

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

January 18, 1973

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on January 18, 1973, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Eakin, Fitzpatrick, Janney and Roos.

Absent: Messrs. Glass, Hall and Landes.

In opening the meeting, the chairman recognized Mr. Rufus T. Hairston, member of the Commission from the Bristol District from 1968 through 1972. On behalf of the Commission members who served with Mr. Hairston, Mr. Fitzpatrick presented Mr. Hairston a suitably inscribed silver tray.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Crowe, that permits issued from December 21, 1972, to January 17, 1973, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Crowe, cancellation of permits from December 21, 1972, to January 17, 1973, inclusive, as shown by records of the Department, was approved.

The chairman stated the law provides that the Commission of Outdoor Recreation and the State Highway Commission shall coordinate in selecting scenic highways and byways but does not specify what standards might be established. He said the Commission of Outdoor Recreation had made a study and on December 18, 1972, approved procedures for selection of such highways. After some discussion, the Commission, on motion of Mr. Fitzpatrick, seconded by Mr. Roos, approved procedures, criteria and objectives outlined by the Commission of Outdoor Recreation, as attached.

## VIRGINIA SCENIC HIGHWAYS AND BYWAYS

### PROCEDURES

1. The study of a potential scenic highway or Virginia byway may be initiated by the Department of Highways or the Commission of Outdoor Recreation as a measure implementing the Virginia Outdoors Plan or upon the request of a local governing body.
2. The Department of Highways and the Commission of Outdoor Recreation will make an on-site inspection of the route to determine if it meets the physical criteria.
3. The Commission of Outdoor Recreation will obtain assurance from the local governing body that it is interested in scenic designation.
4. The Commission of Outdoor Recreation will determine that local zoning and comprehensive planning programs of the locality and the planning district commission are consistent with the management objectives established for scenic highways or Virginia byways.
5. The Department of Highways will secure approval of the designation from the local governing body.
6. The Department of Highways will advise the Commission of Outdoor Recreation when the approval has been received.
7. The Commission of Outdoor Recreation will recommend designation to the Highway Commission.
8. The Highway Commission will designate the road, and the Department of Highways will work with the local governing agency to achieve the management objectives.
9. The Department of Highways will make an annual inspection of the maintenance and improvements of the route.

If the Department of Highway's annual inspection indicates a scenic highway or Virginia byway no longer meets minimum standards, the Highway Commission will request an investigation by the Commission of Outdoor Recreation. Listed below are the procedural steps which should be followed:

1. The Commission of Outdoor Recreation will notify the local governing body, the planning district commission, interested individuals and organizations of the requested investigation.
2. In coordination with the local governing body, the Commission of Outdoor Recreation will make an on-site inspection of the route.
3. The Commission of Outdoor Recreation will recommend that the designation be revoked upon finding that the quality of the road segment cannot be restored to meet minimum standards.
4. The Highway Commission will revoke the designation.

#### CRITERIA

In order to be considered for designation as a scenic highway or Virginia byway, a segment of road must substantially meet the tests of the following physical criteria:

1. The route provides important scenic values and experiences.
2. There is a diversity of experiences as in transition from one landscape scene to another.
3. The route links together or provides access to significant scenic, scientific, historic or recreational points.
4. The route bypasses major roads or provides opportunity to leave high-speed routes for variety and leisure in motoring.
5. Landscape control or management along the route is feasible.
6. The route is susceptible to techniques to provide for user safety.
7. The route contributes to good distribution within the State of elements of the scenic highway and byway system.

## OBJECTIVES

To achieve the purposes of scenic highways and Virginia byways, the Department of Highways has established the following management objectives.

Development - improvement necessitated by traffic safety and conveniences should be carried out in conformance with the following recommendation of the Virginia Outdoor Plan for upgrading Virginia's highway system.

"Everything that can be done within the limitation of available funds should be done toward providing wide rights-of-way, adopting corridor zoning and designing for visual enjoyment."

Development Control - to prevent undesirable development on adjacent property or in sight of the road through sign control, by using Virginia's Outdoor Advertising Law, and by cooperating with local governments in the achievement of proper zoning, land use controls, and assisting in the development of adequate standards and easements.

Moved by Mr. Fitzpatrick, seconded by Mr. Crowe, that the Commission confirm letter ballot action on bids received December 13, 1972, and December 20, 1972, on the following projects:

Harbor Access Road, Project U000-121-101, C-501, B-601

Int. Harbor Road - Int. Terminal Avenue, City of Newport News. Award of contract to low bidder, Warren Brothers Co., Div. of Ashland Oil, Inc., Richmond, Virginia.

Bid	\$2,817,087.00
10% for engineering and additional work	281,708.70
Work by State Forces	1,034.00
Flagging	8,580.00
Amount chargeable to project	3,108,410.00
Acct. Rec. City of Newport News -	\$1,554,204.85
\$534,655.00 to be provided for in future Urban Construction Allocations.	

