

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

January 20, 1972

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on January 20, 1972, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Crowe, Duckworth, Eakin, Fitzpatrick, Glass, Hairston and Janney.

On motion of Mr. Fitzpatrick, seconded by Mr. Hairston, minutes of the meeting of December 16, 1971, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Hairston, that permits issued from December 16, 1971, to January 19, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Hairston, cancellation of permits from December 16, 1971, to January 19, 1972, inclusive, as shown by records of the Department, was approved.

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

WHEREAS, Section 46.1-328 of the Code of Virginia of 1950, as amended, provides in part that upon application by the governing body of any county contiguous to an incorporated city or town, the State Highway Commission may, by general or special order, which may be amended, or rescinded from time to time, permit the operation of passenger buses of a total outside width in excess of 96 inches but not exceeding 102 inches, on certain highways or parts thereof designated by the Commission; and

WHEREAS, the County of Fairfax has requested the State Highway Commission to permit the operation of buses with a width of 102 inches on certain secondary roads in Fairfax County in connection with the Shirley Highway Express Bus-on-Freeway Project.

NOW, THEREFORE, BE IT RESOLVED, that the operation of buses up to 102 inches in width is authorized for those streets and roads in Fairfax County listed on the four attached sheets.

MOTION CARRIED

DESCRIPTION OF ROUTE

ANNANDALE - WASHINGTON LINE
ROUTE 4H
TO WASHINGTON

From proposed terminal at Olley Lane and Little River Turnpike (Route 236), thence to Ashmeade Drive,
left on Ashmeade Drive to Braeburn Drive,
right on Braeburn Drive to New Wakefield Chapel Road,
right on New Wakefield Chapel Road to Holborn Avenue,
left on Holborn Avenue to Toll House Road,
right on Toll House Road to Duncan Drive,
left on Duncan Drive to Route 236,
right on Route 236 to Shirley Highway and ramp to Washington, D. C.,
left on Shirley Highway to ramp to Seminary Road, bear right on ramp to Seminary Road, then left on Seminary Road and immediate right on reversible roadway,
continue via reversible roadway on Shirley Highway to Center Span Bridge via Center Span Bridge to reversible roadway exit to 14th Street, S. W., north of Center Span Bridge, bear right on 14th Street, S. W. and continue to H Street, N. W.,
left on H Street, N. W. to Pennsylvania Avenue,
right on Pennsylvania Avenue to 20th Street, N. W.,
right on 20th Street, N. W. to terminal stand north of Eye Street, N. W.

ANNANDALE - WASHINGTON LINE
ROUTE 4H
FROM WASHINGTON

From terminal stand at 20th Street, north of Eye Street, N. W., thence to K Street, N. W.,
right on K Street, N. W. to East 15th Street, N. W.,
right on East 15th Street, N. W. to Pennsylvania Avenue, N. W.,
left on Pennsylvania Avenue, N. W. to 14th Street, N. W.,
right on 14th Street, N. W. to entrance to reversible roadway north of Center Span Bridge, bear left to reversible roadway and continue via Center Span Bridge, thence via reversible roadway to ramp to Seminary Road,
right on Seminary Road, then left to ramp to Shirley Highway S/B, thence via Shirley Highway to ramp to Route 236 W/B,
right on Route 236 to Duncan Drive,
left on Duncan Drive to Toll House Road,
right on Toll House Road to Holburn Avenue,
left on Holburn Avenue to New Wakefield Chapel Road,
right on New Wakefield Chapel Road to Braeburn Drive,
left on Braeburn Drive to Ashmeade Drive,
left on Ashmeade Drive to Olley Lane,
right on Olley Lane to proposed terminal at junction of Olley Lane and Route 236.

**ROUTE DESCRIPTION
OF PROPOSED ROUTE 17M**

BETWEEN KINGS PARK AND S. W. MALL BUS TERMINAL

From terminal at Braddock and Pickett Roads,
thence via Pickett Road to Twinbrook Road,
right on Twinbrook Road to Braddock Road,
left on Braddock Road to Rolling Road,
right on Rolling Road to Parliament Drive,
left on Parliament Drive to South Hampton Drive,
left on South Hampton Drive to Braddock Road,
right on Braddock Road to Duke Street (Rt. 236),
right on Duke Street (Rt. 236) to Shirley Highway ramp N/B,
left on Shirley Highway to Seminary Road ramp N/B,
left on Seminary Road, then immediate right on reversible roadway,
continua via reversible roadway on Shirley Highway to Center Span Bridge,
via Center Span Bridge to reversible roadway exit to 14th
street, S. W., north of Center Span Bridge, bear
right on 14th Street to Independence Avenue, S. W.,
right on Independence Avenue to 6th Street, S. W.,
right on 6th Street to D Street, S. W.,
right on D Street, S. W. and continue to S. W. Mall Terminal
entrance west of 9th Street, S. W.

