

2-16-95

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. 1, which currently have a maximum compensation of \$950,204.00.

This Supplemental Agreement No. 2 is in the amount of \$194,124.00 for services and expenses, plus a net fee of \$18,162.00, making the total for the supplement \$212,286.00. The total maximum compensation of the Agreement, including all supplements, is now \$1,162,490.00.

Motion carried.

Item 8:

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Middletown Elementary School, Middletown, Virginia, and at the Indian Hollow Elementary School, Hayfield, Virginia, on February 9th and 10th, 1993, for the purpose of considering the proposed Corridor H project from Elkins, West Virginia to Interstate Route 81 in Virginia; Federal Project APD-484 (59); and

WHEREAS, the Commonwealth Transportation Board on May 20, 1993, approved a corridor for this project identified for future study along a Southern Corridor in Virginia, which did not constitute approval or a commitment of the Commonwealth; but, directed the study process to continue to develop the factual data necessary for analysis of the advantages and disadvantages of this project to the Commonwealth and its citizens; and

WHEREAS, on January 11th and 12th, 1995, from 2:00 p.m. to 8:00 p.m. a Location Public Hearing was conducted at the Lord Fairfax Community College in Middletown, Virginia, to present the findings of the Tier II phase of the project; and

2-16-95

WHEREAS, proper notice was given in advance, and all those present were given 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; and

WHEREAS, while the majority of the comments expressed desired a No-Build option.

NOW, THEREFORE, BE IT RESOLVED that the Commonwealth of Virginia adamantly cannot support the four-laning alternative of Corridor H in Virginia.

BE IT FURTHER RESOLVED that the Commonwealth Transportation Board also cannot support the Improved Roadway Alternative (IRA), presented at the public hearing, due to the breadth of its impacts to residences, businesses, and cultural and environmental resources.

BE IT FURTHER RESOLVED that in keeping with broad community goals, the Department of Transportation is hereby directed, as may be included in the Six Year Plan, to study the Route 55 corridor safety aspects such as horizontal and vertical alignments, possible need for truck climbing lanes, intersection safety improvements, and other safety related features of the roadway.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Commonwealth Transportation Board, a Location Public Hearing was held in the Monelison Junior High School, Madison Heights, Virginia, on July 25, 1990, at 7:00 P.M. for the purpose of considering the proposed location of Route 29 (Lynchburg-Madison Heights Bypass) from the intersection of Routes 460 and 501 (south of Lynchburg) to the intersection of Route 29 (south of Amherst), in the city of Lynchburg and Amherst and Campbell Counties, State Projects 6029-118-107, PE-100; 6029-005-122, PE-100; Federal Project F-037-1 (); and