



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 482-5818
Fax: (804) 786-2940

Agenda item # 4

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 18, 2024

MOTION

Made By: Ms. Sellers, **Seconded By:** Ms. Hynes

Action: Motion carried, unanimously.

Title: Limited Access Control Changes (LACCs) for the Route 1 STARS Project, City of Fredericksburg

WHEREAS, on October 1, 1947, the State Highway Commission, predecessor to the Commonwealth Transportation Board (CTB), designated the Fredericksburg By-pass (Alternative Route 1), to be a Limited Access Highway; and

WHEREAS, on March 18, 1976, the State Highway Commission, established limited access control lines for Route 3 (East-West Connector), from 0.95 miles west of the Route 1 By-pass to the then existing Route 3 southeast of Fredericksburg in the City of Fredericksburg and Stafford County, in accordance with then Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia; and

WHEREAS, State Highway Project 0001-111-343,P101; UPC# 120644 developed through the Virginia Department of Transportation's (VDOT's) Strategically Targeted Affordable Roadway Solutions (STARS) Program provides for intersection improvements at the Route 1 and Route 3 interchange, including the widening of the westbound Route 3 off-ramp to northbound Route 1 and the widening of northbound Route 1 (the "Project"); and

WHEREAS, the Project will adjust the existing limited access line to match proposed right of way line from an approved City of Fredericksburg Site Development plan and end the limited access line prior to an existing intersection at Olde William Street, as shown on the Limited Access Line Exhibit and the Limited Access Control Point Stations and Offsets Table (attached); and

WHEREAS, a Notice of Willingness to Hold a Public Hearing (“Willingness”) for the Project was posted in Fredericksburg’s *Free Lance-Star* from February 7, 2024, to February 22, 2024, and allowed public input to be collected concerning the proposed design and limited access control line changes; the Willingness expired on February 22, 2024, with no comments or other input from the public; and

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

WHEREAS, VDOT’s Fredericksburg District Office, has reviewed and approved the STARS Study on October 16, 2020, and found that the traffic analysis adequately addresses the impacts from the Project; and

WHEREAS, the Project is in compliance with National Environmental Policy Act requirements and a Programmatic Categorical Exclusion (PCE) was prepared under an agreement between the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) signed on July 21, 2023; and

WHEREAS, the Project is located within an attainment area for ozone, and an interagency consultation for conformity was not required for a PCE; and

WHEREAS, the Project is in the City of Fredericksburg and the proposed LACCs are supported by a letter from the City Manager dated May 7, 2024; and

WHEREAS, VDOT’s Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways; and

WHEREAS, VDOT has reviewed the requested LACCs and determined that all are in compliance with §33.2-401 of the *Code of Virginia* and that the requirements of 24 VAC 30-401-20 have been met; and

WHEREAS, VDOT recommends approval of the LACCs as shown on the Limited Access Line Exhibits and the Limited Access Control Point Stations and Offsets Table (attached).

NOW, THEREFORE, BE IT RESOLVED, in accordance with §33.2-401 of the *Code of Virginia* and 24 VAC 30-401-10 *et seq.*, that the CTB hereby finds and concurs in the determinations and recommendations of the VDOT made herein, and directs that the Route 1 and Route 3 interchange continue to be designated as a limited access control area, with the boundaries of limited access control being modified from the current locations as shown on the attached exhibits.

Resolution of the Board
Proposed Limited Access Control Change (LACC)
Route 1 Stars Project
City of Fredericksburg
June 18, 2024
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BE IT FURTHER RESOLVED, that the Commissioner of Highways is authorized to take all actions and execute any and all documents necessary to implement the LACCs described herein.

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CTB Decision Brief
Limited Access Control Changes (LACCs) for the Route 1 STARS Project,
City of Fredericksburg

Issues: The area designated as limited access previously approved for the intersection of Route 1 and Route 3 in the City of Fredericksburg requires changes to accommodate the widening of the westbound Route 3 off-ramp to northbound Route 1 and the widening of northbound Route 1. These changes require the approval of the Commonwealth Transportation Board (CTB) pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 *et seq.*

Facts:

- Limited access control for the Fredericksburg By-pass (Alternative Route 1) was established on October 1, 1947, by the State Highway Commission, predecessor to the CTB.
- Limited access control for Route 3 (East-West Connector) from 0.95 miles west of the Route 1 Bypass to the then existing Route 3 southeast of Fredericksburg in the City of Fredericksburg and Stafford County, was established by the State Highway Commission on March 18, 1976.
- State Highway Project 0001-111-343, P101 (UPC 120644), developed through the Virginia Department of Transportation's (VDOT's) Strategically Targeted Affordable Roadway Solutions (STARS) Program, provides for intersection improvements at the Route 1 and Route 3 interchange. Including the widening of the westbound Route 3 off ramp to northbound Route 1 and the widening of Route 1 northbound (the "Project").
- The Project will adjust the limited access line to match proposed right of way line from an approved City of Fredericksburg Site Development Plan and end Limited Access Line prior to an existing intersection at Olde William Street.
- VDOT posted a Notice of Willingness for Public Comment ("Willingness") from February 7, 2024, to February 15, 2024, in *The Free Lance-Star*, for the project including the changes in limited access control. The Willingness expired on February 22, 2024, with no opposition from the public or request for a public hearing.
- The economic, social, and environmental effects of the Project have been duly examined and given proper consideration, and this evidence, along with all other relevant evidence has been carefully reviewed.
- The VDOT's Fredericksburg District Office has reviewed and approved the STARS Study analysis for the signalization of the off-ramp and found that the traffic analysis adequately addresses the impacts from the Project.
- The Project is in compliance with National Environmental Policy Act requirements and a Programmatic Categorical Exclusion (PCE) was completed July 21, 2023.

- The Project is located within an attainment area for all National Ambient Air Quality Standards. An air quality conformity review is not required for a PCE.
- The Project is in the City of Fredericksburg and is supported by a Resolution from the City Council dated August 11, 2020, and the LACCs are supported by letter from the City Manager dated May 7, 2024.
- VDOT's Chief Engineer has determined that the proposed LACCs will not adversely affect the safety or operation of the highways.
- The proposed LACCs are in compliance with §33.2-401 of the *Code of Virginia* and with the policies and requirements of the CTB contained in 24 VAC 30-401-10 et seq.

Recommendations: It is recommended, pursuant to §33.2-401 of the *Code of Virginia*, and 24 VAC 30-401-10 et seq., that the Route 3 and Route 1 corridor in the City of Fredericksburg continue to be designated as a limited access highway with the LACCs modified and/or established as shown on the attached exhibits. This action will modify the limited access line and right of way previously approved by the CTB's predecessor, the State Highway Commission on October 1, 1947, and modified March 18, 1976.

Action Required by CTB: The *Code of Virginia* §33.2-401 and 24 VAC 30-401-10 et seq. require a majority vote of the CTB to approve the recommended LACCs. The CTB will be presented with a resolution for a formal vote to approve the LACCs for the Project and to provide the Commissioner of Highways the requisite authority to execute all documents necessary to implement the LACCs.

Result, if Approved: The Commissioner of Highways will be authorized to execute any and all documents needed to implement the LACCs and the Project will move forward.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: There were no comments on the project or proposed Limited Access Control Change received as a result of the posting of the Willingness.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

June 1, 2024

The Honorable W. Sheppard Miller, III
The Honorable E. Scott Kasprovicz
The Honorable Greg Yates
The Honorable Mary Hughes Hynes
The Honorable Raymond D. Smoot, Jr.
The Honorable Mark H. Merrill
The Honorable Frederick T. Stant, III
The Honorable Tom Fowlkes
The Honorable Burwell W. Coleman
The Honorable H. Randolph Laird
The Honorable Thomas Moore Lawson
The Honorable Darrell R. Byers
The Honorable Laura A. Sellers
The Honorable J. Rex Davis
The Honorable Linda Green
The Honorable Stephen C. Brich, P. E.
The Honorable Jennifer DeBruhl

Subject: Approval of Limited Access Control Changes (LACCs) for the STARS Route 1 Interchange at Route 3 (William Street) in the City of Fredericksburg

Dear Commonwealth Transportation Board Members:

The Department has initiated the above request for LACCs for your consideration. The proposed LACCs on State Highway Project 0001-111-343, P101; (UPC# 120644) have been determined as a necessary design feature and recommended for approval by the Department's staff.

I have reviewed the staff's recommendations and determined that approving these LACC's will not adversely affect the safety or operation of the affected highway network. I have determined that this request should be considered by the Board.

Sincerely,

Bart Thrasher

Barton A. Thrasher, P.E.
Chief Engineer

Timothy J. Baroody
City Manager

D. Mark Whitley
Assistant City Manager

David T. Brown, P.E.
Assistant City Manager



City of Fredericksburg
P.O. Box 7447
Fredericksburg, VA 22404-7447
Telephone: 540 372-1010
Fax: 540 372-1201

May 7, 2024

Ms. Marcie Parker, P.E., District Engineer
Virginia Department of Transportation
Fredericksburg District
87 Deacon Road
Fredericksburg, VA 22405

Project: US-1/Route 3 WB Ramp – Cowan Blvd. Intersection Improvement STARS project
UPC 120644 - Route 3 STARS UPC 120644

Re: Limited Access Control Change

Dear Ms. Parker,

I am writing to confirm the City of Fredericksburg supports the change in limited access control along US-1 at the Route 3 westbound ramp as presented in the attached Exhibit in support of the ongoing advancement of the subject project.

Should you have any questions or need further assistance, please contact Mr. David Brown, Assistant City Manager in this Office at dtbrown@fredericksburgva.gov or (540)372-1010, Ext. 367.

Sincerely,

A handwritten signature in black ink, appearing to read 'Timothy J. Baroody'. The signature is written in a cursive style with a large initial 'T' and 'B'.

Timothy J. Baroody
City Manager

Attachment: 1) Limited Access Control Change Exhibit: US-1/Route 3 WB Ramp – Cowan Blvd. Intersection Improvement STARS project

Cc: D. Brown, P.E. Assistant City Manager
C. Holloway, P.E., VDOT

Koscinski, Jr., Joseph P., P.E. (VDOT)

From: Snider, Lori A. (VDOT)
Sent: Thursday, May 23, 2024 11:32 AM
To: Leckner, Kimberly M. (VDOT)
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT)
Subject: Re: LACC for UPC 120644 - Fredericksburg District

I approve of this limited access control change from a Right of Way and Utilities standpoint.

Thank you,
Lori

Sent from my Verizon, Samsung Galaxy smartphone
Get [Outlook for Android](#)

From: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>
Sent: Monday, May 13, 2024 9:50:27 AM
To: Snider, Lori A. (VDOT) <Lori.Snider@VDOT.Virginia.gov>
Cc: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Subject: Fw: LACC for UPC 120644 - Fredericksburg District

Lori,

I have received and reviewed the attached project related LACC request from L&D. I recommend your approval from a Right of Way and Utilities perspective. If you concur, please indicate your approval with a response to Joe, who is cc'd. Thank you



Kimberly Leckner
Program Manager / Right of Way and Utilities Division
Virginia Department of Transportation
(o) (804) 786-4079
(c) (703) 853-5619
Kimberly.Leckner@VDOT.Virginia.gov

From: Koscinski, Jr., Joseph P., P.E. (VDOT) <Joseph.Koscinski@VDOT.Virginia.gov>
Sent: Wednesday, May 8, 2024 2:00 PM
To: Leckner, Kimberly M. (VDOT) <Kimberly.Leckner@VDOT.Virginia.gov>; Porter, Ellen (VDOT) <Ellen.Porter@vdot.virginia.gov>
Cc: Garrett, Michael L. (VDOT) <Michael.Garrett@VDOT.Virginia.gov>; Maxwell, JoAnne P (VDOT) <joanne.maxwell@vdot.virginia.gov>; Williams, Jason, P.E. (VDOT) <Jason.Williams@VDOT.Virginia.gov>
Subject: LACC for UPC 120644 - Fredericksburg District

All,

I have attached the LACC documents for the above-mentioned project for review and comments for the **June 18, 2024, CTB Meeting**. If you have no comments, please let me know.

Kim- If you have no comments, please send an email to Lori recommending your approval of the LACC.

Please provide comments no later than the **COB May 17, 2024**.

If you have any questions or concerns, please contact me.

Thank you,
Joe



Joseph P. Koscinski Jr.

State Geometric Design Engineer Location and Design Division

Virginia Department of Transportation

(804) 225-3934

joseph.koscinski@vdot.virginia.gov

**Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Roanoke and Richmond, September
30-October 1, 1947.**

At 1:00 P.M. Monday, September 29th, the following members of the Commission left the Central Highway Office Building by automobile - J. A. Anderson, E. P. Barrow, Geo. P. DeBardit, J. P. Harpine, S. T. Rawls, and Howard C. Rogers. In Lynchburg Mr. Wayles R. Harrison joined the Commission and they proceeded to Roanoke where the night was spent.

At 9:00 A.M. Tuesday, September 30, the Commission met in the City Market Auditorium and held public hearings on the tentative allocation of funds for fiscal year 1948-1949. Mr. Wyszor joined the Commission for the hearings. All those from the Salem, Bristol, Staunton and Lynchburg Districts who were present and so desired were heard by the Commission.

After the hearings were completed Mr. Wyszor returned home and the other members of the Commission drove to Richmond and spent the night. At 9:00 o'clock Wednesday morning October first, the Commission held public hearings on the tentative allocation of funds for the fiscal year 1948-1949 for the Richmond, Fredericksburg, Culpeper and Suffolk Districts. The Commission heard all those who were present and wished to be heard.

The Commission transacted the following business in executive session.

Moved by Mr. DeBardit, seconded by Mr. Rawls, that the minutes of the August meeting be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that permits cancelled by the Commissioner, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. DeBardit, seconded by Mr. Barrow, that the Commission approve the permits issued from August 26 to October 1 inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission confirm rejection of bids received September 18th for the construction of a new ferry boat for the White Stone-Greys Point run; and the forwarding of a report on bids to Mr. Mertens, who made the estimate, with request that he advise what further procedure might be undertaken to secure a bid in line with his estimate of April 22, 1947. Motion carried.