BETWEEN S. W. MALL BUS TERMINAL AND KINGS PARK

From exit of S. W. Mall Bus Terminal west of 9th Street, S. W.,
left on D Street to 6th Street, S. W.,
left on 6th Street to Independence Avenue, S. W.,
left on Independence Avenue to 12th Street, S. W.,
left on 12th Street to C Street, S. W.,
right on C Street to 14th Street, S. W.,
left on 14th Street to entrance to reversible roadway
north of Center Span Bridge, bear
left on reversible roadway and continue
via Center Span Bridge, thence via reversible roadway
on Shirley Highway to Seminary Road ramp S/B,
right on Seminary Road, then left to Shirley Highway, Ramp S/B,
left on Shirley Highway to Duke Street (Rt. 236) ramp W/B,
right on Duke Street (Rt. 236) to Braddock Road,
left on Braddock Road to South Hampton Drive,
left on South Hampton Drive to Parliament Drive,
right on Parliament Drive to Rolling Road,
right on Rolling Road to Braddock Road,
left on Braddock Road to Twinbrook Road,
right on Twinbrook Road to Pickett Road,
left on Pickett Road to terminal at Braddock and Pickett Roads.

ROUTE DESCRIPTION FOR
PROPOSED ROUTE 18M

BETWEEN WEST SPRINGFIELD AND S. W. MALL BUS TERMINAL

From terminal at Keene Mill Road and Greeley Boulevard,
continue on Greeley Boulevard to Carrleigh Parkway,
left on Carrleigh Parkway to Forester Drive,
right on Forester Drive to Rolling Road,
left on Rolling Road to Greeley Boulevard,
left on Greeley Boulevard to Keene Mill Road,
right on Keene Mill Road to Hanover Avenue,
left on Hanover Avenue to Floyd Avenue,
right on Floyd Avenue to Backlick Road,
left on Backlick Road to Edsall Road,
right on Edsall Road to Shirley Highway ramp N/B,
left on Shirley Highway to Turkeycock Bus Ramp,
left on ramp to reversible roadway,
continue via Shirley Highway reversible roadway to
Center Span Bridge,
via Center Span Bridge to reversible roadway
exit to 14th Street, S. W., north of
Center Span Bridge, bear
right on 14th Street, to Independence Avenue, S. W.,
right on Independence Avenue to 6th Street, S. W.,
right on 6th, to D Street, S. W.,
right on D Street, S. W. and
continue to S. W. Mall Bus Terminal entrance west of 9th Street, S. W.

BETWEEN S. W. MALL BUS TERMINAL AND WEST SPRINGFIELD

From exit of S. W. Mall Bus Terminal West of 9th Street, S. W.,
left on D Street to 6th Street, S. W.,
left on 6th Street to Independence Avenue, S. W.,
left on Independence Avenue to 12th Street, S. W.,
left on 12th Street to C Street, S. W.,
right on C Street to 14th Street, S. W.,
left on 14th Street to entrance to reversible
roadway, north of Center Span Bridge, bear
left to reversible roadway and
continue via Center Span Bridge, thence via reversible
roadway to Turkeycock ramp,
right on Turkeycock ramp to Shirley Highway,
continue on Shirley Highway to ramp to Edsall Road,
right on Edsall Road to Backlick Road,
left on Backlick Road to Amherst Avenue,
right on Amherst Avenue to Floyd Avenue,
right on Floyd Avenue to Hanover Avenue,
left on Hanover Avenue to Keene Mill Road,
right on Keene Mill Road to Greeley Boulevard,
right on Greeley Boulevard to Carrleigh Parkway,
left on Carrleigh Parkway to Forester Drive,
right on Forester Drive to Rolling Road,
left on Rolling Road to Greeley Boulevard,
left on Greeley Boulevard to Keene Mill Road and terminal.

DESCRIPTION OF PROPOSED ROUTE
BETWEEN
NO. VIRGINIA COMMUNITY COLLEGE AND SPRINGFIELD

From terminal on Lake Drive adjacent to
Administration Building of College,
continue via Lake Drive to Wakefield Chapel Road,
right on Wakefield Chapel Road to Duke Street (Rt. 236),
right on Duke Street to Markham Street,
left on Markham Street to Annandale Road,
right on Annandale Road to Maple Place,
right on Maple Place to Backlick Road,
right on Backlick Road to Duke Street (Rt. 236),
right on Duke Street (Rt. 236) to Ravensworth Road,
left on Ravensworth Road to Elgar Place,
left on Elgar Place to Heming Avenue,
right on Heming Avenue to Leesville Boulevard,
left on Leesville Boulevard to Backlick Road,
right on Backlick Road to Commerce Street,
left on Commerce Street to Brandon Street,
right on Brandon Street to terminal stand on
Brandon Street mid-way between Commerce and Bland Streets.

BETWEEN
SPRINGFIELD AND NO. VIRGINIA COMMUNITY COLLEGE

From terminal stand on Brandon Street mid-way between
Commerce and Bland Streets,
continue via Brandon Street to Bland Street,
right on Bland Street to Backlick Road,
right on Backlick Road to Leesville Boulevard,
left on Leesville Boulevard to Heming Avenue,
right on Heming Avenue to Elgar Place,
left on Elgar Place to Ravensworth Road,
right on Ravensworth Road to Duke Street (Rt. 236),
right on Duke Street (Rt. 236) to Backlick Road,
left on Backlick Road to Maple Place,
left on Maple Place to Annandale Road,
right on Annandale Road to Markham Street,
left on Markham Street to Duke Street (Rt. 236),
right on Duke Street (Rt. 236) to entrance roadway
to No. Virginia Community College,
left on entrance roadway and continue in a clockwise
direction to terminal stand on Lake Drive
adjacent to Administration Building of College.

