited to:



- \* Detailed traffic counts on existing affected streets and potentially affected streets.
  - \* Intersection analyses on the proposed alternative route(s). (Residential cut-through traffic controls can be imposed only if there are acceptable alternate routes).
  - \* Identification of potential adverse safety impacts.
  - \* Identification of the geometrics of the existing facilities in light of the traffic analysis.
  - \* Speed analyses on affected street(s).
  - \* Pedestrian circulation and safety analyses in the study area.
3. Subsequent to completing the necessary traffic studies, the district traffic engineer will provide the district administrator with his findings and recommendations. These recommendations will include alternatives for addressing residential cut-through traffic, including any sketches or diagrams necessary to implement the alternatives and the impact of each alternative on the existing roadway network.
- 
4. The district administrator will determine the appropriate alternatives and advise the resident engineer, who will convey the findings and recommendations of VDOT to the county/town.

Note: If the local governing body and the district administrator fail to agree on the remedial measures to be implemented, the governing body may appeal to the Commonwealth Transportation Commissioner. The Commonwealth Transportation Commissioner will analyze all the supporting data and render a decision, which will be binding.

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**COUNTY/TOWN/VDOT  
JOINT  
RESPONSIBILITIES**

1. The county/town, upon receipt of the VDOT findings and recommendations, shall solicit and receive written comments thereon from appropriate local agencies such as fire, police, rescue, school transportation, and so forth.
  2. A formal public hearing shall be held jointly by VDOT and the county/town to provide for citizen input on the VDOT findings and recommendations. Advance notice of the public hearing must be provided by VDOT and will consist of:
    - \* VDOT publishing notice in a newspaper published in or having general circulation in the county/town once a week for two successive weeks.
    - \* County/Town posting notice of the proposed hearing at the front door of the courthouse of the county/town ten days prior to the hearing.
    - \* VDOT placing signs on the affected street(s) identifying, by name and telephone number or address, an individual to answer questions concerning the findings and recommendations.
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3. The county/town shall furnish the resident engineer a synopsis and transcript of the public hearing and an approved resolution of the actions desired.

**IMPLEMENTATION**

Implementation of remedial measures to remedy the residential cut-through situation shall be accomplished through the following sequence:

- \* The resident engineer shall notify the appropriate local governing body and media of the action to be taken and of the estimated date of implementation.
  - \* Signs will be placed on the affected street(s) identifying, by name and telephone number or address, an individual to answer questions concerning the pending action.
  - \* The resident engineer will implement the remedial measures, some of which may be of temporary construction pending evaluation of their effectiveness.
-

## EVALUATION

Evaluation of the remedial measures shall be accomplished as follows:

- \* After the remedial measures have been in place for generally not less than 30 days, but not more than six months, the district traffic engineer will re-study the roadway network and convey his findings and any recommendations to the district administrator.
- \* The district administrator will review the district traffic engineer's report and will provide this information to the resident engineer for transmittal to the local governing body.
- \* If it is determined that the implemented remedial measures are not appropriate, the district administrator may terminate such measures and may consider alternate measures, with notification of such action to the local governing body. If the local governing body fails to agree on the remedial measure, it may appeal to the Commonwealth Transportation Commissioner. The Commonwealth Transportation Commissioner will analyze all the supporting data and render a binding decision.
- \* If it is determined that the implemented remedial measures are an appropriate action, the local governing body will identify the source of funding for any permanent construction, as needed.

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## FUNDING

Remedial measures utilized on local residential streets that meet the support data requirements set forth above may be fully funded with state secondary roads funds with concurrence of the local boards of supervisors.

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**CONTROL OF RESIDENTIAL CUT-THROUGH TRAFFIC FOR CERTAIN COLLECTOR ROADS AND  
LOCAL RESIDENTIAL STREETS NOT MEETING THE RESIDENTIAL CUT-THROUGH TRAFFIC  
SUPPORT DATA REQUIREMENTS**

**COLLECTOR ROADS**

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Some roads, although officially classified as collector, function more like local streets and remedial measures may be appropriate in these cases. Further, it is recognized that each county or town may have unique needs, and difficulties exist in applying a statewide policy to meet all of these needs. The collector roads mentioned above may otherwise qualify for remedial measures but their official classifications make them ineligible under the current support data requirements.

VDOT will therefore cooperate with those counties and towns who wish to pursue a more aggressive program to include certain collector roads provided an agreement is reached between VDOT and the county/town as to the types of remedial measures and the amount of VDOT funding participation (up to 50 percent of the cost) prior to any individual study being conducted.

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**LOCAL RESIDENTIAL  
STREETS NOT  
MEETING SUPPORT  
DATA REQUIREMENTS**

For local residential streets not meeting the support data requirements (e.g., insufficient cut-through traffic), VDOT will cooperate with those counties and towns who wish to pursue a more aggressive program provided an agreement is reached between VDOT and the county/town as to the types of remedial measures and the amount of VDOT funding participation (up to 50 percent of the cost) prior to any individual study being conducted.