The Chairman gave the Commission a report on the condition of Mr. J. B. Wampler, who is recovering from an operation, to the effect that he is improving rapidly and leaving the hospital September 30.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received September 25rd, for the construction of Project 1380 F, Route 683, Intersection Route 625 (Alanthus)-Intersection Route 16 (Brandy), Culpeper County, to the low bidder, Highway Paving Co., Richmond, Va., at the bid of \$87,150.79 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$40,600.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 23rd, for the construction of Project 1377 N, Route 734, Intersection Route 626 (Near Blumont)-Intersection Route 719, Loudoun County, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$11,573.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$12,700.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Harpne that the Commission confirm award of contract on bids received September 23rd, for the construction of Project 1377 J, Route 719, 0.015 Mi. S. Intersection Route 712 (1.019 Mi. S. Intersection Route 7)- Intersection Route 734 (Airmont), Loudoun County, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$15,260.32 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$16,750.00 chargeable to this project. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 23rd, for the construction of Project 1369 H1,2,B1, Route 603, 0.353 Mi. S. King & Queen--Middlesex County Line - 0.30 Mi. 7. Middlesex--King & Queen County Line, to the low bidder, Perkins-Barnes Construction Co. Inc., Blackstone, Va., at the bid of \$39,710.02 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$42,550.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received September 23rd for the construction of Project 1300 A1,B-10, Route 606, 1.723 Mi. W. of Intersection Route 612-1.845 Mi. E. of Intersection Route 612 (Near Hollybrook), Bland County, to the low bidder, Pendleton Construction Corp., Wytheville, Va., at the bid of \$87,354.65, that 10% additional be set aside to cover the cost of engineering and additional work and \$440.00 for work by State Forces, making a total of approximately \$96,500.00 chargeable to this project; financed with \$15,248.29 contribution by the Bland County Board of Supervisors and the balance to be paid with Federal Aid Secondary and State Funds. Motion carried.

Moved by Mr. DeBardit, seconded by Mr. Rawls, that the Commission confirm REJECTION of bids on Project S 1311 B2, Route 636, Bridge over New River at Austinville, the low bid being 78.5% over the approximate estimate. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of old location of Alternate 460 in Roanoke County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof; Sections 1, 2 and 5 shown on plat dated April 16, 1947, Project 1092 D, B-S. Sections 1 and 2 to revert to the Secondary System and the right of way on Section 5 to be retained. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, Sections 3 and 4 be added to the Secondary System as connections, all as shown on plat referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of old Route 24 in Bedford County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof and revert to the secondary system: Sections 1 and 2 shown on plat dated April 25, 1947, Project 1092-F-G-B5. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, Sections 3 and 4 shown on the plat referred to be abandoned and Section 5 also shown be added to the secondary system as a connection. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the closing of the Old Location of Route 501, from the new location at Station 36/25.9 looping westerly 0.106 Mi. to the new location at Station 41/36, length 0.106 miles, having been advertised and no objection filed, the same is hereby declared abandoned and eliminated from the Primary Highway System, all as provided by Chapter 212, Section 2, Act approved March 19, 1926. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the request of Mr. H. S. Hudgins, Contractor, Roanoke, Va., for an extension of time on Project 1315 G, Routes 621 and 679, Int. Route 114 to 0.906 Mi. S. of Int. Route 114 (Entrance to Viscose Plant) Pulaski County, be granted for 14 days and the return of \$140.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

The Commission considered the letter of August 19th from Mr. A. H. Graham, Chairman of the North Carolina State Highway and Public Works Commission, and the letter of September 5th from Mr. C. W. Phillips, Commissioner, Department of Highways of Tennessee, and decided to protest against the placing of a fee or toll for the use of the Blue Ridge Parkway.

Moved by Mr. Rawls, seconded by Mr. Harpino, that the request of Thompson-Arthur Construction Co. for an extension of time on Project S 144 A47, B2 and 1445 A, M1, B1, Routes 58 and Alternate 58, Main Street in Danville to 0.936 Mi. W. of TCL Danville, be approved for 30 days and the return of \$200.00 liquidated damages, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Harpino, seconded by Mr. Barrow, that Route 260 between Harrisburg and Route 59, and Route 59 from Columbia Furnace to Woodstock be designated as, and made a continuance of Route 42; the change to be effective the date of the next revision of the standard Highway map. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Fredericksburg By-pass (Alternate Route 1) and the portion of Route 1 from Four Mile Fork to a point 0.4 mile south, be designated as a Limited Access Highway, as recommended by the Department's engineers. Motion carried.

Moved by Mr. Harpino, seconded by Mr. Rawls, that the work on Route 56, Warren County, Front Royal-East, for which tentative allocation of \$8,000. was set up for drainage, being urgent and essential, it be authorized from the existing reserve fund in the Staunton District in the 1947-1948 allocations; the item on the tentative 1948-1949 allocations be deleted and the \$8,000. thrown into reserve. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the tentative allocation set up for 1948-1949 on Route 20, Orange County, West Orange-West of \$75,000.00, be changed to road "Route 20, Orange County, Underpass in Orange, \$180,000.00"; and that the item reading "Route 350, Fairfax County, Henry G. Shirley Memorial Highway (State Matching Funds), \$405,770." be reduced to \$380,770.00. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Barrow, that the tentative allocation of \$100,000. in the Lynchburg District, to the Burkeville Underpass, be withdrawn and reallocated to Route 43, Campbell County, Grade Separation in Altavista. The present item - Route 43, Campbell County, Bedford Avenue in Altavista, \$25,000. be changed to road Route 43, Campbell County, Grade Separation in Altavista \$125,000. The item on Route 360, Richmond District, relocation of NE Underpass, West of Burkeville, Hottoway County, \$150,000. be increased to \$250,000. and the reserve in the Richmond District be reduced by \$100,000.00. Motion carried.

Moved by Mr. Barrow, seconded by General Anderson that an allocation of \$298,852.00, set up for work from Clarksville-East on Route 58 be transferred to Route 58 from Route 1 to Boydton; authority having already been given to correct the inadequate sight distance at the intersection of the Bugge Island access road and Route 58. Motion carried.

Moved by General Anderson, seconded by Mr. Barrow, that the Commission allocate \$50,000. to Route 154, Prince George County, from Route 301-North toward Route 460. Motion carried.

Moved by Mr. Sharpine, seconded by Mr. Rawls, that no action be taken on the drainage situation on Route 11 Project 875 E at the J. Henkel Henry property in Frederick County. Motion carried.

Letter of September 11 from Dr. Walter S. Newman, President of V.P.I., Blacksburg, Va., was read to the Commission, which was an expression of appreciation and thanks for the work done on the roads to the parade grounds of the Institution.

Message from Mr. Carter M. Keane, Chairman of the Rappahannock Ferry Association, Kilmarnock, Va., was read to the Commission, expressing appreciation for the allocation to construct the Grays Point-White Stone Bridge.

Moved by General Anderson, seconded by Mr. Rawls, that Permit No. 12188, Routes 10 and 668, Isle of Wight County, be issued to The Smithfield Terminal Railway Company, 31 Virginia Avenue, Newport News, Va., to lay a single permanent track with standard guage crossings to run along Route 10 for a distance of approximately 400 ft., thence crossing Route 668, running along Route 10 for a distance of approximately 800 ft., and again crossing Route 10 for a spur track to the plant of The Gwaltney Packing House on Route 1109. The work to be completed in 180 days. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit that the item "New Snow Fence and Posts" for each district set up in the allocations for 1949-1950 be changed to read as follows:-

<u>District</u>	<u>From</u>	<u>To</u>
Bristol	\$11,300.	\$38,000.
Salem	13,100.	44,000.
Lynchburg	5,700.	19,000.
Culpeper	13,100.	44,000.
Staunton	13,100.	44,000.

Motion carried.

CONSTRUCTION FUNDS - FISCAL YEAR 1948 - 1949

Final Allocation of

State Funds

Third Post War Year, 1948 Regular Federal Aid

Third Post War Year, 1948 Secondary Federal Aid (30% of Apportionment)

Third Post War Year, 1948 Urban Federal Aid

\$13,604,195.

4,008,889.

983,072.

1,455,034.

Total Funds

\$20,000,000.

APPORTIONMENT OF ABOVE CONSTRUCTION FUNDS FOR YEAR 1948-1949

District	Apportionment of \$16,646,966. Based on Factors of Area, Population and Mileage		Percentage to be used in application of \$2,000,000. Fund on the Basis of the Uncompleted Mileage in the Primary System as Provided for in Chapter 172, Acts of Legislature 1938.		Apportionment of \$1,455,034. Urban Federal Aid Funds. Based on Factor of Popu- lation of 5,000 or more (1940 Census) in Accordance with Federal Aid Highway Act of 1944.		Total Combined Funds
	Percentage	Amount	Percentage	Amount	Percentage	Amount	
Bristol	13.69	\$ 2,298,374.	17.63	352,600.	1.73	25,137.	\$ 2,676,111.
Salem	13.27	2,195,782.	14.15	282,600.	11.70	170,005.	2,648,387.
Lynchburg	12.16	2,012,111.	12.39	247,800.	9.57	139,056.	2,398,967.
Richmond	14.86	2,458,879.	10.21	204,200.	26.94	391,448.	3,054,527.
Suffolk	13.65	2,268,661.	13.66	277,000.	29.84	433,685.	2,969,246.
Fredericksburg	7.78	1,287,354.	8.81	176,200.	1.17	17,000.	1,440,554.
Culpeper	12.14	2,008,802.	10.42	208,400.	12.76	185,262.	2,402,464.
Staunton	12.25	2,027,003.	14.56	291,200.	6.30	91,541.	2,409,744.
TOTAL	100.00	\$16,646,966.	100.00	\$ 2,000,000.	100.00	\$ 1,455,034.	\$20,000,000.

Moved by Mr. Bawls, seconded by Mr. Harpina, that the final allocation of funds for the Bristol District be as follows:

<u>Bristol District</u>			<u>Amount</u>
		City Street Funds -	\$61,557.00
		Urban Federal Aid -	25,137.00
		Matching Urban Federal Aid - 20%	12,568.00
		Planning 1% -	26,761.00
		Landscaping 1% -	26,761.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
18	Smyth and Tazewell	Int. Route 42-North	100,000.00
19	Russell	Hansonville-Washington Co. Line	50,000.00
19	Washington	Int. Route 11 in Abingdon- Alternate Route 19	29,577.00
21	Wythe	Wytheville-North	225,000.00
42	Washington	Mandota-Scott Co. Line	22,760.00
52	Wythe	Wythe-Carroll Co. Line-North	200,000.00
58	Grayson & Washington	Volney-Damascus	100,000.00
58	Lee	Bridge and Approaches Town Branch at Jonesville	15,000.00
58	Scott	Fort Blackmore-Dungannon	225,000.00
67	Russell	Int. Route 80-Northeast	300,000.00
70	Wise	West of Virginia City-West	225,000.00
71	Scott	Gate City-East	225,000.00*
72	Dickenson	Georges Fork-Wise Co. Line	60,000.00
78	Wise	Appalachia-North	125,000.00
80	Russell	Honaker-South	135,000.00
83	Buchanan	Grundy-East	55,000.00
83	Dickenson	Bridge over McClure River at Fremont	60,000.00
91	Washington	Damascus-Tennessee Line	125,000.00
94	Grayson	North Fries-North	35,000.00
460	Tazewell	Bridge and Approaches Clinch River in Richlands	75,000.00
		New Snow Fence and Posts Reserve	39,000.00
			<u>87,000.00</u>
		1948-1949 Bristol District Total	\$2,876,111.00
		* Funds Expended or Underway.	
		Motion carried.	

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the final allocation of funds for the Salem District be as follows:

<u>Salem District</u>			<u>Amount</u>
		City Street Funds -	\$130,978.00
		Urban Federal Aid -	170,005.00
		Matching Urban Federal Aid - 25%	85,003.00
		Planning 1% -	26,484.00
		Landscaping 1% -	26,484.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Montgomery	Elleston East and West	341,028.00
11	Roanoke	Traffic Signal at Int. Route 1512 (Huntington Blvd.) North Roanoke	3,000.00 *
24	Bedford	Gambell County Line-West	42,482.00 *
40	Patriot	Woolwine-East	135,000.00
42	Craig	West New Castle-West	142,000.00 *
52	Carroll	Nythe Co. Line-Hillsville	90,000.00
61	Giles	Bridge and Approaches New River at Narrows	600,000.00
99	Pulaski	Pulaski (To be matched by City)	25,000.00
116	Roanoke	Int. Route 605 North and South	30,000.00
122	Bedford	Franklin Co. Line-North	12,000.00
221	Floyd	Floyd-Copper Hill	75,000.00
297	Bedford	Bedford - East	150,000.00
311	Roanoke	Catawba Mountain Revision	250,000.00
601	Bedford	Lynchburg-West	63,925.00 *
		New Snow Fence and Posts Reserve	44,000.00
			<u>206,000.00</u>
		1948-1949 Salem District Total	\$2,645,387.00
		+ Funds Expended or Underway	

Motion carried.