Moved by Mr. Fitzpatrick, seconded by Mr. Hairston,
that the Commission confirm letter ballot action on bids received
December 15, 1971, on the following projects:

Route 16, Project 0015-204-101, C-501, B-601

0.4 Mi. N. Int. 229 (Rixayville Rd.) - 0.064 Mi. S. NCL Culpeper, Town
of Culpeper. Award of contract to low bidder, Garrett, Moon & Pool, Inc.,
Blackstone, Va.

Bid	\$328,891.10
10% for engineering and additional work	32,889.11
Work by State Forces	5,148.00
Amount chargeable to project	366,928.00
Acct. Rec. Town of Culpeper - \$55,039.23	
\$111,889.00 to be provided for in 1972-73 Urban Construction Allocation.	

Route 29, Project 0029-118-103, C-501, B-603, B-604, B-605, B-606

0.064 Mi. S. Bridge over James River - 0.207 Mi. S. Rt. 128 Interchange
(Lynchburg Expressway), City of Lynchburg. Award of contract to low bidder,
Wilkins Construction Company, Inc., Amherst, Va.

Bid	\$475,033.00
10% for engineering and additional work	47,503.30
Work by State Forces	3,470.00
Amount chargeable to project	526,006.00
Acct. Rec. City of Lynchburg - \$78,900.95	
\$447,105.00 to be provided for in 1972-73 Urban Construction Allocation.	

Route 81, Project 0081-034-106, L-801; 0081-082-110, L-801

Junkyard Screening - Route 81 - Staunton District (Frederick & Rockingham
Counties). Award of contract to low bidder, Curtin & Johnson, Inc. and
Washington Contractors, Inc., Washington, D. C.

Bid	\$23,288.50
10% for engineering and additional work	2,328.86
Work by State Forces	280.00
Amount chargeable to project	25,897.00

Route 81, Project 0081-098-103, L-802

Drilled Well - NBL Rest Area Site, 0.75 Mi. E. Int. 680 (Near Rural Retreat), Mythe County. Award of contract to low bidder, Atlantic Pump & Equipment Company, Inc., Richmond, Va.

Bid	\$5,454.00
10% for engineering and additional work	545.40
Amount chargeable to project	5,999.00

Route 95, Project 0095-040-106, L-801

Outdoor Security Lighting - Existing Rest Area Located on NBL Rt. 95 at N. C. State Line, Greensville County. Award of contract to low bidder, R. L. Dixon, Inc., Richmond, Va.

Bid	\$14,375.00
10% for engineering and additional work	1,437.50
Work by State Forces	163.00
Amount chargeable to project	15,976.00

Route 100, Project 0100-035-105, C-501

3.282 Mi. S. Int. 460 - 0.077 Mi. S. Int. 460, Giles County. Award of contract to low bidder, Pendleton Construction Corporation, Wytheville, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,602,787.85	\$12.00
10% for engineering and additional work	160,278.78	1.20
Work by State Forces	7,095.00	
Right of Way	535,000.00	
Utilities	54,000.00	
Amount chargeable to project	2,359,175.00	
\$1,184,175.00 to be provided for in 1972-73, 1973-74 & 1974-75 Primary Construction Allocations.		

Route 220, Project 6220-128-104, C-501, B-603, B-604, B-605

0.008 Mi. N. Int. 24 (Elm Ave.) - 0.232 Mi. S. Int. 220 (Franklin Rd.),
City of Roanoke. Award of contract to low bidder, Wiley N. Jackson
Company, Roanoke, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,678,926.44	\$77,728.00
10% for engineering and additional work	367,892.64	7,772.80
Work by State Forces	11,880.00	
Right of Way	2,500,000.00	
Utilities	19,000.00	
Flagging	5,639.34	
Amount chargeable to project	6,668,839.00	
Acct. Rec. City of Roanoke - \$62,887.11		
\$1,693,424.00 to be provided for in 1972-73 Primary Construction Allocations.		

Route 301, Project 0301-043-102, C-501

Drainage Structure - Between Dirk Drive & Wilkinson Road, Henrico County.
Award of contract to low bidder, Baldwin Contracting, Inc., Richmond, Va.

Bid	\$46,322.10
10% for engineering and additional work	4,632.21
Work by State Forces	300.00
Amount chargeable to project	51,254.00
\$1,254.00 to be provided from Richmond District Primary Construction Reserve.	

Route 608, Project 0608-074-130, C-501; 109, C-502, B-614

From: Int. Flank Rd. To: 0.140 Mi. S. N & W RR and From: 0.043 Mi. N. Int.
607 To: 0.124 Mi. S. Int. 622, Prince George County. Award of contract to
low bidder, Burton P. Short & Son, Inc., Petersburg, Va.

Bid (Regular)	\$257,649.60
10% for engineering and additional work	25,764.96
Amount chargeable to project	283,415.00
\$7,000.00 to be provided for in 1972-73 and Subsequent Years' Budgets.	