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**MEMORANDUM OF  
UNDERSTANDING**

Prior to providing remedial measures on individual collector roads and local roads not meeting the residential cut-through traffic support data requirements, a Memorandum of Understanding or Memorandum of Agreement shall be negotiated and agreed upon between the local government and the VDOT district administrator.

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**ALLOWABLE  
REMEDIAL MEASURES**

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Traffic control techniques that do not conform with national standard practices for the type of road where the proposed remedial measures are to be placed will be excluded. For example, a collector road identified for remedial measures can not have speed humps installed to discourage residential cut-through traffic. As a second example: Note that four way stops are acceptable.

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**PROCEDURES**

Once the Memorandum of Understanding has been negotiated and agreed upon, processes and procedures as outlined for local residential streets shall be followed.

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\* \* \* End \* \* \*

Option 4:

Re-designate I-664 and Route 44 as I-64 to the waterfront

Re-designate I-64 as I-864 from Hampton to Route 44 in Norfolk

Designate the I-64/I-864 loop as the Hampton Roads Beltway.

Moved by Mr. Prettyman, seconded by Mr. Rich, at action be deferred for one month.

Motion carried.

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em 18:

Moved by Mrs. Brooks, seconded by Dr. Thomas, at

WHEREAS, the Pinner's Point Int interchange (Port Norfolk Connector) will provide a vital intermodal transportation connector between the Western Freeway, downtown Tunnel and the Martin Luther King Freeway; and

WHEREAS, the Virginia Department of Transportation, in cooperation with the City of Portsmouth, City of Norfolk and the Hampton Roads Metropolitan Planning Organization, have jointly identified a number of funding sources; and

WHEREAS, a financing plan which calls for the use of funds from various sources to construct the project has been prepared by staff of the Virginia Department of Transportation and is acceptable to the Commonwealth Transportation Board; and

WHEREAS, the Commonwealth Transportation Board intends that the Pinner's Point Interchange be a toll facility; and

WHEREAS, the Cities of Norfolk and Portsmouth have adopted appropriate resolutions in support of constructing the Interchange as a toll facility; and

5-9-96

WHEREAS, if planned as a toll facility the funding required to complete the financing of the Pinner's Point Interchange can be provided by the Commonwealth Transportation Board from the Toll Facilities Revolving Account (TFRA); and

WHEREAS, the provisions in 33.1-23.03:4 of the Code of Virginia provide that any such funds allocated from the Toll Facilities Revolving Account for a planned or operating toll facility shall be considered as an advance of funding for which the Account shall be reimbursed; and

WHEREAS, the Commonwealth Transportation Board will work in cooperation with the Cities of Norfolk and Portsmouth to determine the optimal toll rate and period of time for tolls to provide a reasonable repayment schedule to the TFRA.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth Transportation Board hereby approves the financing plan for the construction of the Pinner's Point Interchange and the operation of the project as a toll facility.

BE IT FURTHER RESOLVED that the Commonwealth Transportation Board supports and approves the use of Toll Facilities Revolving Account funds for the Pinner's Point Interchange project with the Virginia Department of Transportation providing for its operation.

FINALLY, BE IT RESOLVED that the Commonwealth Transportation Board directs the Virginia Department of Transportation (VDOT) to engage a consultant to conduct a traffic and financial study.

Motion carried.

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5-9-96

Item 19:

Moved by Mrs. Brooks, seconded by Dr. Thomas,  
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 Appropriation Act, Chapter 912 enacted by the 1996 General Assembly, 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 912 enacted by the 1996 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 Tentative FY 1996-97 Annual Budget and has made appropriate comments for consideration.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the recommended tentative allocations required by the various statutes and contained in the Department of Rail and Public Transportation's Tentative FY 1996-97 Annual Budget are approved.

Motion carried.

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5-9-96

Item 20:

Moved by Mrs. Brooks, seconded by Dr. Thomas,  
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 Appropriation Act, Chapter 912 enacted by the 1996 General Assembly, 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 Tentative FY 1996-97 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 tentative allocations required by the various statutes and contained in the Department of Transportation's Tentative FY 1996-97 Annual Budget are approved.

Motion carried.

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Item 21:

Moved by Dr. Thomas, seconded by Mrs. Brooks,  
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, the 1996 Appropriation Act, Chapter 912, Item 496 requires that federal funds received pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 be allocated pursuant to an interim formula set forth in the Appropriation Act; and

WHEREAS, Section 33.1-23.1 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, the 1996 Appropriation Act, Chapter 912, Item 496 requires that mass transit funds be allocated by the CTB in accordance with the statutory formula contained in Section 58.1-638 of the Code of Virginia; and

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.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board that the Tentative Allocations of Interstate, Primary, Secondary and Urban Road Construction and Public Transit, Ports and Airports Funds for Fiscal Year 1996-97 are hereby approved.