Moved by Mr. Harrison, seconded by Mr. Barrow, that the final allocation of funds for the Lynchburg District be as follows:

<u>Lynchburg District</u>			<u>Amount</u>
		City Street Funds -	\$76,863.00
		Urban Federal Aid -	139,056.00
		Matching Urban Federal Aid - 25%	69,528.00
		Planning 1% -	23,890.00
		Landscaping 1% -	23,990.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
16	Prince Edward	Overpasses & Approaches Norfolk and Western and Virginian Railways N. of Keysville	100,000.00
16	Prince Edward & Charlotte	Kingsville-South	150,000.00
29	Campbell	South Lawyers Road-South	200,000.00
29	Pittsylvania	Bridge and Approaches Banister River	30,000.00
34 & 304	Halifax	South Boston By-pass and Bridge over Dan River	575,000.00
45	Campbell	Grade Separation in Altavista	125,000.00
60	Amherst	Rockbridge County Line-East	180,000.00
60	Cumberland	W. Int. Route 45-West	109,540.00
120	Amherst	Int. Route 29-Madison Heights	60,000.00
460	Appomattox & Campbell	Revision at Concord	200,000.00
601	Halifax	Int. Route 380 in Halifax-South	75,000.00 *
601	Campbell	Int. Route 24-South	180,000.00
		New Snow Fence and Posts	19,000.00
		Reserve	<u>101,000.00</u>
1948-1949 Lynchburg District Total			\$2,398,987.00
* Funds Expended or Underway			

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the final allocation of funds for the Richmond District be as follows:

<u>Richmond District</u>			<u>Amount</u>
		City Street Funds -	\$175,136.00
		Urban Federal Aid -	391,448.00
		Matching Urban Federal Aid - 25%	106,724.00
		Planning 1% -	30,545.00
		Landscaping 1% -	30,545.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Hanover, Henrico & Chesterfield	Widen Bridges Ashland-North	50,000.00 150,000.00
1	Hanover		
6	Henrico & Goochland	Richmond-West	200,000.00
33	New Kent	Eltham Bridge	16,000.00 *
40 &			
137	Lunenburg	Kembridge (Sidewalk and Curb and Gutter)	25,600.00
45	Brunswick	Approaches to Meherrin River Bridge	44,000.00
60	New Kent	Diasound Creek Bridge-West	632,550.00 *
60	New Kent	West Providence Forge-West	8,047.00 *
60	New Kent	East Providence Forge-East	260,805.00
60 &	Henrico &		
33	New Kent	Bottoms Bridge-East and West	286,727.00 *
184	Prince George	Route 301-North	50,000.00
181	Henrico	Richmond-Hilliard Road	100,000.00
181	Chesterfield	Int. Route 60 West of Richmond	70,000.00
301 &			
480	Prince George	Grater Road in Petersburg (To be matched by city)	37,600.00
380	Hottoway	Relocation of Present HST Underpass W. of Burkeville	250,000.00
480	Hottoway	Overpass and Approaches HST Railway at Hottoway Court House	148,500.00
		Reserve	82,600.00
			<hr/>
		1948-1949 Richmond District Total	\$5,064,827.00
		* Funds Expended or Underway	

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the final allocation of funds for the Suffolk District be as follows:

Suffolk District

	<u>Amount</u>
City Street Funds -	\$181,871.00
Urban Federal Aid -	435,585.00
Matching Urban Federal Aid - 25%	218,792.00
Planning 1% -	89,692.00
Landscaping 1% -	29,692.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
10	Wenham & Isle of Wight	Between Elephant Fork and Smithfield	80,000.00
15	Norfolk & Princess Anne	Norfolk By-pass toward Route 60 (Little Creek)	200,000.00
18	Accomack	Oak Hall-South	260,000.00
17	Norfolk	Bridge and Approaches Western Branch Elizabeth River	250,000.00
17	Warwick & York	Int. Route 188-Tabbs	150,000.00
58	Southampton	West Courtland-West	508,871.00 *
88	Princess Anne	Int. Route 13 (Near Norfolk)- East	273,043.00
58 & 460	Norfolk	Shoulder Stabilization	3,000.00
80	Elizabeth City and Warwick	Shoulder Stabilization	3,000.00
308	Southampton	Int. Route 58-North (Southampton Farm)	100,000.00 *
	Jamez City	Primary Highways in Williamsburg (To be matched by City)	90,000.00
		Esseve	<u>200,000.00</u>
		1948-1949 Suffolk District Total	\$2,589,245.00
		* Funds Expended or Underway	

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the final allocation of funds for the Fredericksburg District be as follows:

<u>Fredericksburg District</u>	<u>Amount</u>
City Street Funds -	\$11,678.00
Urban Federal Aid -	17,000.00
Matching Urban Federal Aid - 25%	8,500.00
Planning 1% -	14,408.00
Landscaping 1% -	14,408.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Caroline Spotsylvania & Stafford	Widen Bridges	75,000.00
1	Caroline & Spotsylvania	North Anna River-North	350,000.00
14 & 198	Mathews	Mathews Court House-West	200,000.00
17	Stafford	West Falmouth-West	150,000.00
33	King William	Eltham Bridge	16,000.00 *
202	Westmoreland	Bridge over Nomini Creek	25,000.00
205-Y	Westmoreland	Colonial Beach (Curb and Gutter and Sidewalks)	50,000.00
225	Mathews & Middlesex	Bridge over Piankatank River (Twiggs Ferry)	459,564.00
		Reserve	<u>50,000.00</u>
1948-1949 Fredericksburg District Total			\$1,440,564.00
* Funds Expended or Underway			

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the final allocation of funds for the Culpeper District be as follows:

<u>Culpeper District</u>	<u>Amount</u>
City Street Funds -	\$44,000.00
Urban Federal Aid -	185,282.00
Matching Urban Federal Aid - 25% (Including Arlington County's 50%)	140,654.00
Planning 1% -	24,025.00
Landscaping 1% -	24,025.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
7	Loudoun	Broad Run-West	100,000.00 *
7	Fairfax	Int. Route 380-East and West	238,777.00 *
15	Prince William	Haymarket-North and South	100,000.00
17	Fauquier	Stafford Co. Line-West	100,000.00
20	Albemarle	Charlottesville-South	150,000.00
20	Orange	Underpass in Orange	100,000.00
55	Albemarle	Bridge and Approaches Buck Island Creek	90,000.00
130	Arlington	Glebe Road, Int. Route 1-West	185,489.00
230	Albemarle & Greene	North Crozet-North	150,000.00 *
236	Fairfax	West Holmes Run-West	279,077.00 *
287	Loudoun	Lovettsville-North and South	55,000.00
302	Albemarle	Copeley Hills, University Grounds	25,000.00
350	Fairfax	Henry G. Shirley Memorial Highway New Snow Fences and Posts Reserve	380,770.00 44,000.00
1948-1949 Culpeper District Total			\$2,402,464.00
* funds Expended or Underway			

Motion carried.

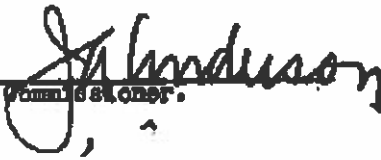
Moved by Mr. Harpine, seconded by Mr. Rawls, that the final allocation of funds for the Staunton District be as follows:

<u>Staunton District</u>			<u>Amount</u>
		City Street Funds -	\$97,645.00
		Urban Federal Aid -	91,541.00
		Matching Urban Federal Aid - 25%	45,771.00
		Planning 1% -	24,097.00
		Landscaping 1% -	24,097.00
<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Augusta	Steeles Tavern-North	180,000.00
11	Rockbridge	South Steeles Tavern-South	265,000.00
11	Rockingham & Shenandoah	New Market-North and South	200,000.00
12	Page	Bridge and Approaches South Fork Shenandoah River at Alma	50,000.00
33	Rockingham	Swift Run Gap-West	70,000.00
220	Bath	Warm Springs-North	26,000.00
220	Bath	Warm Springs-South	88,000.00
250	Augusta	Waynesboro-Staunton	35,000.00
251	Rockbridge	Murat-West	38,000.00
254	Augusta	Bridge over Christians Creek	3,500.00
256	Augusta	Middle River Bridge at Mt. Meridian	6,000.00
259	Rockingham	Bridge over Runyon Creek	20,000.00
280	Rockingham	Harrisonburg-North	187,500.00
288	Alleghany	Bath County Line-2.5 Miles So.	50,000.00
288	Bath	Alleghany County Line-North	56,000.00
288	Alleghany	Bridge and Approaches-Jackson River	75,000.00
289	Highland	South of McDowell-South	75,595.00
522	Warren	North Riverton-North	250,000.00
		New Snow Fence and Posts	44,000.00
		Reserve	<u>184,000.00</u>
1948-1949 Staunton District Total			\$2,409,744.00

Motion carried.

There being no further business the Commission adjourned
at noon.

Approved-



J. Linderson
Chairman

Attested-



S. H. Rawls
Secretary

**MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION**

Richmond, Virginia

March 18, 1976

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on March 18, 1976, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Beeton, Crowe, Fralin, Glass, Hall, Hassell, Hooper, Janney and Roos.

Absent: Mr. Landes

On motion of Mr. Crowe, seconded by Mr. Hooper, minutes of the meeting of February 19, 1976, were approved.

On motion of Mr. Crowe, seconded by Mr. Hooper, permits issued from February 19, 1976, to March 17, 1976, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Hooper, that cancellation of permits from February 19, 1976, to March 17, 1976, inclusive, as shown by records of the Department, be approved. Motion carried.

The Chairman told the Commission of the recently adjourned session of the General Assembly, stating that the highway budget had been left practically intact, with the only change being in the field of mass transit. He also said that the Department had received no additional funds from the General Assembly this session.

On motion of Mr. Hassell, seconded by Mr. Janney, the Commission approved a recommendation by the Department that property damage insurance on the Hampton Roads Bridge Tunnel, the James River Bridge, the Robert O. Norris Bridge and the George P. Coleman Bridge be discontinued June 1, 1976, the date on which the tolls will be removed from these facilities. After that date, the Department will be self-insured for these structures.

A discussion followed relative to the limits of liability insurance carried by the Department, and a request was made by Mr. Fugate that Mr. Roos's Toll Road Committee study these limits to see if an increase is in order.

On motion of Mr. Beeton, seconded by Mr. Janney, the Commission voted to permit access by car pools of four or more persons on the Shirley Highway Reversible Lanes at Eads Street.

3-18-76

Moved by Mr. Crowe, seconded by Mr. Hooper,
that the Commission confirm letter ballot action on bids received
February 24 and 25, 1976, and March 3, 1976, on the following projects:

S. Delphina Avenue, Project U000-136-103, C-501, B-603; 102, C-501;
0624-007-170, C-501

0.721 MI. S. SCL Waynesboro - 0.093 MI. N. Int. 250, Augusta County and
City of Waynesboro. Award of contract to low bidder, Rock Excavators,
Inc., Amherst, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,433,968.63	\$1,550.00
10% for engineering and additional work	243,396.86	155.00
Work by State Forces	13,110.00	
Railroad	33,500.00	
Flagging	300.00	
Amount chargeable to project	2,725,980.00	
Acct. Rec. City of Waynesboro - \$386,675.70		
\$253,000.00 to be provided for in 1976-77 & Subsequent Years' Budgets.		

Route 17, Project 0017-046-102, B-601 CONTR. 6

Demolition of Approach Trestles - Route 17 over James River, Isle of
Wight County. Award of contract to low bidder, McLean Contracting
Company, Baltimore, Maryland.

Bid	\$1,362,800.00
10% for engineering and additional work	136,280.00
Amount chargeable to project	1,499,080.00

Route 50, Project 0050-000-109, C-501, B-605

0.288 MI. E. Int. George Mason Dr. - 0.239 MI. W. Int. George Mason Dr.,
Arlington County. Award of contract to low bidder, Warren Brothers Company,
A Division of Ashland Oil, Inc., Richmond, Virginia, and Moore Brothers
Company, Inc., Verona, Virginia, and Wiley N. Jackson Company, Roanoke,
Virginia, and Talbott-Marks Company, Inc., Clarksville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,166,200.15	\$128,390.00
10% for engineering and additional work	316,620.01	12,839.00
Work by State Forces	6,327.00	
Amount chargeable to project	3,630,376.00	
Acct. Rec. County of Arlington - \$135,575.00		
\$994,801.00 to be provided for in Future Urban Construction Allocations.		

3-18-76

Route 64, Project 0064-965-102, C-501, B-601, B-602, B-603, B-604, B-605, B-606, B-607, B-608, B-609

Tidewater Drive, Chesapeake Blvd. & North Hampton Blvd. Interchanges, City of Norfolk. Award of contract to low bidder, E. V. Williams Company, Inc., and Williams Paving Company, Inc., Norfolk, Virginia.

Bid	\$2,666,786.11
10% for engineering and additional work	266,678.61
Work by State Forces	11,054.00
Amount chargeable to project	2,944,519.00

Route 77, Project 0077-017-101, B-620, B-624, B-625, B-630, B-633, B-642

Bridges over Reloc. 705, 58 and 620 over 77, Carroll County. Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Virginia.

Bid	\$1,637,498.90
10% for engineering and additional work	163,749.89
Amount chargeable to project	1,801,249.00

\$1,801,249.00 to be provided for in future Interstate Construction Allocations.

Route 77, Project 0077-098-101, B-611, B-612

Bridges over N & W Rwy., New River & Rte. 52, Wythe County. Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Virginia, and Bowers Construction Company, Raleigh, North Carolina.

Bid	\$8,384,983.80
10% for engineering and additional work	838,498.38
Work by State Forces	550.00
Railroad	1,103.90
Flagging	6,154.00
Amount chargeable to project	9,231,290.00

\$5,698,244.00 to be provided for in future Interstate Construction Allocations.

Route 81, Project 0081-034-701, M-800

Addition to and Renovation of Information Center Rest Area Building - Approx. 3.9 Mi. S. of Virginia-West Virginia State Line, Frederick County. Award of contract to low bidder, H & W Construction Company, Inc., Winchester, Virginia.

Bid (Capital Outlay)	\$37,850.00
10% for engineering and additional work	3,785.00
Amount chargeable to project	41,635.00

3-18-76

Route 123, Project 0123-076-106, C-501

Int. 123 & 641, Prince William County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$101,224.80
10% for engineering and additional work	10,122.48
Work by State Forces	2,656.00
Amount chargeable to project	114,003.00

\$11,003.00 to be provided for in 1976-77 Primary Construction Allocations.