Route 628, Project 0628-050-119, C-501

Int. 600 (Seulahville) - 1.753 Mi. N. Int. 600, King William County.
Award of contract to low bidder, J. L. Kent & Sons, Fredericksburg, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$124,262.58	\$200.00
10% for engineering and additional work	12,426.25	20.00
Work by State Forces	194.00	
Amount chargeable to project	137,103.00	

\$87,000.00 to be provided for in 1972-73 & Subsequent Years Budgets.

Routes 360 & 460, Project 8595-964-803, L-801

Junkyard Screening - Various Locations - F. A. P. Routes, Richmond District (Amelia, Chesterfield & Nottoway Counties). Award of contract to low bidder, Curtin & Johnson, Inc. and Washington Contractors, Inc., Washington, D. C.

Bid	\$25,859.20
10% for engineering and additional work	2,585.92
Work by State Forces	1,380.00
Amount chargeable to project	29,825.00

\$8,281.00 to be provided from Richmond District Primary Construction Reserve.

Route 301, Project 8595-965-803, L-801

Junkyard Screening - Near Jarratt & Stony Creek, Sussex County. Award of contract to low bidder, Curtin & Johnson, Inc. and Washington Contractors, Inc., Washington, D. C.

Bid	\$21,027.66
10% for engineering and additional work	2,102.76
Work by State Forces	280.00
Amount chargeable to project	23,410.00

\$5,853.00 to be provided from Suffolk District Primary Construction Reserve.

Route 1, Project BR-10-71

Repair 2 Bridges - NBL Bridges over Shining Creek & Nottoway River (0001-012-0606; 702, M-600), Brunswick & Dinwiddie Counties. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Va.

Bid	\$74,876.00
10% for engineering and additional work	7,487.60
Amount chargeable to project	82,364.00

\$8,894.49 to be provided for in 1972-73 Primary Construction Allocation.

NOTION CARRIED

that Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth,

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 Colonial Elementary School, Blue Ridge, Virginia, on November 11, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 607 from 0.161 mile west of the intersection of Route 603 to the Bedford County Line in Botetourt County, State Project 0607-011-122, C-501, B-625, 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, and

WHEREAS, much testimony was received favoring the extension of the project for about 0.2 mile to improve the the alignment just east of the Norfolk and Western Railway;

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 extend the project about 0.2 mile to the underpass under the Norfolk and Western Railway.

MOTION CARRIED

that Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Leesburg for maintenance payments at the rate of \$1,100 per mile annually on an additional street meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Leesburg on additional streets 0.17 mile in length and meeting standards required by the aforementioned section of the Code effective January 1, 1972, for the quarterly payment due after March 31, 1972. The additional street mileage eligible for payment is described as follows:

Prospect Dr. - 0.12 Mi. E. So. Int. Belmont Dr. to
North Int. Belmont Dr. ----- 0.17 Mile

The above addition of 0.17 mile will increase the total mileage
in the Town of Leesburg from 16.01 miles to 16.18 miles of approved streets.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth,
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 Pulaski for
maintenance payments at the rate of \$1,100 per mile annually on additional
streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at
the rate of \$1,100 per mile annually be made to the Town of Pulaski on an
additional street, 0.27 mile in length, and meeting standards required by
the aforementioned section of the Code effective January 1, 1972, for the
quarterly payment due after March 31, 1972. The additional street mileage
eligible for payment is described as follows:

Hopkins Drive - Pappas Ferry Road to Westwood Drive ----- 0.27 Mile

The above addition of 0.27 mile will increase the total mileage
in the Town of Pulaski from 41.47 miles to 41.74 miles of approved streets.

MOTION CARRIED

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

WHEREAS, Route 59 in Charlotte County has been altered and
reconstructed as shown on plans for Project 0059-019-101, C-503, and

WHEREAS, one section of the old road is 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, 0.45 mile of old discontinued
Route 59, shown in blue and designated as Section 1 on the plat dated May 28,
1965, Project 0059-019-101, C-503, be abandoned as a part of the State Highway
System.

MOTION CARRIED

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 James City County Courthouse, Williamsburg, Virginia, on July 21, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 607 from the intersection of Route 60 to 0.885 miles east of the intersection of Route 60 in James City County, State Project 0607-047-116, C-501, B-602, and

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

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

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

MOTION CARRIED

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

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 West Springfield High School Auditorium, 6100 Rolling Road, Springfield, Virginia, on June 29, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 644 (Old Keene Mill Road) from the intersection of Route 63B (Rolling Road) to the intersection of Route 643 (Lee Chapel Road) in Fairfax County, State Project 0644-029-16B, C-502, B-622, 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, modified to change the 4 degree curve at P. I. Station 191+59.34 to a 2 degree 30 minute curve.