5-9-96

BE IT FURTHER RESOLVED by the Commonwealth Transportation Board that the Tentative Six-Year Improvement Program of projects for Fiscal Years 1996-97 through 2001-2002 for Interstate, Primary and Urban Road Systems and Public Transit are hereby approved, as amended.

Motion carried. (Vol. 1, pages 37-39)  
(Page 37, Route 17, Warrenton Bypass reduced by \$1 million on final year.) (Page 39, \$1 million transferred to Charlottesville Bypass for final year.)

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Item 22:

Moved by Mrs. Lionberger, seconded by Mrs. Brooks, that

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 expires in 1997; and

WHEREAS, according to the Federal Highway Administration (FHWA) publication Federal Highway Statistics, Virginia consistently receives back a lower percentage of Federal highway funding than its percentage share of payments into the Highway Trust Fund; and

WHEREAS, it is critical that future methods of allocating federal transportation funds be more equitable to Virginia than the formulae used in the past; and

WHEREAS, adequate support for the National Highway System is necessary to provide consistent mobility and economic benefits for all states and the nation as a whole and because an efficient, effective intermodal transportation system is critical to competing successfully in the global marketplace; and

WHEREAS, a flexible transportation program is needed to provide block grant funding to allow all states to respond to their specific state and local needs without the current, unnecessary federal restrictions; and

5-9-96

WHEREAS, there is a national interest to ensure an adequate level of resources for highways in low population, large land area states as well as low population, small land area states to provide the road systems that are needed for national mobility, economic connectivity and national defense.

NOW, THEREFORE, BE IT RESOLVED by the Commonwealth Transportation Board, on this ninth day of May 1996:

That prior to the expiration of ISTEA, the Congress of the United States enact legislation to reauthorize the Federal surface transportation program based on the proposals of the STEP 21 Coalition as enunciated in the February, 1996, document of principles. Such legislation will significantly improve equity in the formulae for Virginia, maximize flexibility for the States by eliminating unnecessary federal mandates and provide adequate support for the National Highway System.

BE IT FURTHER RESOLVED that copies of this resolution be dispatched to Virginia's members of the United States Senate and the United States House of Representatives.

Motion carried.

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Item 23:

Moved by Mrs. Brooks, seconded by Mr. Newcomb, that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, the Department of Transportation conducted planning studies to evaluate opportunities to promote economic development and to provide a safe and efficient highway system between Killeville and Abingdon; and

WHEREAS, on May 21, 1992 by resolution the Commonwealth Transportation Board adopted Corridor 2A for the Route 58 road improvements through this area; and

WHEREAS, Corridor 2A traversed the Mount Rogers National Recreational Area which is under the jurisdiction of the National Forest Service; and

WHEREAS, the National Forest Service and others have expressed concern regarding potential impacts to the recreational area as a result of the construction; and

WHEREAS, county officials throughout the study area have expressed interest in discussing further opportunities for improvements along existing Route 58 and Route 16.

NOW, THEREFORE, BE IT RESOLVED that the Secretary of Transportation and the Department of Transportation convene a group of county officials within the study area and other interested stakeholders as determined by the Department to discuss opportunities for improving Routes 58 and 16 along the existing roadways in the study area and to further evaluate a package of potential opportunities for improvements to Route 58 and 16.

BE IT FURTHER RESOLVED that the Department of Transportation work with county officials and others to seek safe, environmentally sound and economically feasible transportation improvements to these routes.

Motion carried.

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

WHEREAS, the Commonwealth Transportation Board strongly supports the study of the establishment of rail transit service in the Dulles Corridor at the earliest practicable date and has expressed this support on numerous occasions; and

WHEREAS, the Board authorized on December 16, 1993, the Director of the Department of Rail and Public Transportation to execute an agreement with Parsons, Brinckerhoff, Quade and Douglas, Inc., to conduct the study for a total payment not to exceed \$1,947,000; and

5-9-96

WHEREAS, Parsons, Brinckerhoff, Quade and Douglas, Inc., in the conduct of the study has been required to provide services in addition to those originally contracted for in the original scope of work; and

WHEREAS, the Federal Transit Administration has issued a letter of no prejudice to allow for the expenditure of federal funds of up to \$1,800,000 to support a total project cost of \$2,250,000.

NOW, THEREFORE, BE IT RESOLVED that the Director of the Department of Rail and Public Transportation is authorized to amend the existing contract with Parsons, Brinckerhoff, Quade and Douglas, Inc., to allow for a total payment not to exceed \$2,210,500.

Motion carried. (Mrs. Brooks was not present for discussion or vote.)

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The Commissioner recognized retiring Acting Division Administrator for the Transportation Planning Division William C. Jeffrey (retiring June 1, 1996) and thanked him for his 38 years of service to the Department of Transportation.

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Meeting adjourned at 12:35 p.m.

The next meeting will be held on June 20, 1996, in Richmond, Virginia.

Approved:



Attested:

