

MINUTES
of
Meeting of State Highway Commission of Virginia
Richmond, Virginia
January 16, 1963

The State Highway Commission of Virginia met at the Central Highway Office in Richmond, Virginia at 10:00 A.M. on January 16, 1963. The Chairman, H. H. Harris, presided.

Present: Messrs. H. H. Harris, W. R. Chilton, S. S. Flythe, R. S. Holland, George C. Landrith, W. M. Selater, Jr., Tucker C. Watkins, Jr., and R. S. Weaver, Jr. Absent: Burgess E. Nelson, due to illness.

On motion of Mr. Selater, seconded by Judge Weaver, the minutes of the meeting of December 20, 1962 were approved.

Motion was made by Mr. Selater, seconded by Judge Weaver that permits issued from December 20, 1962 to January 15, 1963, inclusive, as shown in records of the Department, be approved. Motion carried.

On motion of Mr. Selater, seconded by Judge Weaver, cancellation of permits from December 20, 1962 to January 15, 1963, inclusive, as shown in records of the Department, was approved.

Moved by Mr. Watkins, Seconded by Mr. Holland, that,
WHEREAS, the Town of Strasburg proposes to enlarge the drainage system along Route 55 at the Southern Railway; and
WHEREAS, existing culvert under Route 55 should be enlarged to accommodate the increased flow resulting from the town's project, and
WHEREAS, the cost of enlarging the culvert is estimated to be \$3,500,

BE, IT RESOLVED, that the sum of \$3,500 be allocated from the Primary System Staunton District Construction Reserve. Motion carried.

Moved by Judge Weaver, seconded by Mr. Landrith, that,
WHEREAS, the Traffic and Planning Division has been studying corrective measures to improve traffic safety on Route 1, between Richmond and Petersburg, and
WHEREAS, it has been determined that extension and channelization of the left-turn lane at the entrance to the Defense General Supply Center, at Ballwood, is desirable for the improvement of traffic safety,

RESOLVED, that the estimated cost of \$2500 for carrying out this improvement is allocated from the Primary System Reserve Fund of the Richmond District. Motion carried.

Moved by Mr. Flynn, Seconded by Mr. Chilton that,
WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Franklin County Court House, Rocky Mount, Virginia at 2:00 P.M., on December 10, 1962, concerning the proposed construction of Route 116 from the Intersection of Route 122 (at Burnt Chimney) to 3.486 miles south of the Roanoke-Franklin County Line in Franklin County, State Project 0116-033-101, C501, Federal Project S-196(6),

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 development as planned, their statements being duly recorded, and

WHEREAS, the economic effects of the proposed relocation 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 construction of this project be approved in accordance with the plan as proposed and presented by the Engineering Division of the Department of Highways and designated Line B on the attached layout.

This proposed location follows along or near the existing facility, with necessary alignment and grade changes to provide adequate Standards for this type highway. Motion carried.

Moved by Mr. Landrith, Seconded by Judge Weaver that,
WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Chantilly Fire Department Auditorium, at 10:00 A.M., on November 28, 1962, concerning the proposed construction of Route 28 from 0.254 mile North of the intersection of Route 66 to the intersection of Route 50 near Chantilly, Fairfax County, State Project 0028-029-104, C501, Federal Project S-853-3-(13).

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 development as planned and their statements being duly recorded, and

WHEREAS, the economic effects of the proposed relocation 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 construction of this project be approved in accordance with the general plan as proposed and presented by the Engineering Division of the Department of Highways. This proposed improvement will be on new location from Centreville to Chantilly, tying into Interstate Route 66, passing to the West of the present highway and intersecting Route 50 at the present intersection of the Route 838 (entrance to Dulles International Airport). Motion carried

Moved by Mr. Chilton Seconded by Mr. Sciatar that
WHEREAS, Route 360 in Essex County has been altered
and reconstructed as shown on plans for Project 2328-06 and
Project 2349-04; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to
Section 33-76.5 of the Code of Virginia of 1950, as amended,
0.45 mile of the old road, shown in blue and designated as
Sections 1, 2, 3 and 6 on the plat dated April 9, 1958,
Projects 2328-06 and 2349-04 be abandoned as a part of the
State Highway System.

BE IT FURTHER RESOLVED, that pursuant to Section
33-27 of the Code of Virginia of 1950, as amended, 0.32 mile
of the old road, shown in red and designated as Sections 4, 5
and 13 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. Chilton Seconded by Mr. Sciatar that,
WHEREAS, Interstate Route 81 in Wythe County has
been constructed on new location as shown on plans for
Project 0081-098-008, P-402; and

WHEREAS, The construction of Interstate Route 81
necessitates alterations on the Interstate System and on
sections of U. S. Route 11; two sections of existing U. S.
Route 11 are to be discontinued as a part of the Primary
System; and two sections constructed as a service road of the
Interstate System are to be reclassified as a part of the
Primary System of Highways for designation as U. S. Route 11;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to
Section 33-76.1 of the Code of Virginia of 1950, as amended,
a total of 0.43 mile of present U. S. Route 11, shown in
yellow and indicated as Sections 2 and 4 on the plat dated
June 11, 1952, Project 0081-098-008, P-402, be discontinued
as a part of the State Highway System;

BE, IT FURTHER RESOLVED, that pursuant to Section 33-
36.7 of the Code of Virginia of 1950, as amended, 0.49 mile
of service roads constructed as a part of the Interstate
System, shown in blue and indicated as Sections 7 and 8 on
the plat and project referred to hereinabove, be transferred
from the Interstate System to the Primary System of Highways
and designated as U. S. Route 11. Motion carried.

Moved by Mr. Flythe ,Seconded by Mr.Holland ,that
WHEREAS, under authority of Section 33-113.2 of the
 Code of Virginia, 1950, as amended, request is made by the
 Town of Blacksburg for payment at the base rate of \$300 per
 mile annually on additional streets meeting required standards;
NOW, THEREFORE, BE IT RESOLVED, that quarterly pay-
 ments at the base rate of \$300 per mile annually be made to
 the Town of Blacksburg on additional streets totaling 1.77
 miles that have been brought up to standards required by this
 section of the Code, effective beginning January 1, 1963, with
 the first quarterly payment due after March 31, 1963. The
 additional mileage of streets eligible for payment,described
 as follows:

Maple Lane	- From Main St. to Giles Road	- 0.20 Mi.
Webb Street	- From Orchard Lane north to Alley	- 0.10 Mi.
Harding Street	- From Bennett St. to School Drive	- 0.10 Mi.
Clay Street	- From Wharton St. to Prospect St.	- 0.30 Mi.
Church Street	- From Eakin St. to Hemlock Drive	- 0.08 Mi.
Hemlock Drive	- From Kentwood Dr. to Willard Drive	- 0.04 Mi.
Kentwood Drive	- From Hemlock Dr. to Upland Road	- 0.05 Mi.
Upland Road	- From Kentwood Dr. to Willard Drive	- 0.04 Mi.
Cupp Street	- From Locust Ave. to Highland Ave.	- 0.08 Mi.
Locust Avenue	- From Cupp St. to Park Drive	- 0.27 Mi.
Park Drive	- From Locust Ave. to Highland Ave.	- 0.15 Mi.
Hillcrest Drive	- From Park Drive south to end	- 0.06 Mi.
Akers Street	- From Fairview Avenue to Dehart St.	- 0.16 Mi.
Marlington St.	- From Emerald St. Grissow Lane	- 0.14 Mi.

The above additions totaling 1.77 miles will increase
 the total mileage in the Town from 26.84 miles to 28.61 miles
 of approved streets. Motion carried

Moved by Mr. Flythe ,Seconded by Mr. Holland that,
WHEREAS, under authority of Section 33-113.2 of the
 Code of Virginia, 1950, as amended, request is made by the
 Town of Abingdon for payment at the base rate of \$300 per mile
 annually on an additional street meeting required standards;
NOW, THEREFORE, BE IT RESOLVED, that quarterly pay-
 ments at the base rate of \$300 per mile annually be made to
 the Town of Abingdon for the addition of Lowry Drive leading
 from Oakland Street west 0.30 mile to a dead end which has
 been brought up to standards required by this section of the
 Code, effective beginning January 1, 1963, for the quarterly
 payment due after March 31, 1963. The above addition of 0.30
 mile will increase the total Mileage in the Town of Abingdon
 from 15.99 miles to 16.29 miles of approved streets. Motion
 carried.

Moved by Mr. Flythe Seconded by Mr. Holland that,
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia of 1950, as amended, request is made by the Town of Christiansburg for payment at the base rate of \$300 per mile annually on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Christiansburg on additional streets totaling 0.33 mile that have been brought up to standards required by this section of the Code, effective beginning January 1, 1963, with the first quarterly payment due after March 31, 1963. The additional mileage of streets eligible for payment described as follows:

Taylor Street	- From Radford St. to Brackens St.	- 0.11 Mile
Brackens Street	- From Taylor St. to W. Depot St.	- 0.03 Mile
Mtn. View Drive	- From Highview St. to S. C. Limits	- 0.12 Mile
N. High Street	- From N. C. Limits to Lewis St.	- 0.07 Mile

The above additions totaling 0.33 mile will increase the total mileage in the Town of Christiansburg from 12.93 miles to 13.26 miles of approved streets. Motion carried.