Route 161, Project 0161-043-103, C-501

Drainage Improvements Lakeside Avenue - Clark Street - Oakwood Lane, Henrico County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$88,356.20
10% for engineering and additional work	8,835.62
Amount chargeable to project	97,192.00
Acct. Rec. City of Richmond - \$176.00	

\$39,516.00 to be provided for in 1976-77 and 1977-78 Primary Construction Allocations.

Route 460, Project 6460-035-113, C-506, B-610, B-611

0.765 Mi. W. New River Bridge - 0.459 Mi. W. Int. 100, Giles County. Award of contract to low bidder, Fairfield Bridge Company, Inc., Staunton, Virginia.

Bid	\$2,689,314.12
10% for engineering and additional work	268,931.41
Work by State Forces	11,000.00
Railroad	34,590.00
Flagging	7,756.00
Amount chargeable to project	3,011,592.00

Route 644, Project 0644-029-197, C-503

1.629 Mi. E. Int. 95 - 0.033 Mi. E. Int. S. Van Dorn Street (613), Fairfax County. Award of contract to low bidder, Shirley Contracting Corp., Alexandria, Virginia.

Bid	\$778,163.05
10% for engineering and additional work	77,816.30
Work by State Forces	1,060.00
Utilities	46,933.00
Amount chargeable to project	903,972.00
Acct. Rec. Co. of Fairfax - \$55,437.22	

3-18-76

Route 686, Project 0685-071-202, C-501, B-636

0.129 Mi. W. Int. 686 & 682 - 0.061 Mi. E. Int. 686 & 682, Pittsylvania County. Award of contract to low bidder, Vecellio & Associates, Inc., Salem, Virginia.

Bid	\$177,007.18
10% for engineering and additional work	17,700.71
Work by State Forces	3,245.00
Amount chargeable to project	197,953.00

\$148,465.00 provided from Federal Bridge Replacement Funds.

Project 5501-128-101, C-501

Traffic Signal System - Central Business District, Various Streets, City of Roanoke. Award of contract to low bidder, Fischbach & Moore, Inc., New York, New York.

Bid	\$1,176,729.00
10% for engineering and additional work	117,672.90
Utilities	12,310.00
Project Coordinator	15,000.00
Amount chargeable to project	1,321,712.00

\$736,712.00 to be provided for in future Urban Construction Allocations.

Main Street, Project 5503-121-103, C-501

0.107 Mi. W. Int. Jefferson Avenue - 0.029 Mi. N. Int. McLawhorne Dr. and three additional Intersections, City of Newport News. Award of contract to low bidder, E. W. Muller Contractor, Inc., Newport News, Virginia.

Bid	\$427,619.80
10% for engineering and additional work	42,761.98
Work by State Forces	7,480.00
Amount chargeable to project	477,862.00

Acct. Rec. City of Newport News - \$71,679.26

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Hooper, that the Commission confirm letter ballot action rejecting bids received February 25, 1976, and authorize readvertisement of these projects:

Route 81, Project 0081-082-112, L-801

Rest Area Buildings and Related Items - S. of Shenandoah-Rockingham CL, Rockingham County. Low bid - 11.8% over estimate.

3-18-76

Route 633, Project 0633-040-134, M-501, B-622

Bridge & Approaches over Fontaine Creek, Greensville County. Low bid - 24.2% over estimate.

MOTION CARRIED

that Moved by Mr. Beeton, seconded by Mr. Hall,

WHEREAS, Route 15-29 in Culpeper County has been altered and reconstructed as shown on plans for Project 6016-023-106, C-501; and

WHEREAS, one section of the old road is recommended to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 2.59 miles of old location of Route 15-29, shown in red and designated as Section 10 on the plat dated January 10, 1975, Project 6016-023-106, C-501, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Beeton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Petersburg for additions and deletions of streets subject to maintenance payments, and meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Petersburg on additional streets, totaling 2.34 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additions and deletions are described on attached tabulation sheets numbered 1 and 2, dated October 1, 1975.

These additions, totaling 2.34 miles and deletions of 0.50 mile, for a net addition of 1.84 miles, increase the total mileage in the City of Petersburg from 145.51 miles to 147.35 miles of approved streets subject to payment.

MOTION CARRIED

**ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY City of Petersburg
LANE

TOTAL ADDITIONAL/MILEAGE REQUESTED 5.03

1975

SUBMITTED BY THE CITY OR TOWN (Date SEPT. 5.) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9-15-75)

NAME OF STREET	FROM TO		R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	(If widths vary list each change)					RT.	LT.			
Bermuda St.	Varina Ave.	Chuckatuck Ave.	50'	30'	.025	No	No	6" Gr.	PM	2
Bradford La.	Normandy Dr.	Francis St.	50'	36'	.136	No	No	6" Gr.	ST	2
Brierwood Rd.	Bogese Dr.	South end	50'	20'	.400	No	No	6" Gr.	ST	2
Flynn La.	Normandy Dr.	Francis St.	50'	36'	.151	No	No	6" Gr.	ST	2
Francis St.	North end	South end	50'	36'	.184	No	No	6" Gr.	ST	2
Homestead Dr.	Johnson Rd.	Anderson Elem.	50'	36'	.350	Yes	Yes	6" Gr.	PM	3
Normandy Dr.	Wagner Rd.	Bradford La.	60'	36'	.379	No	No	6" Gr.	ST	2
Oakwood Cir.	East end	South end	50'	36'	.278	No	No	6" Gr.	ST	2
Oakwood Ct.	Oakwood Cir.	West end	60'R	36'	.038	No	No	6" Gr.	ST	2
Roberson St.	Normandy Dr.	Francis St.	50'	36'	.208	No	No	6" Gr.	ST	2
Sedgwick St.	Morton Ave.	South end	50'	30'	.113	No	No	6" Gr.	ST	2
Walta Cir.	Roberson St.	North end	50'R	36'	.072	No	No	6" Gr.	ST	2

SIGNED [Signature]
Dept. of Highways Engineer

3-18-76

Moved by Mr. Beeton, seconded by Mr. Hall.
that

WHEREAS, Route 19 in Russell County has been altered and reconstructed as shown on plans for Project 6019-083-105, C-501; and

WHEREAS, two sections of the old road are no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof, and two sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.36 mile of old Route 19, shown in yellow and designated as Sections 1 and 4 on the plat dated July 14, 1975, Project 6019-083-105, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 2.43 miles of old Route 19, shown in red and designated as Sections 2 and 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Beeton,
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Galax for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Galax on additional streets, totaling 2.66 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 and 2, dated January 1, 1976.

These additions, totaling 2.66 miles, increase the total mileage in the City of Galax from 41.48 miles to 44.14 miles of approved streets subject to payment.

MOTION CARRIED

**ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY City of Galax

TOTAL ADDITIONAL MILEAGE REQUESTED 2.66 Mi.
(5.32 Lane Miles)

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-5-76)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
(1) <u>Mt. View Ave.</u>	<u>Int. Sexton Street.</u> <u>Int. Fries Rd.</u>		50'	24'	0.20	Yes	Yes	6" C.R.	2" plant mix	2
(2) <u>Ash St.</u>	<u>Int. Matthews St.</u> <u>Int. E. Grayson St.</u>		30'	16'	0.08	Yes	Yes	"	Double P. & S.	2
(3) <u>Taylorwood Rd.</u>	<u>Int. Hazelwood Dr.</u> <i>Southeast to</i> <u>Corp Limits</u>		30'	16'	0.15	"	"	"	"	2
(4) <u>Mill Creek Rd.</u>	<u>Glendale Rd.</u> <u>N. Corp. Limits</u>		30'	16'	0.35	"	"	"	"	2
(5) <u>E. Grayson St.</u>	<u>Int. Ash St.</u> <u>Int. Elm St.</u>		30'	16'	0.06	"	"	"	2" plant mix	2
(6) <u>Holly St.</u>	<u>Int. Dogwood St.</u> <u>0.02 mi. N. Int. Dogwood St.</u>		50'	30'	0.02	"	"	"	Double P. & S.	2
(7) <u>Dogwood St.</u>	<u>Int. Cedar St.</u> <u>Int. Holly St.</u>		50'	30'	0.02	"	"	"	"	2
(8) <u>Moore La.</u>	<u>Int. Hwy St.</u> <u>Int. John St.</u>		50'	30'	0.11	"	"	"	"	2
(9) <u>Rhody St.</u>	<u>Int. Kipling La.</u> <u>Int. Moore La.</u>		50'	30'	0.08	"	"	"	"	2
(10) <u>Skyview Dr.</u>	<u>Int. Oldtown Rd.</u> <u>Int. Country View Dr.</u>		50'	30'	0.20	"	"	"	"	2
(11) <u>Greenhaven Dr.</u>	<u>Int. Fries Rd.</u> <u>Int. Scotland Dr.</u>		50'	30'	0.26	"	"	"	"	2
(12) <u>Scotland Dr.</u>	<u>Int. Greenhaven Dr.</u> <u>Int. Kenbrook Dr.</u>		50'	30'	0.07	"	"	"	"	2
(13) <u>Windsor Dr.</u>	<u>Int. Taylorwood Rd.</u> <i>South to</i> <u>Dead End</u>		50'	30'	0.18	"	"	"	2" plant mix	2

SIGNED

W. M. K. [Signature]

Dept. of Highways' Engineer

October 1, 1975

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Buena Vista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED $\frac{1.68 \times 2 = 3.36 \text{ lane miles}}{3.14}$

SUBMITTED BY THE CITY OR TOWN (Date 7/18/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10/15/75)

NAME OF STREET	FROM TO (if widths vary list each change)	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
✓ 13th St.	Maple Ave - Birch Avenue	60	18	0.05	yes yes	stone	S.T.	two
✓ 13th St.	Pine Ave - E. Corp. limits	60	20	0.06	yes yes	stone	S.T.	two
✓ 11th St.	Cedar - Hawthorn Alley between	60	20	0.06	yes yes	stone	S.T.	two
✓ 20th St.	Hawthorn - Spruce - Holly	60	22	0.16	yes yes	stone	P.M.	two
✓ Birch	25th - 26th	60	30	0.08	yes yes	stone	P.M.	two
✓ Pine	23rd - 25th	60	21	0.17	yes yes	stone	S.T.	two
✓ 32nd.	300 ft. East of Catalpa - Locust Ave.	60	19	0.20	yes yes	stone	S.T.	two
✓ 35th	Catalpa - Locust	60	36	0.11	No. no	stone	S.T.	two
✓ 38th	Lombardy - Catalpa	60	30	0.11	yes yes	stone	S.T.	two
39th	Lombardy - Catalpa	60	18	0.11	yes yes	stone	S.T.	two
✓ 36th	Locust - Catalpa	60	30	0.11	yes no	stone	S.T.	two
✓ Locust	34th - 36th	60	20	0.12	yes yes	stone	S.T.	two
✓ 25th	alley between Spruce - Laurel & Hickory	60	30	0.16	no yes	stone	P.M.	two

SIGNED M. C. The Council
Dept. of Highways' Engineer

**ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

MUNICIPALITY Buena Vista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED 9.50 x 2 = 19
Lane Miles

SUBMITTED BY THE CITY OR TOWN (Date 10/13/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10/15/75)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of L available for peak hour Tr
						RT. (Yes or No)	Lt.			
✓ Cedar Avenue	400 ft. North 14th Street	16th St.	60	24'	0.23	yes	yes	stone	S.T.	two
✓ 15th Street	Cedar	Hawthorne	60	20'	0.05	yes	yes	stone	S.T.	two
✓ Woodland Ave.	4th St.	9th St.	50	22'	0.25	yes	yes	stone	S.T.	two
✓ 6th Street	Woodland Ave.	Poplar Ave.	50	20'	0.09	yes	yes	stone	S.T.	two
✓ 5th Street	Linden Ave.	Elm Ave.	50	30'	0.06	yes	yes	stone	S.T.	two

SIGNED *M. C. McLaughlin*
Dept. of Highways' Engineer

3-18-76

Moved by Mr. Hall, seconded by Mr. Beeton,
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Blacksburg for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets, totaling 1.51 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payment are described as follows:

- Murphy Street - From Giles Road to East Corporate Limits 0.14 Mile
- Price Street - From Murphy Street South to Blacksburg Heights Subdivision 0.11 Mile
- Neil Street - From Giles Road to East Corporate Limits 0.10 Mile
- University City Boulevard - From End of Present Maintenance to Beginning of Present Maintenance 0.05 Mile
- Prisrose Drive - From Carroll Drive to Walnut Drive 0.21 Mile
- Cambridge Road - From Tall Oaks Drive to Methwood Boulevard 0.29 Mile
- Elizabeth Drive - From Broce Drive to Lora Lane 0.22 Mile
- Lora Lane - From Elizabeth Drive to Broce Drive 0.18 Mile
- Summit Drive - From Lora Lane East to Dead End 0.11 Mile
- Golfview Drive - From Elizabeth Drive Southeast to Dead End 0.10 Mile

These additions, totaling 1.51 miles, increase the total mileage in the Town of Blacksburg from 68.91 miles to 70.42 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Hall,
that

WHEREAS, Route 250 in Augusta County has been altered and reconstructed as shown on plans for Project 0250-007-105, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.46 mile of old Route 250, shown in blue and designated as Sections 1, 2, 3, 4 and 5 on the plat dated October 8, 1975, Project 0250-007-105, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

3-18-76

that Moved by Mr. Fralin, seconded by Mr. Glass,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the James River High School, Buchanan, Virginia, on February 17, 1976, at 2:00 p.m., for the purpose of considering the proposed Bridge and Approaches over James River on Route 630 at Springwood, Virginia, in Botetourt County, State Project 0630-011-150, C-501, B-635; Federal Project RS-1525(); and

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

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

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

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Baeton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Richmond for additions and deletions of streets subject to maintenance payments, and meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be reduced for a net reduction of 0.03 mile from the "Other Streets" mileage applicable to the aforementioned section of the Code, in the City of Richmond, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additions and deletions are described on attached tabulation sheets numbered 1 through 3, dated January 1, 1976.