Route 7, Project 6007-021-106, C-501, B-606, B-607, B-610, B-611, B-612, B-613

2.968 Mi. E. Clarke-Frederick Co. Line - 1.200 Mi. E. ECL Berryville, Clarke County. Award of contract to low bidder, Wiley N. Jackson Company, Roanoke, Virginia.

	Construction	Right of Way
Bid	\$3,882,132.22	\$20.00
10% for engineering and additional work	388,213.22	2.00
Work by State Forces	13,007.50	
Right of Way	521,000.00	
Utilities	102,000.00	
Railroad	15,351.71	
Flagging	6,538.29	
Amount chargeable to project	4,928,255.00	
\$650,810.00 to be provided for in 1973-74 Primary Construction Allocations.		

Route 10, Project 0010-116-105, C-501; 0010-074-102, C-501, B-601, B-602

0.334 Mi. W. ECL Hopewell - 0.062 Mi. E. Int. 156, City of Hopewell and Prince George County. Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Virginia.

Bid	\$1,566,174.97
10% for engineering and additional work	156,617.49
Work by State Forces	23,402.50
Right of Way	75,000.00
Utilities	15,800.00
Amount chargeable to project	1,836,995.00
Acct. Rec. City of Hopewell -	\$98,388.31
\$581,073.00 to be provided for in 1973-74 and 1974-75 Primary Construction Allocations.	
\$294,934.00 to be provided for in future Urban Construction Allocations.	

Route 17, Project 0017-030-104, C-503

2.554 Mi. S. Int. EBL 66 - 1.992 Mi. S. Int. EBL 66, Fauquier County.  
Award of contract to low bidder, Raymond C. Hawkins and Raymond C. Hawkins  
Constr. Co., Inc., Nokesville, Virginia.

Bid	\$238,363.70
10% for engineering and additional work	23,836.37
Work by State Forces	4,911.50
Utilities	2,600.00
Amount chargeable to project	269,712.00

\$5,694.00 to be provided for in 1973-74 Primary Construction Allocations.

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

Two Lane Trestle with Crossovers - Bridge over James River, Isle of Wight  
County. Award of contract to low bidder, Tidewater Construction Corporation,  
Norfolk, Virginia, and Raymond International, Inc., Houston, Texas, and  
Peter Kiewit Sons' Co., Omaha, Nebraska.

Bid (Options A & D)	\$15,995,395.50
10% for engineering and additional work	1,599,539.55
Amount chargeable to project	17,594,935.00

\$15,049,613.00 to be provided for in 1973-74 & Subsequent Years' Primary  
Construction Allocations.

Route 17, Project 6017-089-102, C-502, B-603; 6017-030-103, C-503

5.637 Mi. E. Stafford & Fauquier C. L. - 0.064 Mi. W. Stafford & Fauquier  
C. L., Stafford and Fauquier Counties. Award of contract to low bidder,  
Raymond C. Hawkins and Raymond C. Hawkins Constr. Co., Inc., Nokesville,  
Virginia.

Bid	\$1,964,961.15
10% for engineering and additional work	196,496.11
Work by State Forces	7,854.00
Right of Way	350,000.00
Utilities	38,700.00
Amount chargeable to project	2,558,011.00

\$2,558,011.00 to be provided for in 1973-74 & Subsequent Years' Primary  
Construction Allocations.

Route 60, Project 0060-127-102, B-604

Demolition and Removal of Existing Ninth Street Bridge over James River, City of Richmond. Award of contract to low bidder, Central Contracting Company, Inc., Farmville, Virginia.

Bid	\$297,600.00
10% for engineering and additional work	29,760.00
Work by State Forces	280.00
Flagging	660.00
Amount chargeable to project	328,300.00
Acct. Rec. City of Richmond - \$49,245.00	
\$279,055.00 to be provided for in future Urban Construction Allocations.	

Route 65, Project 0066-034-102, L-801; 0066-093-102, L-803

7.14 Mi. Planting - Int. Rte. 81 (Near Strasburg) - 0.406 Mi. E. Int. Rte. 340 and 522 (N. of Front Royal), Frederick and Warren Counties. Award of contract to low bidder, The Gilmore Plant and Bulb Co., Inc., Julian, North Carolina.

Bid	\$81,709.00
10% for engineering and additional work	8,170.90
Work by State Forces	326.00
Amount chargeable to project	90,206.00

Route 81, Project 0081-060-102, L-801

12.91 Mi. Planting - 2.05 Mi. E. Int. Rte. 8 - 0.994 Mi. W. Montgomery-Roanoke Co. Line, Montgomery County. Award of contract to low bidder, The Gilmore Plant and Bulb Co., Inc., Julian, North Carolina.