MOVED BY Mr. Flythe SECONDED BY Mr. Holland that,
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Salem for payment at the base rate of \$300 per mile annually on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Salem on additional streets totaling 0.80 mile that have been brought up to standards required by this section of the Code, effective beginning January 1, 1963, with the first quarterly payment due after March 31, 1963. The additional mileage of streets eligible for payment described as follows:

Mill Lane	- From Tidewater Street south	- 0.05 Mile
Hurt's Lane	- From W. Main St. to N & W Tracks	- 0.13 Mile
Park Avenue	- From E. Main St. to Burwell St.	- 0.09 Mile
Millbrook Street	- From Dalewood Avenue east	- 0.04 Mile
Pinehurst Street	- From E. Main St. to North End	- 0.12 Mile
Balcon Street	- From Ward St. to West End	- 0.05 Mile
Honeysuckle Road	- From Marion Lane to N. Corp. Limits	- 0.13 Mile
West Point Road	- From Cherrywood Rd to West End	- 0.12 Mile
Stroupe Circle	- From Carrollton Avenue to North End	- 0.05 Mile
Greenfield Court	- From Burwell St. to South End	- 0.02 Mile

The above additions totaling 0.80 mile will increase the total mileage in the Town of Salem from 60.77 miles to 61.57 miles of approved streets. Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Holland, that
 WHEREAS, the Highway Commission at its meeting on
 August 28, 1958, adopted a resolution declaring certain roads
 and bridges to be posted for certain weight limits; and

WHEREAS, in its resolution of July 19, 1962, the
 Commission revised the postings; and

WHEREAS, engineering studies have been conducted
 which indicate the necessity for certain further changes in
 or additions to such postings.

NOW, THEREFORE, BE IT RESOLVED, that the itemized
 listings for certain secondary roads dated July, 1959 and
 the itemized listings of certain bridges on the Secondary
 System, all on file in the Department of Highways, Secondary
 Roads Division, are hereby revised as follows:

SECONDARY SYSTEM

<u>BRISTOL DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Buchanan County	None	Sheets 4 and 5
Dickenson County	None	Sheet 3
Grayson County	None	Sheets 4 and 8
Lee County	None	3, 4, 5, 8, 10 & 13
Russell County	None	3, 5 and 7
Scott County	None	4, 5, 7, 12, 14 & 15
Smyth County	None	1, 2 and 3
Tazewell County	None	Sheets 5 and 10
Washington County	None	1, 4 and 5
Wythe County	None	1, 2 and 4

<u>SALEM DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Bedford County	None	Sheets 3 and 7
Botetourt County	None	Sheets 3, 5, 7 & 17
Carroll County	None	Sheets 1 thru 12
Craig County	None	Sheets 1 and 2
Floyd County	None	1, 2, 3, 5, 6, 7, 8 & 9
Franklin County	None	1, 2 and 4
Giles County	None	Sheets 1 and 5
Henry County	None	Sheets 1 and 2
Patrick County	None	Sheets 1 thru 4
Pulaski County	None	Sheets 1 and 4
Roanoke County	None	2, 6 and 7

LYNCHBURG DISTRICT

Amherst County	None	Sheets 2 and 3
Buckingham County	None	Sheets 1 and 2
Campbell County	None	Sheet 6
Charlotte County	None	Sheet 3
Cumberland County	None	Sheets 1 and 3
Halifax County	None	Sheets 3 and 5
Nelson County	None	Sheet 3
Pittsylvania County	None	1, 3, 11, 12 and 13
Prince Edward County	None	Sheets 1 and 4