These additions, totaling 0.43 mile and deletions of 0.46 mile, for a net deletion of 0.03 mile, decrease the total mileage in the City of Richmond from 697.50 miles to 697.47 miles of approved streets subject to payment.

MOTION CARRIED

**ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1971 AMENDMENT**

MUNICIPALITY: City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED See X-

SUBMITTED BY THE CITY OR TOWN (Date 1/25/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date JAN 27 1970)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
Bellevue Ave Extension	Old Brook (Relocated)	Forest Lawn Rd	66'	44'	0.11	No	No	Aggr.	Asphalt	2
Cheatwood Ave	Bellevue Extension	Old Piney Rd	50'	32'	0.10	No	No	Aggr.	Asphalt	2
Lincoln Ave	Piney Rd - 172' E. of Piney Rd		50'	31'	0.03	No	No	Aggr.	Asphalt	2
Lincoln Ave	250' E. of Piney ^{Mass Side Ave} - 368 E. of Piney ^{Mass Side Ave}		50'	31'	0.02	No	No	Aggr.	Asphalt	2
Maqqie Walker Ave	Piney Rd (Relocated)	86' E. of Piney Rd	50'	32'	0.02	No	No	Aggr.	Asphalt	2
Piney Rd (Relocated)	Maqqie Walker	Lincoln	50'	32'	0.05	No	No	Aggr.	Asphalt	2
Piney Rd (Relocated)	Lincoln	Cheatwood	50'	32'	0.05	No	No	Aggr.	Asphalt	2
Piney Rd (Relocated)	Cheatwood	Acron	50'	32'	0.05	No	No	Aggr.	Asphalt	2
					0.93					

Deletional Mileage 0.92 - Additional Mileage 0.86 = 0.06 Deletional Mileage
 SIGNED M. G. Browder
 Dept. of Highways Engineer

SECTION 22.145 OF THE CODE OF ORDINANCES, CITY OF RICHMOND

MUNICIPALITY City of Richmond

TOTAL ~~ADDITIONAL~~ MILEAGE REQUESTED 0.08

SUBMITTED BY THIS CITY OR TOWN (Date 11-20-75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date Jan 27 1976)

MILEAGE	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
							RT. (Yes or No)	LT.			
0.38	Akron St.	Moss Side - ECL				0.19					
0.02	Cheatwood Ave.	End of St. east of Moss Side				0.01					
0.04	Corbin St.	End of St. north of Jasper				0.02					
0.04	Jasper St.	Moss Side - Forest Lawn Rd.				0.02					
0.04	Maggie Walker Ave.	End of St. - Horse Swamp Creek				0.02					
0.16	Piney Rd.	Akron - Ross St.				0.08					
0.12	Rosemary St.	Taft St. - North end of St.				0.06					
0.12	Ross St.	Piney Rd. - end of St.				0.06					
0.92						0.46					

SIGNED [Signature]
 Dept. of Highways Engineer

**ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

Note!

Streets to be widened _____
 No TOTAL ADDITIONAL MILEAGE REQUESTED _____
 MUNICIPALITY City of Richmond

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
Axron St	Piney Rd - Corbin		50'	31'	0.19	No	No	Aggr.	Asphalt	2
Chestwood Ave	Piney Rd - 400' E. Moss Side Ave		50'	32'	0.36	No	No	Aggr.	Asphalt	2
Corbin St	North Ave - End of St		50'	32'	0.41	No	No	Aggr.	Asphalt	2
Jasper St	Alley W. of Corbin - Moss Side		50'	32'	0.09	No	No	Aggr.	Asphalt	2
Lincoln Ave	Booker St. - 250' E. of Moss Side		50'	31'	0.29	No	No	Aggr.	Asphalt	2
Maggie Walker Ave	Booker - End of St.		50'	32'	0.48	No	No	Aggr.	Asphalt	2
Moss Side Ave	North Ave - Jasper		50'	32'	0.42	No	No	Aggr.	Asphalt	2
Oak Park Ave	Piney Rd - Corbin		50'	31'	0.14	No	No	Aggr.	Asphalt	2
Piney Rd	North Ave - Axron		50'	32'	0.19	No	No	Aggr.	Asphalt	2
Rex Ave	Piney Rd - Corbin		50'	31'	0.17	No	No	Aggr.	Asphalt	2

SIGNED J. Brantley, Jr.
 Dept. of Highways Engineer

3-18-76

that Moved by Mr. Hall, seconded by Mr. Benton,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Herndon for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Herndon on additional streets, totaling 0.86 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payment are described as follows:

- Redwood Place - From Sterling Road to Redwood Court 0.05 Mile
- Redwood Court - From Northwest of Redwood Court to Southeast of Redwood Court 0.14 Mile
- Dulles Place - From Herndon Parkway to Magnolia Lane 0.16 Mile
- Dulles Court - From Dulles Place North to End 0.03 Mile
- Bond Street - From Crestview Drive Northwest to End 0.20 Mile
- Ferris Avenue - From Crestview Drive West to End 0.06 Mile
- Autumn Place - From Alabama Drive to Summerfield Drive 0.07 Mile
- Herndon Parkway - From 215' South of Dulles Place to 576' North of Dulles Place 0.15 Mile

These additions, totaling 0.86 mile, increase the total mileage in the Town of Herndon from 20.51 miles to 21.37 miles of approved streets subject to payment.

NOTION CARRIED

that Moved by Mr. Janney, seconded by Mr. Fralin,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Maury Elementary School, Fredericksburg, Virginia, on February 12, 1976, at 7:30 p.m., for the purpose of considering the proposed location of Route 3 (East-West Connector) from 0.95 mile west of the Route 1 Bypass to existing Route 3 southeast of Fredericksburg in the City of Fredericksburg and Stafford County, State Projects 0003-111-102, C-501; 0003-089-104, C-501; Federal Projects US-112-2(1); RS-156(7); 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 projects as presented, and their statements being duly recorded; and

3-18-76

WHEREAS, the economic, social and environmental effects of the proposed projects 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 of these projects be approved in accordance with the plan as proposed and presented for Line 1 at the said location public hearing by the Department's engineers, including the realignment of Westmont and Westwood Drives at their intersection with Route 3; and

BE IT FURTHER RESOLVED, that these projects, as described above, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with the Highway and Transportation Commission's policy; and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-34 of the 1950 Code of Virginia, as amended, the proposed new location herein approved, approximately 2.3 miles, be added to the Primary System of Highways.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Beeton,
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Bedford for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Bedford on additional streets, totaling 0.56 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described as follows:

Bowling Drive	- From Lyle Street Northwest to End	0.12 Mile
Morgan Street	- From Original End to Bowling Drive	0.03 Mile
Watson Place	- From Original End West to Cul-de-sac	0.03 Mile
Woodhaven Drive	- From Route 460 West to SCL	0.28 Mile
Grandview Road	- From North Hills Road to NCL	0.02 Mile
Foot Hill Road	- From North Hills Road to NCL	0.04 Mile
Industrial Access Road	- From Macon Street to Wheelabrator Frye Entrance	0.04 Mile

These additions, totaling 0.56 mile, increase the total mileage in the City of Bedford from 27.09 miles to 27.65 miles of approved streets subject to payment.

MOTION CARRIED

3-18-76

that **Moved by Mr. Hooper,** **seconded by Mr. Beeton,**

WHEREAS, by proper resolutions, the Boards of Supervisors of Goochland, Loudoun, Pittsylvania, Prince William and Sussex Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

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

Goochland County	- Route 624 from 0.35 mile south of Route 650 to dead end	0.36 Mile
Loudoun County	- Route 1494 (East Holly Avenue) from Route 1496 to Route 679	0.02 Mile
Pittsylvania County	- Section 2 of old location Route 869 from Station 69+00 to Station 92+40, Project 0869-071-173, C-501	0.49 Mile
Prince William County	- Sections 1, 2, 3, 4, 5 and 6 of old location Route 663 from Station 63+00 to Station 146+00, Project 0663-076-156, C-501	1.63 Miles
	Section 7 of old location Route 770 from Station 44+50 to the new connection opposite Station 41+80, Project 0663-076-156, C-501	0.06 Mile
	Section 8 of old location Route 610 from Station 164+80 to the new connection opposite Station 163+20, Project 0663-076-156, C-501	0.04 Mile
	Section 9 of old location Route 706 from Station 166+35 to the new connection opposite Station 167+25, Project 0663-076-156, C-501	0.05 Mile
	Section 10 of old location Route 642 from Station 208+00 to the new connection opposite Station 204+50, Project 0663-076-156, C-501	0.09 Mile

3-18-76

- Prince William County - Section 2 of old location Route 674 from Station 59+00 northwesterly 0.07 mile to the new connection opposite Station 57+20, Project 0674-076-155, C-501 0.07 Mile
- Section 3 of old location Route 621 from Station 59+00 southwesterly 0.09 mile to the new connection opposite Station 57+20, Project 0674-076-155, C-501 0.09 Mile
- Sussex County - Section 1 of old location Route 653 from Station 30+00 northeasterly 0.12 mile, Project 0653-091-135, C-501 0.12 Mile

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Jannay,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the John I. Burton High School Auditorium on Kentucky Avenue, Norton, Virginia, on October 9, 1975, at 7:30 p.m., for the purpose of considering the proposed design of Alternate Route 5B from 0.573 mile west of proposed Route 23 to 0.612 mile east of the East Corporate Limits of Norton in the City of Norton and Wise County, State Projects 6058-146-104, C-501; 6058-097-108, C-501; Federal Project RF-RFG-05-1(29); 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 projects as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of these projects be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers.

MOTION CARRIED

3-18-76

Moved by Mr. Hooper, seconded by Mr. Crowe,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Danieltown Community Center located on Route 46 in Danieltown on February 20, 1974, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 46 from 0.92 mile north of the Norfolk and Western Railway to 0.92 mile south of the Norfolk and Western Railway in Brunswick County, State Project 0046-012-104, C-501; Federal Project S-252(); 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, amended to use Alternate "A" which is to shift the alignment so as to cross the Norfolk and Western Railway about 900 feet further east and with reversed curves tie back to Route 46 just south of the existing underpass and to shift the Route 137 connection to the south to tie into proposed Route 46 about 700 feet south of the Norfolk and Western Railway with a stop condition.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Janney,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FPM 7-7-5, a design public hearing was held in the John I. Burton High School Auditorium on Kentucky Avenue, Norton, Virginia, on October 9, 1975, at 7:30 p.m., for the purpose of considering the proposed design of Route 23 from 0.858 mile east of the West Corporate Limits of Norton to 1.23 miles south of the South Corporate Limits of Wise in the City of Norton and Wise County, State Projects 6023-146-102, C-501; 6023-097-114, C-503; Federal Project APD-020-1(23); 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 projects as presented, and their statements being duly recorded; and

3-18-76

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of these projects be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers, amended to include an interchange with existing Route 23 (Esserville) south of Wise.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Hooper.

that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the McKenney Town Hall, McKenney, Virginia, on January 28, 1976, at 10:00 a.m., for the purpose of considering the proposed Bridge and Approaches over Nottoway River on Route 610 from 0.371 mile south of the Dinwiddie-Brunswick County Line to 0.633 mile north of the Dinwiddie-Brunswick County Line in Brunswick and Dinwiddie Counties, State Projects 0610-012-147, C-501, C-502, 0610-026-171, C-501, C-502; 0610-026-172, B-640; Federal Projects RS-1681() and BR-RS-1681(1); and

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

WHEREAS, the economic, social and environmental effects of the proposed projects 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 these projects be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to change the alignment to follow more closely along the existing road.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Baeton,

that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Alexandria for maintenance payments on additional streets meeting required standards;

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NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Alexandria on additional streets, totaling 1.00 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described as follows:

Louis Place	- From Howard Street West to Cul-de-sac	0.08 Mile
Drive "B"	- From Dawes Avenue to Fillmore Avenue	0.16 Mile
Drive "C"	- From Dawes Avenue to North Beauregard Street	0.30 Mile
North Union Street	- From Oronoco Street to Pendleton Street	0.07 Mile
Pendleton Street	- From Union Street to North Fairfax Street	0.12 Mile
Maris Avenue	- From North Van Dorn Street South to End	0.15 Mile
Moss Place	- From South Fort Worth Avenue North to Cul-de-sac	0.12 Mile

These "Other Streets" additions, totaling 1.00 mile, increase the total "Other Streets" mileage in the City of Alexandria from 177.79 miles to 178.79 miles of approved streets subject to payment.

MOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Beeton,

WHEREAS, the Highway and Transportation Commission is authorized to make certain payments to cities for street purposes; and

WHEREAS, the Highway and Transportation Commission has selected certain streets within the corporate limits of the City of Poquoson for such payments; and

WHEREAS, due to the construction of Project 0171-147-102, C-501, in the City of Poquoson the rerouting of Routes 171 and 172 needs to be revised;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia of 1950, as amended, the addition and deletion of mileage for payment on the Primary Route Extensions within the City of Poquoson be approved as follows, effective January 1, 1976, for quarterly payment due after March 31, 1976:

Primary Extension Addition

Relocated Route 171 - From WCL Poquoson to Messick Point 5.95 Miles

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Primary Extension Deletions

Existing Route 171 - From WCL Poquoson to Route 172	1.60 Miles
Existing Route 172 - From Old Route 171 to Messick Point	5.28 Miles

This Primary Extension addition of 5.96 miles and deletions of 6.78 miles, with a net deletion of 0.83 mile, will decrease the Primary Extension mileage from 8.96 miles to 8.12 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia of 1950, as amended, mileage adjustments for the additions and deletion subject to payments on "Other Streets" to the City of Poquoson, due to the Primary Extension changes, be approved as follows, effective January 1, 1976, for quarterly payment due after March 31, 1976:

"Other Streets" Additions

Old Route 171 - From WCL Poquoson to Poquoson Road	1.50 Miles
Poquoson Road - From Mythe Creek Road to Little Florida Road	1.56 Miles

"Other Streets" Deletion

Little Florida Road - From Mythe Creek Road to Poquoson Road 1.44 Miles

These "Other Streets" additions, due to the primary changes, of 3.06 miles and deletion of 1.44 miles, with a net addition of 1.62 miles, will increase the "Other Streets" mileage in the City of Poquoson from 28.95 miles to 30.57 miles of approved streets subject to payment.