MOTION CARRIED

1-20-72

Moved by Mr. Crowe, seconded by Mr. Fitzpatrick,
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 Virginia State Police Headquarters on Route 60 west of Richmond, Virginia, on November 19, 1971, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 647 (Walmsley Boulevard) and Route 650 (Turner Road) from the intersection of Route 150 (Chippenham Parkway) in Chesterfield County, State Project 0647-020-105, C-501, 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

Moved by Mr. Crowe, seconded by Mr. Duckworth,
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 Brunswick County Courthouse, Lawrenceville, Virginia, on October 19, 1971, at 8:00 p.m., for the purpose of considering the proposed improvement of Route 713 from 0.068 mile south of the South Corporate Limits of Lawrenceville to 0.032 mile north of the South Corporate Limits of Lawrenceville in Brunswick County and the Town of Lawrenceville, State Projects 0713-012-139, C-501; 0713-251-139, C-502, 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. Eakin, seconded by Mr. Hairston,

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 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 Prince William County has by resolution requested the use of industrial access funds to provide adequate access to the new facility of Heins Concrete Pipe Company, Incorporated, in Prince William County, located west of Route 660 and south of Route 621 near Manassas, estimated to cost \$60,000; 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 Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the industrial access fund for 1971-72 be allocated for the purpose of providing adequate access to the new facility of Heins Concrete Pipe Company, Incorporated, on Route 660 in Prince William County, Project 0660-076-175, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and all costs over and above the industrial access allocation being provided from Secondary funds available for use within Prince William County.

MOTION CARRIED

that Moved by Mr. Baughan, seconded by Mr. Fitzpatrick,

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 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 Frederick County has by resolution requested the use of industrial access funds to provide adequate access to the new facility of Hemingway Transport, Incorporated, in Frederick County, located north of Route 66B and east of Route 11 near the West Virginia State Line, estimated to cost \$42,000; 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 Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$42,000 from the industrial access fund for 1971-72 be allocated for the purpose of providing adequate access to the new facility of Hemingway Transport, Incorporated, in Frederick County, located north of Route 668 and east of Route 11 near the West Virginia State Line, Project 0668-034-146, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth,
that

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

WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the Town of Manassas for such payments; and

WHEREAS, the Highway Commission, on February 18, 1971, established the section of Wellington Road (Route 674) within the recently annexed area being reconstructed under Project 0674-076-149, C-501, a length of 0.66 mile, to be eligible for maintenance payments in accordance with Section 33.1-43 of the Code of Virginia, as amended, upon completion of said project; and

WHEREAS, Project 0674-076-149, C-501, within the Town of Manassas, was completed and accepted from the contractor on August 2, 1971, and eligible to receive such payments;

NOW, THEREFORE, BE IT RESOLVED, that pursuant with Section 33.1-49 of the Code of Virginia, as amended, Wellington Road, in the Town of Manassas, be eligible for maintenance payments and added to the "other streets" mileage as follows:

Wellington Road - From: State Route 28
To : Exception (East of Route 661)
Length - 0.66 mile

The "other streets" mileage in the Town of Manassas, due to this addition, increases from 32.96 miles to 33.62 miles eligible for maintenance payments at the rate of \$1,100 per mile annually, effective October 1, 1971, for the maintenance payments due after December 31, 1971.

MOTION CARRIED

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

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 Occoquan-Woodbridge Sanitary District Office Auditorium, 1407 Jefferson Davis Highway, Woodbridge, Virginia, on May 25, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 639 (Horner Road) from 0.2 mile west of the intersection of Route 1245 (Maurice Drive) to the intersection of Route 253 (Occoquan Road) in Prince William County, State Project 0639-076-145, C-501, B-619, 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. Crowe, seconded by Mr. Duckworth,

WHEREAS, under authority of Section 33.1-34 of the 1950 Code of Virginia, as amended, the Highway Commission may add such additional roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, in accordance with a resolution adopted by the local State Board for Community Colleges, it is requested that certain roads constructed within the grounds of the Southside Community College in Brunswick County be added to the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the requested road additions, totaling 0.22 mile and meeting required standards, leading from Route 46 westerly into the campus grounds of the Southside Community College in Brunswick County, be added to the Primary System of Highways and designated as new State Route Number 378.

MOTION CARRIED

that Moved by Mr. Eakin, seconded by Mr. Hairston,

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 Oaktown Elementary School, 3000 Chain Bridge Road, Oaktown, Virginia, on December 14, 1970, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 674 (Hunter Mill Road) from 0.002 mile north of the intersection of Route 123 to 3.011 miles north of the intersection of Route 123 in Fairfax County, State Project 0674-029-173, C-501, 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, and

WHEREAS, major testimony was received at the hearing in opposition to any provisions for ultimate dual laning of this route as presented,

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 location and design public hearing by the Department's engineers for the first 0.44 mile, and

BE IT FURTHER RESOLVED, that the remainder of this project be approved as adjusted generally along the existing alignment to provide a two lane facility with twenty-four feet of pavement on a right of way fifty-five feet in width with construction easements as required.