<u>KICHMOND DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Brunswick County	None	2, 6, 7, and 8
Dinwiddie County	None	1, 3, 5, 7, & 10
Gooshtland County	None	Sheets 1 thru 3
Hanover County	None	Sheets, 1, 3 & 4
Lunenburg County	None	Sheets 1, 2 and 5
Mecklenburg County	None	1, 2, 3, 5 and 6
New Kent County	None	Sheet 1
Prince George County	None	Sheets 2 and 3
 <u>SUFFOLK DISTRICT</u>		
Greenville County	None	Sheet 3
Southampton County	None	Sheets 2 and 3
Surry County	None	Sheet 3
Sussex County	None	Sheets 4, 6 & 7
 <u>FREDERICKSBURG DISTRICT</u>		
Caroline County	None	Sheets 1 and 2
Spotsylvania County	None	Sheet 1
Stafford County	None	Sheet 1
 <u>CULPEPER COUNTY</u>		
Albemarle County	None	Sheets 1, 3 and 5
Fauquier County	None	1, 2, 3, and 5
Fluvanna County	None	Sheets 1 thru 3
Greene County	None	Sheets 2 and 3
Loudoun County	None	1, 4, 10, 11, 14, 16 and 20
Louisa County	None	Sheets 1, 2 and 3
Madison County	None	Sheets 4 and 5
Orange County	None	Sheets 1, 2 and 4
Prince William County	None	Sheets 1 and 2
 <u>STANTON DISTRICT</u>		
Alleghany County	None	Sheet 1
Augusta County	None	Sheet 9
Bath County	None	Sheets 1 and 2
Rockbridge County	None	1, 4, 5, 7, 12 and 19
Motion carried		

Moved by Judge Weaver Seconded by Mr. Landrith that,
WHEREAS, by proper resolutions the various Boards
of Supervisors 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 33-76.7 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:

- Carroll County - Route 606, from intersection of Route 602
to 1.45 miles west of Route 602 1.45 Mi.
- Goochland County - Route 644, from intersection of Route 6
and extending west to old Route 6, Project
0006-037-103, C-501 0.20 Mi.
- Stafford County - Route 619, from a point 0.22 mile south of
Route 11 south to a new connection at
Station 10+00, Project 0081-098-008, P-1-
005-006 0.26 Mi.
- Route 618, from Route 11 north of Inter-
state Route 81 south to the service road
opposite Station 729+40, Project 0081-098-
008, P-401 0.05 Mi.

Motion Carried.

Moved by Mr. Landrith, Seconded by Mr. Holland, that,
WHEREAS, in accordance with the provisions of
Section 128 of Title 23, Highways, United States Code, a
Public Hearing was held in the Elkton High School Auditorium,
Elkton, Virginia, at 10:00 A.M., on December 14, 1960,
concerning the proposed construction of Route 33 from 4.228
miles east of the East City Limits of Harrisonburg to 0.12
mile east of the intersection of Route 852 (East of Elkton)
in Rockingham County, State Project 0033-082-102, 033-082-
101, 0033-082-008, Federal Project, FAP-016--1(3), FAP 016-
1(5), and

WHEREAS, on February 16, 1961, the Commission
approved this project in accordance with the plans as pro-
posed and presented by the Engineering Division of the
Department of Highways; said location passing to the north
of the Town of McGaheysville, and

WHEREAS, at the request of the Rockingham County
Planning Commission by resolution dated August 14, 1962, and
endorsed by the Board of Supervisors of Rockingham County
by signatures affixed to the above resolution, the Department
of Highways agreed to consider an alternate location passing
south of existing Route 33 to the south of McGaheysville,
and

WHEREAS, since the southern location (Line C) had
not been presented at the Public Hearing on December 14, 1960,
the Commission, at its meeting on October 18, 1962, requested
that another public hearing be held on the proposed location
of Route 33 in the McGaheysville area, and

WHEREAS, on November 27, 1962, at 10:00 A.M. a Public Hearing was held in the Montevideo High School, Montevideo, Virginia, to reconsider proposed construction of Route 33 from 6.8 miles east of East City Limits of Harrisonburg to the intersection of Route 602 (East of McGaheysville) in Rockingham County, State Project 0033-082-101, 0033-082-102, 0033-082-008, Federal Project FAP 016-1(3), FAP 016-1 (5) 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 development as planned along the northern location (Line B) or the southern location (Line C), their statements being duly recorded, and

WHEREAS, the information resulting from the hearing indicates that the opinions of local citizens were divided as to the location of these proposed routes with reference to industrial development, residential development and access to and from the proposed routes,

WHEREAS, the economic effects of the proposed relocation 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 Commission reaffirms its action of February 16, 1961, approving this project in accordance with plans as proposed and presented by the Engineering Division of the Department of Highways at the Public Hearing on December 14, 1960, and presented again, designated as Line B, at the Public Hearing on November 27, 1962. Motion Carried

A report for the six-months period ended December 31, 1962 of employment of relatives subsequent to the reamending of the policy on nepotism was made by Mr. Nelson, Director of Personnel.

The meeting was adjourned at 11:15 A.M.

Following adjournment the members of the Commission made a tour of the new Highway Building Annex.

Approved:


Chairman

Attested:


Secretary