NOTION CARRIED

that Moved by Mr. Hall, seconded by Mr. Glass,

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission 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

WHEREAS, the Board of Supervisors of Washington County has by resolution requested the use of industrial access funds to provide adequate access to the new facilities of HBA Cast Products Company, Vermont American, Owens Manufacturing Company, and Carboloy (GE) Systems, located within the Bristol-Washington County Industrial Park off Route 1717 in Washington County, estimated to cost \$47,500; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$47,500 from the 1975-76 industrial access fund be allocated to provide adequate access to the new facilities of HBA Cast Products Company, Vermont American, Owens Manufacturing Company, and Carboloy (GE) Systems, located within the Bristol-Washington County Industrial Park off Route 1717 in Washington County, Project 1717-095-174, C-501, contingent upon the right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Beeton,
that

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Winchester for additions of streets meeting required standards subject to maintenance payments and deletions of previously approved streets;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Winchester on additional streets, totaling 2.04 miles, and meeting required standards under the aforementioned section of the Code, and the deletions of 0.24 mile of two sections of approved streets which are a part of a new street, effective January 1, 1976, for quarterly payment due after March 31, 1976. The additions and deletions are described as follows:

"Other Streets" Additions

First Street	- From Papermill Road to Summit Avenue	0.15 Mile
Second Street	- From Papermill Road to Summit Avenue	0.25 Mile
Butler Avenue	- From Beau Street to 110' North of Green Street	0.15 Mile
Green Street	- From End Existing Street to 104' West of Butler Avenue	0.06 Mile
Hillman Avenue	- From Cedar Creek Grade South to End	0.16 Mile
Pleasant Valley Road	- From Berryville Avenue to Millwood Avenue	1.27 Miles

"Other Streets" Deletions

East Street	- From National Avenue South to Cul-de-sac	0.01 Mile
Greenwalt Avenue	- From Woodstock Lane to Cork Street	0.23 Mile

These "Other Streets" additions, totaling 2.04 miles and "Other Streets" deletions of 0.24 mile, for a net addition of 1.80 miles, increase the total "Other Streets" mileage in the City of Winchester from 59.08 miles to 60.88 miles of approved streets subject to payment.

MOTION CARRIED

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Moved by Mr. Roos, seconded by Mr. Hassell.
that

WHEREAS, the Highway and Transportation Commission is authorized to make certain payments to cities for street purposes; and

WHEREAS, the Highway and Transportation Commission has selected certain streets within the Corporate Limits of the City of Williamsburg for such payments; and

WHEREAS, the City of Williamsburg has requested the Virginia Department of Highways and Transportation to transfer a section of Route 5 to "Other Streets" status within the City;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia of 1950, as amended, the deletion of mileage for payment on the Primary Route Extensions within the City of Williamsburg be approved as follows, effective January 1, 1976:

Primary Extension Deletion

Existing Route 5 - From WCL Williamsburg east to Route 31 0.40 Mile

The Primary Extension mileage due to this deletion decreases by 0.40 mile, from 10.67 miles to 10.27 miles effective January 1, 1976, for the quarterly payment due after March 31, 1976; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia of 1950, as amended, mileage adjustments for the addition subject to payment on "Other Streets" to the City of Williamsburg due to the Primary Extension deletion be approved as follows, effective January 1, 1976, for the quarterly payment due after March 31, 1976:

"Other Streets" Addition

Existing Route 5 - From WCL Williamsburg east to Route 31 0.40 Mile

This addition, due to the primary changes, of 0.40 mile will increase the "Other Streets" mileage in the City of Williamsburg from 23.52 miles to 23.92 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Hassell,
that

WHEREAS, a request has been made by the City of Williamsburg Officials to reroute a section of State Route 5 over State Route 199 in James City County and the City of Williamsburg; and

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WHEREAS, approval of this requested change would necessitate a section of existing State Route 5 between State Route 199 and the West Corporate Limits of the City of Williamsburg being transferred to the Secondary System of Highways; and

WHEREAS, the City of Williamsburg Officials, the James City County Board of Supervisors and our Highway engineers concur in these changes;

NOW, THEREFORE, BE IT RESOLVED, that State Route 5 shall be rerouted over State Route 199 from its intersection with State Route 199 in James City County southeasterly to intersect with State Route 31 in the City of Williamsburg and for continuity shall thence extend over State Route 31 northeasterly to intersect with existing State Route 5 in the City of Williamsburg; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the 1950 Code of Virginia, as amended, the portion of existing State Route 5 between State Route 199 and the West Corporate Limits of the City of Williamsburg and located in James City County, length 0.08 mile, shall be transferred to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Frahn, seconded by Mr. Glass,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission 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

WHEREAS, the City Council of Bedford has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Armour Food Company, located off Route 122 in the City of Bedford, estimated to cost \$37,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$37,000 from the 1975-76 industrial access fund be allocated to provide access to the proposed new facility of Armour Food Company, located off Route 122 in the City of Bedford, Project 9999-141-102, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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Moved by Mr. Roos, seconded by Mr. Beeton,
that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads and bikeways to public recreational areas and historical sites be provided by using highway funds ..."; provides highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Surry County has by resolution requested the use of recreational access funds to provide adequate access to the Chippokes State Park, located off Route 634 in Surry County, estimated to cost \$320,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$260,000 from the 1975-76 recreational access fund be allocated to assist in providing adequate access to the Chippokes State Park, located off Route 634 in Surry County, Project 0634-090-141, C-501, contingent upon (1) the right of way and adjustment of utilities being provided at no cost to the recreational access fund, and (2) the Commission of Outdoor Recreation's furnishing \$60,000 from other sources as its share of matching on a dollar-for-dollar basis for that portion of the estimated cost of the project over and above \$200,000, which sum is estimated to be \$60,000.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Beeton,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission 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

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WHEREAS, the Board of Supervisors of Scott County has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Norris Industries, to be located in the Duffield Industrial District Park off Route 5B-421 in Scott County west of Duffield, estimated to cost \$77,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$77,000 from the 1975-76 industrial access fund be allocated to provide access to the proposed new facility of Norris Industries, to be located in the Duffield Industrial District Park off Route 5B-421 in Scott County west of Duffield, Project 0772-084-145, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Glass,
that

WHEREAS, Harold Gordon Blundon, Jr., devoted his life to the development and maintenance of an adequate highway system in the Commonwealth of Virginia; and

WHEREAS, in the more than 40 years of his service with the Virginia Department of Highways and Transportation he rose through the ranks to such responsible positions as Secondary Roads Engineer and Director of Program Management; and

WHEREAS, throughout his career he demonstrated the highest levels of personal integrity and professional competence, and set examples of excellence which remain as standards for others; and

WHEREAS, the citizens of the Commonwealth have better highway transportation facilities today because of the dedicated public service of Harold Gordon Blundon, Jr.; and

WHEREAS, Harold Gordon Blundon, Jr., passed away unexpectedly on February 14, 1976; and

WHEREAS, the Members of the Virginia Highway and Transportation Commission share with his family and other friends a deep sense of loss and grief;

NOW, THEREFORE, BE IT RESOLVED, that this Commission does extend to the family its heart-felt sympathy and expresses in this manner its belief that the family and all of his friends should find strength and inspiration in the exceptional life of Harold Gordon Blundon, Jr.

MOTION CARRIED

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Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 7, State Highway Projects 6007-021-107, RW-201 and 6007-053-109, RW-201, the Commonwealth acquired certain lands from Della M. Hunter by deed dated May 20, 1970 as recorded in Deed Book 519, Page 102 in the Office of the Clerk of the Circuit Court of Loudoun County; and

WHEREAS, a portion of the land so acquired lies outside the normal right of way and the adjoining landowners are interested in purchasing same in order that they may more fully develop their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the north proposed right of way line of Route 7 and the north revised proposed right of way line of Route 7 from a point 68 feet opposite Station 396+04 (proposed WBL centerline Route 7) to a point 68 feet opposite Station 397+32 (proposed WBL centerline Route 7) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 616, State Highway Project 0616-087-160, C-501 the Commonwealth acquired certain land from H. W. Wade and Lizzie M. Wade by deed dated August 10, 1972 and recorded in Deed Book 204, Page 193 in the Office of the Clerk of the Circuit Court of Southampton County; and

WHEREAS, a section of Route 616 was relocated in an eastern direction from a point opposite approximate Station 26+80 (centerline Route 616) to a point opposite approximate Station 38+85 (centerline Route 616) and the new location serves the same citizens as the old location; and

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WHEREAS, at the regular meeting of the County Board of Supervisors of Southampton County held on April 28, 1975 a resolution was passed abandoning as a public road a portion of the old location of Route 616; and

WHEREAS, in order to more fully develop his land, the adjoining landowner of record has requested that the land lying between the northwest proposed right of way line of Route 616 and the northwest normal right of way line of Route 616 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the northwest proposed right of way line of Route 616 and the northwest normal right of way line of Route 616 from a point approximately 35 feet opposite approximate Station 34+00 (centerline Route 616) to a point 30 feet opposite Station 38+85 (centerline Route 616) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record at a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall.

that

WHEREAS, in connection with Route 460, State Highway Project 1935-08, the Commonwealth acquired certain lands and easements from Ripplemead Line Company, Incorporated by deed dated July 15, 1952 and recorded in Deed Book 86, Page 255; and from Ripplemead Line Company, Inc. by agreement dated November 13, 1952 and recorded in Deed Book 87, Page 183. These instruments are of record in the Office of the Clerk of the Circuit Court of Giles County; and

WHEREAS, Route 460 has been relocated and the old location of Route 460 will be incorporated into the secondary system of State Highways; and

WHEREAS, the adjoining landowner has requested that the land lying outside of a 50 foot wide right of way be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the west side of and adjacent to the west revised proposed right of way line from a point 25 feet opposite approximate survey Station 170+00 (centerline Route 460) to a point 25 feet opposite survey Station 185+04.32 (centerline Route 460) and that the land lying on the east side of and adjacent to the east revised proposed right of

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way line from a point 25 feet opposite approximate survey Station 176+00 (centerline Route 460) to a point 25 feet opposite survey Station 185+04.32 (centerline Route 460) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Pierce Street, now Morrison Boulevard, State Highway Project UD00-102-101, RW-201, the Commonwealth acquired certain lands from Louise H. Sproles and Norman J. Sproles by deed dated October 6, 1970 as recorded in Deed Book 166, Page 22 in the Clerk's Office of the Corporation Court for the City of Bristol; and

WHEREAS, in order that they may more fully develop their property, the adjoining landowners have requested that we convey to them a portion of the land, so acquired, lying outside the normal right of way limits of Morrison Boulevard; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southwest proposed right of way line of Morrison Boulevard and the southwest normal right of way line of Morrison Boulevard at a point 50 feet opposite Station 29+77.5 (office revised centerline) to a point approximately 15 feet opposite approximate Station 10+44 (centerline McNeil Street) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the land, so certified, to the adjoining landowners is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, for a consideration

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satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 81, State Highway Project 0081-081-101, RW-201, the Commonwealth acquired certain land from Cora Jackson Weaver Pultz, et al, by Certificate No. C-6398 dated July 6, 1964, case for which has been concluded, and recorded in Deed Book 280, Page 60 in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, a portion of the land so acquired lies outside the normal right of way and contains approximately 1.86 acres, which is large enough for independent development; and

WHEREAS, in order to secure the best offer, the land is to be advertised for sale by the receipt of sealed bids with the right reserved to reject any and all bids and provided the high bid received is not satisfactory to this Department, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southeast limited access line of Route 81 and the northwest normal right of way limits of Route 700 from a point 100 feet opposite approximate Station 1084+95 (N.B.L. centerline) to a point 100 feet opposite Station 1095+90 (N.B.L. centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia as amended, to the person or persons making an offer satisfactory to this Department, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, the Commonwealth acquired certain lands from John W. Rosenberger and Company, Incorporated by deed dated February 4, 1953 and

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recorded in Deed Book 226, Page 321 in the Office of the Clerk of the Circuit Court of Frederick County for use as the Winchester Headquarters Lot; and

WHEREAS, located across this lot at the time of purchase, was a ten foot wide sanitary sewer line easement belonging to the City of Winchester; and

WHEREAS, in order to enlarge the garage located on this property it is necessary for the sewer line to be relocated from manhole #2 to manhole #4, as shown on Plat R/W File #579, a distance of 139.65 feet; and

WHEREAS, the City of Winchester is agreeable to the exchange of easements and the relocation of the sewer line; and

WHEREAS, the State Highway and Transportation Commissioner has certified to the Commission that he deems it expedient to convey to the City of Winchester an easement for the relocation of the said sewer line.