MOTION CARRIED

that Moved by Mr. Baughan, seconded by Mr. Fitzpatrick,

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 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 Rockbridge County has by resolution requested the use of industrial access funds to provide adequate access to the expanding facility of the Appalachian Fruit Growers Cooperative Association, located on Route 917 in Rockbridge County, 0.65 mile south of Route 606 west of the Raphine Interchange of I-81, estimated to cost \$40,000; 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 Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$32,000 from the industrial access fund for 1971-72 be allocated for the purpose of assisting in providing adequate access to the expanding facility of Appalachian Fruit Growers Cooperative Association in Rockbridge County near Raphine, Project 0917-081-149, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and all costs over and above the industrial access allocation being provided from funds available for use on the Secondary System in Rockbridge County.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Hairston,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 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 the City of Salem has requested industrial access funds to assist in providing access from the end of Salem Industrial Drive to the Salem Frame Company, Incorporated, estimated to cost \$127,000; and

WHEREAS, by resolution the City Council of the City of Salem has guaranteed the necessary right of way, the adjustment of utilities, and sufficient additional funds to complete the financing of this project beyond that amount which is allowed by existing highway policy; 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 Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$112,000 from the 1971-72 industrial access fund be allocated for the purpose of assisting in providing proper access to Salem Frame Company, Incorporated, located on an extension of Salem Industrial Drive in the City of Salem, Project 9999-129-104, C-501, contingent upon (1) the granting of the necessary right of way and the adjustment of utilities at no cost to the Commonwealth, and (2) the execution of an agreement between the City of Salem and the Department of Highways providing for sufficient additional funds to complete the financing of this project beyond that financing which is allowed by current Commission policy, and to provide that the proposed industrial access will, after construction, become a part of the regular street system of the City of Salem and thereafter be reconstructed, maintained, and improved as are other streets in said city.

MOTION CARRIED

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

WHEREAS, under authority of Sections 33.1-34 and 33.1-29 of the 1950 Code of Virginia, as amended, the State Highway Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, with respect to construction on Route 211, bypassing the Town of Luray in Page County, it is deemed necessary to add the new bypass location to the Primary System of Highways and to establish the route marker designations as U. S. Route 211 Bypass and U. S. Route 211-Business; and

WHEREAS, the U. S. Route designations have heretofore been approved by the Numbering Committee of the American Association of State Highway Officials.

NOW, THEREFORE, BE IT RESOLVED, that the newly constructed bypass, 4.70 miles, be added to the Primary System of Highways and designated U. S. Route 211 Bypass, beginning at an intersection with present U. S. Route 211 just east of the Town of Luray and extending westerly to the intersection of present U. S. Route 211 at a point in the Town of Luray.

BE IT FURTHER RESOLVED, that present Route 211 through the Town of Luray and between points of intersection with the new bypass, be designated U. S. Route 211-Business, length, 4.50 miles.

MOTION CARRIED

that Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,

WHEREAS, it has been determined by the Department and consulting engineers that \$350,000, now on deposit in the Construction Fund of the Norfolk-Virginia Beach Toll Road (State of Virginia Toll Revenue Bond Series 1965), is not needed for payment of any remaining part of the cost of initial construction of the project, and

WHEREAS, according to provisions of Section 410 of the Trust Indenture, the consulting engineers have approved the transfer of \$350,000 from the Construction Fund to the Reserve Account,

NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission that the Trustee be directed to make this transfer from the Construction Fund to the Reserve Account.

MOTION CARRIED

that Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,

WHEREAS, On or about the 3rd day of August, 1970, E. V. Williams Company, Inc., entered into a contract with the Virginia State Highway Commission for the construction in connection with Project Number 6058-061-106, C-502, B-609, B-618, B-627; C-503, B-610, B-617; C-504, B-611, B-616, on State Primary Route 58 in Hansemond County for the amount of \$6,482,050.67; and

WHEREAS, on this project Work Order Number 4, which provides for fill and drainage, will result in an overrun of Borrow Excavation of approximately 26%; and

WHEREAS, on this project Borrow Excavation is a major item; and

WHEREAS, Section 104.02 of the 1965 Virginia Department of Highways' Road and Bridge Specifications requires a supplemental agreement when a major item is increased by more than twenty percent (20%); and

WHEREAS, the above mentioned contractor has indicated a willingness to accept the contract unit price for this additional work.

NOW, THEREFORE, BE IT RESOLVED, That the State Highway Commissioner is hereby authorized to enter into on behalf of this Commission a supplemental agreement with E. V. Williams Company, Inc., on the above mentioned project for the necessary additional work at an approximate cost of \$563,400.00.

MOTION CARRIED

that Moved by Mr. Duckworth, seconded by Mr. Baughan,

WHEREAS, on or about the 14th day of October, 1970, Lance J. Eller, Inc., entered into a contract with the State Highway Commission for the construction in connection with Project Number 0692-231-132, C-501, FS703, on State Secondary Route 692 in the Town of Hallwood for the amount of \$197,962.25; and

WHEREAS, on this project a greater amount of unsuitable material was encountered than was originally anticipated, which caused the items of Regular Excavation, Undercut Excavation and Select Borrow to exceed expectations; and

WHEREAS, these increases will result in the original contract overrunning by approximately 28%; and

WHEREAS, Section 104.02 of the 1966 Virginia Department of Highways' Road and Bridge Specifications requires a supplemental agreement when the original contract is increased by more than twenty percent (20%); and

WHEREAS, the abovementioned contractor has indicated a willingness to accept the contract unit price for this additional work.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commissioner is hereby authorized to enter into on behalf of this Commission a supplemental agreement with Lance J. Eller, Inc., on the abovementioned project for the necessary additional work at an approximate cost of \$55,097.00

