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SENATE RESOLUTION NO. 36

Offered February 23, 1995

Expressing the sense of the Senate that the Virginia Department of Transportation assign a full-time, on-site coordinator to facilitate construction of a western bypass in the Washington, D.C. metropolitan area.

Patrons—Waddell, Barry, Calhoun, Colgan, Holland, E.M., Houck, Howell, Potts, Saslaw and Woods

Consent to introduce

Referred to the Committee on Rules

WHEREAS, the ultimate construction of a western bypass of I-95 in the Washington, D.C. metropolitan area providing direct access to I-81 and I-70 will be a critical factor for future economic development in the region; and

WHEREAS, construction of such western bypass will not occur until and unless an alignment is identified and right-of-way is preserved for that roadway; and

WHEREAS, alignment identification and right-of-way preservation cannot be completed until an environmental impact statement (EIS) is completed and a corridor is selected; and

WHEREAS, completion of the EIS, corridor selection, alignment identification and right-of-way preservation requires a maximum continuing effort of coordination between the Commonwealth of Virginia and various local governments through whose geographical boundaries a western bypass will traverse, various federal government agencies, and a number of other public and private entities; and

WHEREAS, the assignment of a full-time, on-site coordinator by the Virginia Department of Transportation to facilitate various pre-construction and construction activities associated with the Fairfax County Parkway has demonstrated the highly effective nature of such coordination; now, therefore, be it

RESOLVED by the Senate of Virginia, That it is the sense of the Senate of Virginia that the Virginia Department of Transportation shall assign a full-time, on-site coordinator for all studies and other activities associated with the western bypass and who shall be granted appropriate authority to facilitate understanding and agreements between affected local governments, VDOT, federal governmental agencies, and other public and private entities with respect to environmental protection, historical preservation, corridor selection, alignment selection and right-of-way preservation.

INTRODUCED

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