NOW, THEREFORE, in accordance with the provisions of § 2.1-6 of the 1950 Code of Virginia, as amended, the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying such easement to the City of Winchester in such form and subject to such restrictions and conditions as he may deem proper.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 42, State Highway Project 0042-086-103, RW-201, the Commonwealth acquired certain land from Virgie C. Maloyed by deed dated March 29, 1974 and recorded in Deed Book 262, Page 455 in the Office of the Clerk of the Circuit Court of Smyth County; and

WHEREAS, in order to fulfill our option agreement with Mrs. Maloyed which was to provide her with sufficient area for watering her cattle, we propose to convey her the necessary land with water to accomplish this purpose; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying north of the connection of Routes 42 and 630 from a point on the northeast revised proposed right of way line of

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Route 42, 50 feet opposite survey Station 227+21 (office revised centerline Route 42) to a point on the west existing right of way line of Route 630, 15 feet opposite survey Station 124+50 (centerline Route 630) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowner subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with State Highway Project U000-104-101, RW-201, the Commonwealth acquired certain lands, portions and/or all of which lie outside the normal right of way, from Helen Updike by deed dated April 17, 1973 and recorded in Deed Book 346, Page 67; from Lloyd E. Shifflette and Lucy M. Shifflette by deed dated November 5, 1971 and recorded in Deed Book 332, Page 206; from Heirs at Law of John Lewis Hayes, deceased, by Certificate No. C-21528, case for which has been concluded, and recorded in Deed Book 337, Page 67; from Lucian J. Luck and Agnes T. Luck by deed dated November 11, 1971 and recorded in Deed Book 332, Page 458; from Otis L. Lee and Rosa M. Lee by Certificate No. C-20840, case for which has been settled by an Agreement after Certificate, and recorded in Deed Book 332, Page 89; from Mabel S. Henderson and George E. Henderson by deed dated August 7, 1972 and recorded in Deed Book 340, Page 26; from James N. Fleming by deed dated April 25, 1972, and recorded in Deed Book 338, Page 257; from Mamie Jacobs and Alexander Jacobs by deed dated April 11, 1972 and recorded in Deed Book 338, Page 537; from Rosemary J. Byers by deed dated January 21, 1972 and recorded in Deed Book 333, Page 524; from Mamie Jacobs and Alexander Jacobs by deed dated April 11, 1972 and recorded in Deed Book 338, Page 535; and from Martha Winston by deed dated August 18, 1972 and recorded in Deed Book 341, Page 275. These instruments are recorded in the Office of the Clerk of the Corporation Court of the City of Charlottesville; and

WHEREAS, the City of Charlottesville has shown an interest in acquiring the residue parcels for the amount of money the Commonwealth has invested in them; and

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WHEREAS, it is proposed to advertise the parcels for public sale provided the City decides not to acquire the parcels, reserving the right to reject any and all bids; and provided the highest bid received is unsatisfactory, it is proposed to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southeast side of and adjacent to the southeast revised proposed right of way and/or proposed right of way line from a point 46 feet opposite approximate survey Station 230+57 (prop. med. centerline) to a point 46 feet opposite approximate survey Station 232+18 (prop. med. centerline) from a point 46 feet opposite approximate survey Station 232+57 (prop. med. centerline) to a point approximately 85 feet opposite approximate survey Station 234+54 (prop. med. centerline); and lying on the northwest side of and adjacent to the northwest proposed right of way line from a point 46 feet opposite approximate survey Station 235+30 (prop. med. centerline) to a point 46 feet opposite approximate survey Station 237+13 (prop. med. centerline), from a point 46 feet opposite approximate survey Station 237+66 (prop. med. centerline) to a point 46 feet opposite approximate survey Station 238+27 (prop. med. centerline), from a point approximately 53 feet opposite approximate survey Station 240+15 (prop. med. centerline) to a point approximately 55 feet opposite approximate survey Station 241+27 (ult. med. centerline) and from a point approximately 52 feet opposite approximate survey Station 242+38 (ult. med. centerline) to a point approximately 41 feet opposite approximate survey Station 242+92 (ult. med. centerline) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the sale of the said lands are approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds conveying same, without warranty, to the City of Charlottesville or to any person or persons making an offer satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beaton, seconded by Mr. Hall.

that

WHEREAS, in connection with Route 612, State Highway Project 0612-007-161, C-501, the Commonwealth acquired certain lands from Clarence W.

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Switzer and Bernice Switzer by Certificate No. C-23306, case for which has been settled by an Agreement after Certificate, and recorded in Deed Book 610, Page 138 in the Office of the Clerk of the Circuit Court of Augusta County; and

WHEREAS, the plans are being revised to shift the northeast proposed right of way line in a southwestern direction; and

WHEREAS, the adjoining landowner has requested that any land no longer needed be conveyed to him in order that he may more fully develop his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying northeast of and adjacent to the northeast revised proposed right of way line from a point 67 feet opposite survey Station 120+02.18 (survey centerline) to a point 48 feet opposite survey Station 122+65 (office revised survey centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of §33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record for a consideration acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, the Commonwealth is the apparent holder of an old prescriptive easement for right of way adjacent to the east proposed right of way line of Route 311, State Highway Project 2880-01 in Roanoke County; and

WHEREAS, Route 311 was relocated in a western direction and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, in order to clear the title to his lands, the adjoining landowner has requested that the portion of the old prescriptive easement no

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longer needed for road purposes be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the prescriptive easement lying on the east side of and adjacent to the east proposed right of way line from a point 40 feet opposite approximate survey Station 189+45 (centerline Route 311) to a point 40 feet opposite approximate survey Station 193+35 (centerline Route 311) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the said section of the prescriptive easement is hereby declared abandoned; and in accordance with the provisions of Section 33.1-149, being of the same code, the conveyance of the said prescriptive easement is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying same to the adjoining landowner at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 11, State Highway Project 1681-06, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from Frank Falls and Rosa Falls by deed dated March 1, 1951 and recorded in Deed Book 210, Page 298 in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, as the portion of the land outside the normal right of way is large enough for independent development, we propose to advertise it for public sale, reserving the right to reject any and all bids; and

WHEREAS, provided the highest bid received is not satisfactory, we propose to convey the land to anyone willing to pay a price that is satisfactory to this Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southeast side of and adjacent to the southeast proposed right of way line of Route 11 from a point approximately 60 feet opposite approximate survey Station 386+90 (N.B.L.

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centerline) to a point approximately 60 feet opposite approximate survey Station 388+90 (N.B.L. centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with provisions of §33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making an offer satisfactory to the Department, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Mr. Fugate introduced to the Commission Mr. Leo E. Busser, III, who had recently been promoted to fill the position of Director of Program Management left vacant by the death of Mr. K. Gordon Blundon. Also introduced was Mr. R. J. Boyd, Jr., recently appointed Personnel Officer.

The Chairman mentioned that the statewide preallocation hearings would start next week and urged the members of the Commission to attend.

The next meeting of the Commission will be held in Richmond on April 15, 1976, at 10 a.m.

The meeting was adjourned at 11:35 a.m.

Approved:


Chairman

Attested:


Secretary



Fredericksburg District Traffic Engineering

MEMORANDUM

TO: Stephen Haynes, District Planner

FROM: Peter Hedrich, PE, PTOE, District Traffic Engineer

Peter A Hedrich

2020.10.16

08:15:46-04'00'

DATE: October 16, 2020

SUBJECT: SSRD4 City of Fredericksburg App 6739, SJR requirement

Reference:

The City of Fredericksburg has submitted a Smart Scale application proposing signalization of the Route 3 WB to Route 1 NB ramp intersection at Route 1. This improvement was recommended in a completed STARs study from 2018.

Discussion:

I participated in the development of the STARs study and selection of recommended improvements. Analysis for the subject ramp junction included unsignalized control, ramp realignment and different signal options. Based on this knowledge, the STARs report provides sufficient justification for installation of a traffic signal at this ramp junction and providing the best operations and safety. No further analysis or justification is necessary.

Please contact me with any questions.

From: Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>
Sent: Friday, February 2, 2024 8:53 AM
To: Holloway, Byrd, P.E. (VDOT)
Subject: RE: Conformity language

Byrd,

I think the approval date is the June 14, 2023 date provided by Dan. The project air conformity was approved by FHWA as part of the FMPO constrained long range plan.

Please reach out if you would like to discuss in greater detail.

Thank you,
-Heather



Heather Williams

Fredericksburg District Environmental Manager
Virginia Department of Transportation
804-912-3406

Heather.Williams@VDOT.Virginia.gov

From: Holloway, Byrd, P.E. (VDOT) <Curtis.Holloway@vdot.virginia.gov>
Sent: Thursday, February 1, 2024 10:01 AM
To: Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>
Subject: RE: Conformity language

Heather,

I'm still confused. I highlighted what is confusing me below.

The checklist says "*Is the project in a non-attainment or attainment area?*" Answer: Attainment area.

Then it says "*The date that the air quality conformity report was completed and approved by the District Environmental Manager and FHWA, if applicable.*". Was an air quality report completed? If so, what was the date you approved it? Did FHWA review? I'm guessing the approval dates would be NEPA document approval but please let me know.



Byrd Holloway, P.E., P.M.P.

Senior Project Manager / Location & Design
Virginia Department of Transportation
540-374-3367

curtis.holloway@VDOT.Virginia.gov

From: Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>
Sent: Wednesday, January 31, 2024 2:31 PM
To: Holloway, Byrd, P.E. (VDOT) <Curtis.Holloway@vdot.virginia.gov>
Subject: FW: Conformity language

Byrd,

Here is the information that you needed for the Route 1 STARS study regarding air quality attainment area.

Please let me know if you need any additional information.
-Heather



Heather Williams
Fredericksburg District Environmental Manager
Virginia Department of Transportation
804-912-3406
Heather.Williams@VDOT.Virginia.gov

From: Grinnell, Daniel T. (VDOT) <Daniel.Grinnell@VDOT.Virginia.gov>
Sent: Wednesday, January 31, 2024 2:04 PM
To: Williams, Heather (VDOT) <Heather.Williams@VDOT.Virginia.gov>
Subject: Conformity language

Heather,

Below is the conformity language we discussed. let me know if you need anything else or have any questions.

The study area is located in the City of Fredericksburg. At the time of preparation of this technical report, the United States Environmental Protection Agency's (EPA) Green Book shows the City of Fredericksburg to be designated as an attainment area for all criteria pollutants. Notwithstanding that listing in the EPA Green Book, federal conformity requirements, including specifically 40 CFR 93.114 and 40 CFR 93.115, apply for the project as the area in which it is located is one affected by a court decision that reinstated conformity requirements nationwide associated with the 1997 ozone NAAQS that had previously been eliminated with the revocation by EPA of that NAAQS in 2015.

The project is currently included in the Fredericksburg Area Metropolitan Planning Organization (FAMPO) FY 2024 – 2027 Transportation Improvement Program (UPC # T25116) and the FAMPO 2050 Long-Range Transportation Plan, which received a joint FTA/FHWA conformity finding for the 1997 ozone standard, dated June 14,2023.

Typically for PCE's air review is only required for the below:

Air Quality

For projects that qualify for a CE per the current CE Agreement, only the following types of projects require an air determination task to be assigned and completed prior to completion of the form:

- 1) Any project that adds capacity to the roadway, such as adding auxiliary lanes, the addition or extension of turn lanes, and the extension of acceleration and deceleration lanes, any minor intersection improvements or reconfigurations, and any interchange ramp extensions or modifications;
- 2) Construction and/or modification of a Park and Ride or bus transfer facility; and
- 3) Any project that meets the criteria for a CE under bullet #22 and/or #23 of Appendix A of the CE Agreement and that also meets the criteria in any of the above two (2) bullets, will require that an air determination task be completed prior to completion of the CE form

Thanks

-Dan

Dan Grinnell

Environmental Specialist Sr. | Environmental Division | Virginia Department of Transportation | 1401 E. Broad Street, Richmond, VA 23219 | (804) 371-2614 phone | daniel.grinnell@vdot.virginia.gov



Environmental Division
NEPA Programs
Programmatic Categorical Exclusion (PCE)

Project Information

Project Name:	US Rte 1 STARS-Rte 3 off-ramp/Spotsylvania Ave improvements	Federal Project#:	
Project Number:	0001-111-343, P101	Project Type:	Construction
UPC:	120644	Charge Number:	120644
Project Number(Assoc)(UPC):			
Route Number:	1	Route Type:	Primary
Project Limit--From:	INT RT. 3 AND RT. 1	To:	INT RT. 3 AND RT. 1
IPM Project Description:	PTF RT 1 STARS - RT. 3 OFF-RAMP / SPOTSY AVE IMPROV		
Additional Project Description:	This project will convert the free-flowing westbound Route 3 off-ramp to a signalized triple right onto northbound US 1 and signalize the northbound US 1 approach to the Route 3 off-ramp. The project will also add an auxiliary through lane on northbound US 1 from the Route 3 off-ramp which becomes a left turn lane at Cowan Boulevard. An additional right turn lane will be added from Cowan Boulevard onto southbound US 1 and a new right turn lane will be added from northbound Route 1 onto Spotsylvania Avenue.		
Purpose And Need:	The purpose of this project is to improve vehicular safety, relieve congestion and update pedestrian facilities at the Route 1 and Route 3 interchange near Cowan Boulevard. These improvements were identified as needs through the SmartScale process and the Route 1 STARS Study.		
District:	City/County:	Residency:	
Fredericksburg	Fredericksburg	Fredericksburg	

The subject project meets the criteria for a Programmatic Categorical Exclusion in accordance with:

X 23 CFR 771.117

Description of PCE Category:

- c26** Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section.

UNUSUAL CIRCUMSTANCES:

- NO** Significant environmental impacts
Determination: Based on a review of the scope and location of this project by the Fredericksburg District Environmental Planner, the context and intensity of the impacts to the natural and human environment are not significant.
- NO** Substantial controversy on environmental grounds
Determination: Based on the review of the scope and location of this project by the Fredericksburg District Environmental Planner, no substantial controversy is anticipated.
- NO** Significant impact on properties protected by Section 4(f) of the Department of Transportation Act or Section 106 of the National Historic Preservation Act
Determination: Based on the review of the scope and location of this project by the Fredericksburg District Environmental Planner, no significant impact to Section 4(f) or Section 106 properties will occur.
- NO** Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action
Determination: Based on the review of the scope and location of this project by the Fredericksburg District Environmental Planner, there are no inconsistencies with any Federal, State or local law, requirement or administrative determination anticipated.