MOTION CARRIED

that Moved by Mr. Baughan, seconded by Mr. Duckworth,

WHEREAS, the Highway Commission on May 7, 1969, approved and authorized the State Highway Commissioner to execute in the name of the Commonwealth of Virginia a deed to convey without warranty a residue tract of land containing 6.918 acres, more or less, no longer needed for the uses of the Verona Residency Office and Maintenance Headquarters Lot, and

WHEREAS, the Highway Department in accordance with its usual policies in disposing of surplus properties advertised this property for public sale on two occasions, and

WHEREAS, an acceptable bid was not received on either occasion and the Department pursued to dispose of the property through negotiated sale, and

WHEREAS, an offer was made by the Sun Oil Company in August 1971 to purchase the property for \$125,000. This offer was rejected since it was not in accordance with the approved appraisal and value placed on the property by the Department, and

WHEREAS, on November 30, 1971, Robert B. Ball, Sr. made an offer of \$125,000 for the property, which was refused by the Department, and

WHEREAS, the Department in refusing the \$125,000 offer from Mr. Ball, offered to sell him the property for \$136,000, which is the Department's appraised value of the property, and

WHEREAS, the Department received a letter dated January 7, 1972, from Mr. Ball offering to purchase the property for \$136,000.

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission hereby approves, as requested by the Department's Engineers, the sale of said property to Robert B. Ball, Sr. for \$136,000 as per his offer.

MOTION CARRIED

Mr. Eakin asked that action on location of Project D695-029-12B, C-501, Route 695 (Kirby Road), Fairfax County, be deferred until the February meeting.

Mr. W. L. Neal, Vice President, Mr. Reed, President, and Mr. Shaw appeared before the Commission in connection with a request of John W. Hancock, Jr., Inc., of Salem, Virginia, for special permits for movement of steel beams 144 feet in length. The chairman advised these people that the legal length for such movements is 55 feet and that a special committee of the Highway Commission, after having studies made by consulting engineers and holding public hearings, recommended and the Commission adopted certain limits for widths, lengths and weights of loads which might be hauled on the State Highway System under special permit. The maximum length recommended and adopted by the Commission was 110 feet. He said the Commission is acutely aware of the convenience and safety of the normal traffic using the highways, and that since the legislature has established a maximum legal length of fifty-five feet, the Commission is being extremely liberal in permitting twice this legal length to be moved. He also said that when the trucking industry proposed a legal length of 65 feet a few years ago, there was a tremendous outcry of citizens protesting that such units on the highway would endanger the lives of the normal motorists and would result in serious inconvenience and hazard. However, he said, he would ask the special permit committee to consider the Hancock Company's particular situation and advise them in due course.

Moved by Mr. Baughan , seconded by Mr. Duckworth
that

WHEREAS, in connection with Route 81, State Highway Project 0081-081-102, RN-202, the Commonwealth acquired certain lands needed for improvements to Route 718, now Route 917, from the following landowners: Lillian Rawlings Swift, et al by deed dated December 26, 1963, as recorded in Deed Book 277, Page 384; Carl C. Moore by deed dated November 20, 1963, as recorded in Deed Book 277, Page 516; Nancy Wheeler Lotts and George Finley Lotts by deed dated September 18, 1963, as recorded in Deed Book 275, Page 213; these deeds are of record in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, the owner of the land lying on the south side of Route 917 has graded his land down to the elevation of the roadway and has requested that we convey to him a strip of land lying between the south existing right of way line and the south proposed right of way line of Route 917 from a point 25 feet opposite survey Station 103+00 (Office Revised Centerline Route 917), to a point 30 feet opposite survey Station 114+30 (Office Revised Centerline Route 917); and

WHEREAS, in exchange for the above described land, the landowner is willing to convey to the Commonwealth the necessary land to further improve and widen existing Route 917 from a point 25 feet opposite survey Station 85+29.85 (center of Route 917) to a point 25 feet opposite survey Station 103+00 (center of Route 917) and has also agreed to convey a 989 foot drainage easement between the south proposed right of way line of Route 917 at approximate survey Station 90+40.80 (center of Route 917) to the northwest existing right of way and limited access line of Route 81; and

WHEREAS, the plans have been revised on new plan Sheet 12-C to show the portions of Route 917 involved in the proposed exchange; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the south existing right of way line and the south proposed right of way line of Route 917 from a point 25 feet opposite survey Station 103+00 (Office Revised Centerline Route 917) to a point 30 feet opposite survey Station 114+30 (Office Revised Centerline Route 917) 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, so certified, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the owner of the adjoining land in exchange for the land and easement needed to improve Route 917, and subject to such restrictions as may be deemed requisite.

Motion Carried.