IMPACTS:

- NO** Involves acquisition of more than minor amounts of temporary or permanent right of way acquisition
Determination: Based on a review of the scope, location, and current Right of Way Plan Sheet for this project by the Fredericksburg District Environmental Planner only minor amounts of right of way are being acquired, including approximately 0.32 acres of fee simple right of way, approximately 0.05 acres of permanent easements, and approximately 0.29 acres of temporary easements.
- NO** Involves acquisitions that result in more than limited residential and non-residential displacements, based on the context and intensity of the impact
Determination: Based on a review of the scope, location, and the current Right of Way Plan Sheet for this project by the Fredericksburg District Environmental Planner only minor amounts of right of way are being acquired, including approximately 0.32 acres of fee simple right of way, approximately 0.05 acres of permanent easements, and approximately 0.29 acres of temporary easements. This results in no residential or non-residential displacements.
- NO** Results in capacity expansion of a roadway by addition of through lanes
Determination: The scope of this project does not include the addition of through lanes.
- NO** Involves the construction of temporary access, or the closure of an existing road, bridge, or ramps, that would result in major traffic disruptions, based on the context and intensity of the impact
Determination: Based on a review of the scope and location of this project by the Fredericksburg District Environmental Planner, this site will have temporary lane closures as needed to effect repairs. However, this will not result in major traffic disruptions.
- NO** Results in a determination of adverse effect on historic properties pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. §306108)
Determination: The Fredericksburg District Cultural Resources Staff made a "No Effect" Determination for this project.
- NO** Requires the use of properties protected by Section 4(f) (49 U.S.C. § 303/23 U.S.C. § 138) that cannot be documented with an FHWA de minimis determination, or a programmatic Section 4(f) evaluation signed by FHWA
Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that there is no use of any Section 4(f) properties.

- NO** Requires the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 (54 U.S.C. § 200305) or other unique areas or special lands that were acquired in fee or easement with federal public-use-money and have deed restrictions or covenants on the property
Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that there is no conversion of use of any Section 6(f) properties or other unique areas or special lands on this project.
- NO** Requires a U.S. Army Corps of Engineers Section 404 (33 U.S.C. § 1344 permit other than a Nationwide or a General Permit)
Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that an individual permit will not be required for this project.
- NO** Requires a U.S. Coast Guard bridge permit (33 U.S.C. § 401)
Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that the project does not require a U.S. Coast Guard bridge permit.
- NO** Requires work that will cause an increase of the flood level by more than one foot within a regulatory floodway of water courses or water bodies or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to 23 CFR §650 subpart A
Determination: A review of the project scope and location by the Fredericksburg District Environmental Planner indicates that this project will not cause an increase of the flood levels in or adjacent to the project area.
- NO** Is defined as a "Type I project" per 23 CFR §772.5 and the VDOT noise manual for purposes of a noise analysis
Determination: Per VDOT Noise Section guidance this project is not Type I and does not require a noise analysis.
- NO** Is likely to adversely affect federally listed species or designated critical habitat, with the exception of a "may affect, likely to adversely affect" (MALAA) determination for a species with a Section 7 programmatic biological opinion.
Determination: A review for impacts to federally listed species or designated critical habitat was completed by the Fredericksburg Natural Resources Staff. No Federally listed species or habitats are likely to be adversely affected. There is a time of year restriction on tree cutting from April 1st through November 14th.
- NO** Involves any known or potential hazardous materials issues that represent a substantial liability or require substantial regulatory negotiation to resolve. Sites representing substantial liability would not include minor issues such as low-level petroleum impacts or minimal solid waste
Determination: A review of the project scope and location by the Fredericksburg District Hazardous Materials Staff produced a hazmat summary sheet which indicates that no known or potentially hazardous materials are likely present.
- NO** Does not meet the provisions of the "Planning Documents and NEPA Approvals" document. In accordance with 23 CFR §450 and the FHWA/VDOT/Federal Transit Administration/Virginia Department of Rail and Public Transportation MOA Statewide Transportation Improvement Program (STIP) Procedures MOA, actions listed in 23 CFR §771.117(c) and 23 CFR §771.117(d) may be grouped
Determination: The activities to be performed during this project meet fiscal constraint parameters and are grouped under "Construction: Safety/ITS/Operational Improvements."
- NO** Causes disproportionately high and adverse effects on any minority or low-income populations
Determination: EJSscreen identifies minority and low income populations within the project vicinity. Although this project involves temporary lane closures, those disruptions will be temporary and not considered major. This project will not cause any disproportionately high and adverse effects on any minority or low-income populations since there will be no major traffic disruptions, no more than minor amounts of temporary or permanent right-of-way acquisition that does not result in any displacements, no community disruptions, or no disruption of emergency services. Therefore, in accordance with the provisions of E.O. 12898 and FHWA Order 6640.23, no further EJ analysis is required.
- NO** Involves consideration of multiple NEPA alternatives
Determination: The scope of this project does not require the consideration of alternatives.
- NO** Is an action listed in 23 CFR §771.115(a)
Determination: This project is not one of, or similar to, any of the six actions listed under 23 CFR §771.115(a).

NO Involves unusual circumstances, pursuant to 23 CFR §771.117(b)

Determination: This project does not involve any of the unusual circumstances enumerated under 23 CFR §771.117(b).

Williams, Heather L.

Environmental Manager, CE Determination

07/21/2023

Date





Route 1 Safety Improvements at Route 3 Westbound Off-Ramp City of Fredericksburg Notice of Willingness

Find out about proposed safety improvements in the area of Route 1 (Emancipation Highway) northbound at the intersection with the Route 3 (William Street) westbound off-ramp in the City of Fredericksburg.

This project would convert the free-flowing westbound Route 3 off-ramp to a signalized intersection with Route 1 northbound. The off-ramp would be rebuilt to have triple right turn lanes onto northbound Route 1. On northbound Route 1, an auxiliary through travel lane would start at the intersection with the westbound Route 3 off-ramp and become a left turn lane at Cowan Boulevard. A new right turn lane would be added from northbound Route 1 onto Spotsylvania Avenue. On Cowan Boulevard, an additional right turn lane will be added for traffic turning onto southbound Route 1.

During construction, the Route 3 westbound off-ramp to Route 1 northbound will be closed overnight for up to an estimated six months. The off-ramp would remain open during daytime hours. An overnight detour route would be posted during nighttime off-ramp closures. Construction would also require the temporary closure of the shared use path on the southern side of Cowan Boulevard between Route 1 and the Cowan Crossing service road. The path would be rebuilt and shifted slightly south to accommodate the new right turn lane on Cowan Boulevard. During the temporary path closure pedestrian traffic would be detoured to the northern side of Cowan Boulevard to use the sidewalk available on the opposite side of the road. A crosswalk and signalized pedestrian crossing would be provided prior to the closure of the shared use path.

The project's purpose is to reduce conflict points that can result in crashes and injuries, reduce congestion, and improve pedestrian facilities at the Route 1 and Route 3 interchange near Cowan Boulevard.

This project will involve a change and/or break in limited access control.

Project information, including the National Environmental Policy Act document in the form of a Programmatic Categorical Exclusion, can be viewed online at the project page at <http://vdot.virginia.gov/Route1Fredericksburg>, or at the VDOT Fredericksburg District office located at 87 Deacon Road, Fredericksburg, VA 22405, 540-899-4288, or TTY/TDD 711. Please call ahead to ensure the availability of appropriate staff to answer your questions.

If there are concerns that cannot be satisfied through this process, VDOT is willing to hold a public hearing. You may request that a public hearing be held by sending a written request to Mr. Byrd Holloway, Senior Project Manager, VDOT, 87 Deacon Road, Fredericksburg, VA 22405 on or prior to **February 22, 2024**. If a request for a public hearing is received, notice of date, time and place of the hearing will be posted.

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact the project manager listed above at 540-899-4032 or TTY/TDD 711.

State Project: 0001-111-343
Federal Project: NHPP-5111(422)
UPC: 120644

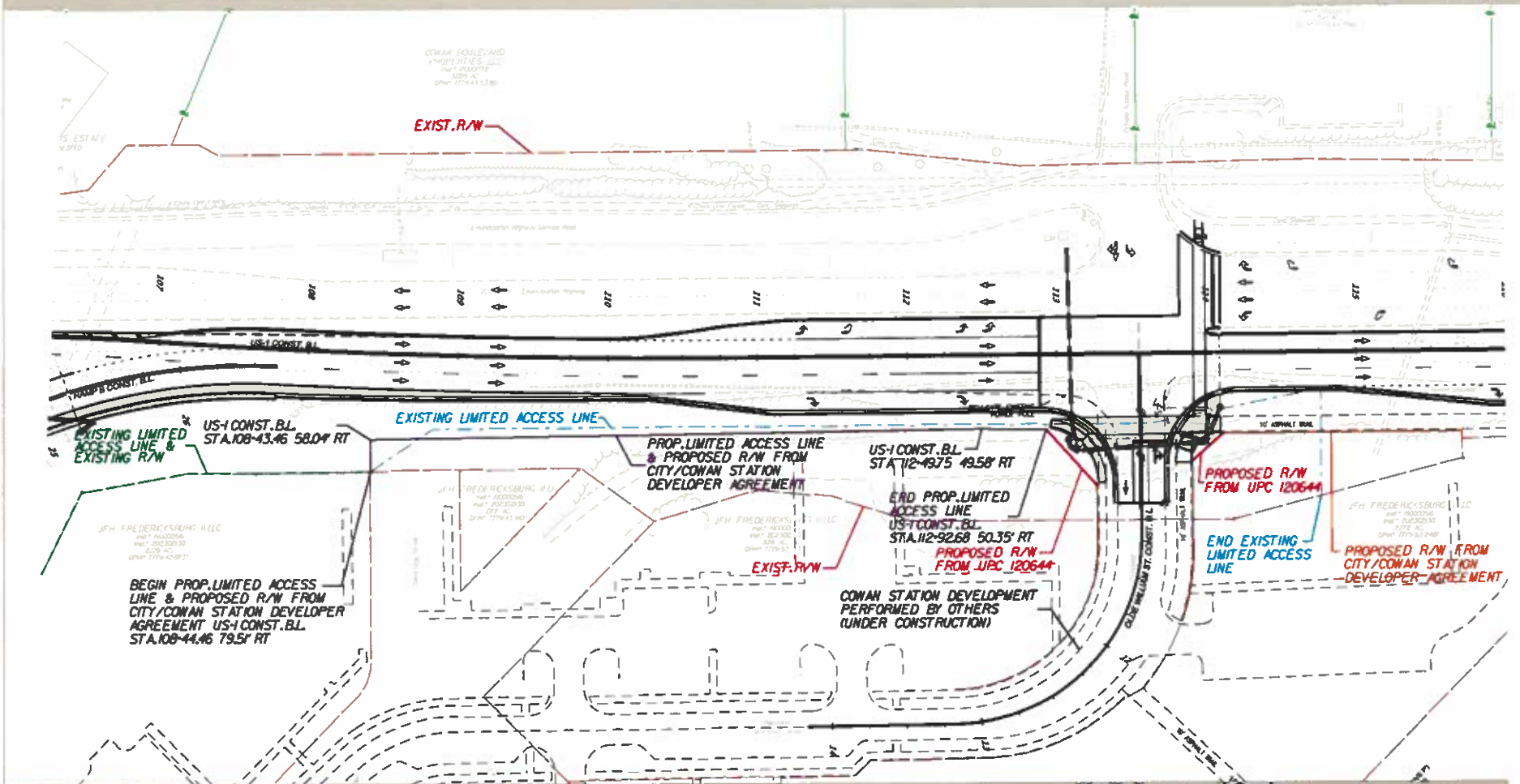
FROM 0.047 mi. north of Route 3 TO 0.036 mi. north of Cowan Boulevard



Virginia Department of Transportation

Limited Access Control Changes Exhibit

US-1 / ROUTE 3 WB RAMP - COWAN BLVD. INTERSECTION IMPROVEMENTS



Project Location

Notes

North Arrow and Scale

City of Fredericksburg



1. LIMITED ACCESS CONTROL APPROVED BY THE HIGHWAY COMMISSION BY RESOLUTION DATED OCTOBER 1, 1947
2. LIMITED ACCESS CONTROL MODIFICATION APPROVED BY THE HIGHWAY COMMISSION BY RESOLUTION DATED MARCH 18, 1978 AND COUNCIL OF CITY OF FREDERICKSBURG DATED SEPTEMBER 25, 1973

3. CITY OF FREDERICKSBURG AND COWAN STATION DEVELOPER ARE PLANNING TO REVISE THE EXISTING RIGHT OF WAY LIMITS ALONG THE FRONTAGE WITH US ROUTE 1 AS PART OF THE COWAN STATION PROPERTY REDEVELOPMENT.



SCALE



US-1 / Route 3 WB Ramp - Cowan Blvd. Intersection Improvements - City of Fredericksburg, Virginia - State Project 0001-111-343, P101, R201, C501 - UPC 120844 - Federal Project NHPP-5111(422)

Disclaimer: These plans are unfinished and unapproved and are not to be used for any type of construction or the acquisition of Right of Way. Additional Easements for Right of Way may be required beyond the proposed right-of-way shown on these plans.

Limited Access Control Point Stations & Offsets

US-1 / ROUTE 3 WB RAMP - COWAN BLVD. INTERSECTION IMPROVEMENTS

Proposed Right of Way and Limited Access

Commonwealth Transportation Board Meeting May XX, 2024

VDOT Proj. 0001-111-343, P101, R201, C501 - UPC 120644

Corresponding Page Number on CTB Exhibits	Alignment	Station	Offset		Type
3	US-1	108+44.46	79.51'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement
3	US-1	108+43.46	58.04'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement
3	US-1	112+49.75	49.58'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement
3	US-1	112+92.68	50.35'	RT	Proposed Limited Access and Proposed Right of Way from City/Cowan Station Developer Agreement