Moved by Mr. Baughan , seconded by Mr. Duckworth
that

WHEREAS, in connection with Route 816, State Highway Project 0816-011-137, C-501, the Commonwealth acquired certain lands needed for the drainage easement adjoining the proposed bridge over Tinker Creek from Emmet L. Talbot, et al by deed dated April 3, 1971 as recorded in Deed Book 195, Page 693 in the Office of the Clerk of the Circuit Court of Botetourt County; and

WHEREAS, when the bridge was designed, it was determined that the easement required did not fit the area acquired from the aforementioned land-owners; and

WHEREAS, an additional easement agreement has been secured by donation from the landowners, who have requested that the excess area of the original drainage easement be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the excess portions of the original drainage easement lying northeast of and adjacent to the northeast revised proposed easement line (9-7-71) from a point 40 feet opposite survey Station 14+46 (traverse line) to a point 39 feet opposite survey Station 15+92 (traverse line), and also lying southwest of and adjacent to the southwest revised proposed easement line (9-7-71) from a point 40 feet opposite survey Station 13+36 (traverse line) to a point 40 feet opposite approximate survey Station 13+40 (traverse line), and also lying southwest of and adjacent to the southwest revised proposed easement line (9-7-71) from a point 40 feet opposite approximate survey Station 14+10 (traverse line) to a point 40 feet opposite approximate survey Station 14+68 (traverse line) 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, the conveyance of the aforesaid portions of drainage easement, so certified, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed without warranty conveying said portions of drainage easement to the adjoining landowners of record in exchange for the new easements required from them and subject to such restrictions as may be deemed requisite.

Motion Carried.

Moved by Mr. Baughan , seconded by Mr. Duckworth
that

WHEREAS, in connection with Route 501, State Highway Project 0501-015-104, RW-201, the Commonwealth acquired from Tamar J. Mosby, et al, by deed dated November 27, 1970, as recorded in Deed Book 432, Page 775 in the Office of the Clerk of the Circuit Court of Campbell County certain lands, a portion of which lies outside the normal right of way line; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, so acquired, lying northeast of and adjacent to the northeast normal right of way line of Route 501 from a point 54 feet opposite survey Station 358+03 (centerline Route 501) to a point 56 feet opposite survey Station 359+48 (centerline Route 501) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 93.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the parcel of land, so certified, is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the owner of record of the adjoining land at a price satisfactory with the State Right of Way Engineer and subject to such restrictions as he may deem requisite.

Motion Carried.

On motion of Mr. Glass, seconded by Mr. Hairston, the Commission reaffirmed its action of August 19, 1971, withdrawing allocation of Industrial Access Funds for improvement of Route 731 leading to the Amherst Industrial Development Park. Mr. Roy C. Mayo, III, Executive Secretary of the Amherst County Board of Supervisors had, by letter of December 9, 1971, requested that the Commission reconsider its previous action in withdrawing allocation of Industrial Access Funds for this project.

Mr. Richard Obenshain appeared before the Commission in behalf of landowners along the proposed Route B for Leesburg Bypass, the Loudoun County 4-H Clubs and Mr. Richard Stokes, protesting apparent abandonment of the route chosen by the Highway Commission without giving those in favor of this line an opportunity of being heard. He asked that the Commission reconsider its action of December 16, 1971.

Mr. Fugate told Mr. Obenshain that there are a number of present members of the Commission who did not participate in even the last decision on this location. These members have asked that they be informed as to the alternatives. They have also authorized Mr. Hunsberger, Director of Engineering to confer with the committee of the four area mayors and the chairman of the Board of Supervisors of Loudoun County. Mr. Hunsberger, he said, will in due course report back to the Commission, showing them the alternatives to the presently adopted line and reporting on his conference with the representatives of the communities and the county. Mr. Fugate said what the Commission may decide at that time will be based upon the information that has been developed and the alternatives that seem best.

Mr. Fugate said the Commission has not abandoned its presently adopted route and will not abandon its presently adopted route without a full scale public hearing at which this route would be considered along with all others. He said the Commission has taken no irrevocable action or at this point in any way abandoned its original decision.

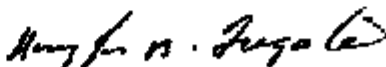
Mr. Hunsberger reported he had met with the committee composed of mayors of the towns of Hamilton, Purcellville, Round Hill and Leesburg and representatives of Loudoun County for a discussion of possible alternatives on the location of the southwest quadrant of the Leesburg Bypass. He said nothing definite was resolved and that further meetings would be held until a mutually satisfactory solution could be found.

Mr. Hunsberger said the Department engineers are studying possible alternatives and these will be presented to the Commission at its March meeting.

Mr. Fugate presented to the Commission a request from the Arlington County Board of Supervisors that the Commission not advertise or let any construction projects on Route 66 until the Arlington County Board has been given a chance to say whether they approve. The Board also asked that the Highway Department place a moratorium on acquisition of right of way until a final and unalterable decision is reached regarding construction. Mr. Fugate explained to the Commission that a group of citizens along Route 66 in Arlington County had sought court action in the District Court attempting to enjoin the Commission from proceeding with I-66 and that, upon advice of the Attorney General, the Department had agreed to withhold right of way acquisition pending a decision of the Court. The District Court decided against the request for an injunction and permitted the Highway Commission to resume full prosecution of the plans, including right of way acquisition and construction, but more recently the Appeals Court had enjoined the Highway Commission from eminent domain proceedings. The Department is continuing with negotiated right of way settlements. Mr. Fugate said he had written the Board that he would bring their letter to the attention of the Commission and that he would certainly not recommend that the Department stop any work or any right of way acquisitions.

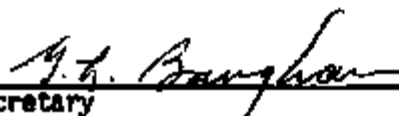
The meeting was adjourned at 11:35 a.m.

Approved:



Chairman

Attested:



Secretary