Bid	\$58,528.75
10% for engineering and additional work	5,852.87
Work by State Forces	326.00
Amount chargeable to project	64,708.00

Route 81, Project 0081-060-102, L-802; 0081-080-101, L-801

3.48 Mi. Planting - 0.994 Mi. W. Montgomery-Roanoke Co. Line - 2.490 Mi. E. Montgomery-Roanoke Co. Line, Montgomery and Roanoke Counties. Award of contract to low bidder, The Gilmore Plant and Bulb Company, Inc., Julian, North Carolina.

Bid	\$6,783.25
10% for engineering and additional work	678.32
Work by State Forces	326.00
Amount chargeable to project	7,788.00
\$6,696.00 to be provided for in 1973-74 Interstate Construction Allocations.	

Route 460, Project 0460-144-102, C-501, B-601

0.168 Mi. W. W.C.L. Farmville - 1.049 Mi. E. W.C.L. Farmville, Town of Farmville. Award of contract to low bidder, T. E. Brown Construction Company, Inc., Morehead City, North Carolina.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$666,700.46	\$200.00
10% for engineering and additional work	66,670.04	20.00
Work by State Forces	8,096.00	
Flagging	605.00	
Amount chargeable to project	742,292.00	
Acct. Rec. Town of Farmville - \$10,664.19		
\$520,028.00 to be provided for in future Urban Construction Allocations.		

Route 602, Project 0602-029-194, C-502

Interchange Rte. 602 with Dulles Access Road, Fairfax County. Award of contract to low bidder, Raymond C. Hawkins and Raymond C. Hawkins Construction Co., Inc., Nokesville, Virginia.

Bid	\$245,273.60
10% for engineering and additional work	24,527.36
Work by State Forces	2,413.40
Amount chargeable to project	272,214.36
Acct. Rec. Gulf Reston Corp. - \$272,214.36	

Route 619, Project 0619-040-131, C-501

Int. Rte. 58 - 0.032 Mi. N. Int. Blake Road, Greensville County. Award of contract to low bidder, W. S. Cordle, Inc., Emporia, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid (Alternate)	\$59,760.80	\$800.00
10% for engineering and additional work	5,976.08	80.00
Work by State Forces	1,074.00	
Utilities	7,034.00	
Amount chargeable to project	74,725.00	
\$46,000.00 to be provided for in 1973-74 & Subsequent Years Budgets.		

Route 631, Project 0631-002-12B, C-501, B-620

0.042 Mi. S. E. of NCL Charlottesville - Int. 25, Albemarle County. Award of contract to low bidder, A. B. Torrence & Company, Inc., Elkton, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$493,905.25	\$1.00
10% for engineering and additional work	49,390.52	.10
Utilities	104,144.38	
Flagging & Adj. Signals	12,628.00	
Amount chargeable to project	660,069.00	
\$351,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.		



Route 635, Project 0635-035-125, C-501, B-606; 0635-035-125, C-501, B-607

Bridges and Approaches over Stony Creek (at Olean and 1.45 Mi. N. W. Rte. 722), Giles County. Award of contract to low bidder, Vecellio & Associates, Inc., Salem, Virginia.

Bid	\$247,551.41
10% for engineering and additional work	24,755.14
Work by State Forces	194.00
Amount chargeable to project	272,501.00

\$195,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

Route 675, Project 0675-019-126, C-501, B-618

Bridge & Approaches N & W Railway, Charlotte County. Award of contract to low bidder, Marks-Runions Co., Inc., Clarksville, Virginia.

Bid	\$131,358.50
10% for engineering and additional work	13,135.85
Utilities	800.00
Flagging	3,214.43
Amount chargeable to project	148,508.00

Acct. Rec. N & W R.R. - \$11,575.00  
\$115,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

Route 123, Project BR-B-72

Repair 1 Bridge - NBL Rte. 123 over Rte. 66, Fairfax County. Award of contract to low bidder, Donald H. Salvage, Inc., Amherst, Virginia.

Bid	\$53,077.00
10% for engineering and additional work	5,307.70
Amount chargeable to project	58,385.00

To be financed from Culpeper District Primary Maintenance Funds.

Various Streets, Project MR-3-72

Various Locations, City of Nansemond. Award of contract to low bidder, Art-Ray Corp., Suffolk, Virginia.

Bid	\$26,576.00
10% for engineering and additional work	2,657.60
Amount chargeable to project	29,234.00

To be financed from Nansemond County Secondary Maintenance Funds.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Crowe, that the Commission confirm letter ballot action rejecting bids received December 13, 1972, on the following projects, and authorizing readvertisement of these projects:

Washington Blvd., Project U000-000-103, C-501

Int. Wilson Blvd. - Int. 4th Street North, Arlington County. Low bid - 100.5% over estimate.

Route 3, Project 0003-051-108, C-501

Storm Drainage - Town of Kilmarnock - 0.060 Mi. S. Int. 3 & 200 - 0.226 Mi. W. Int. 3 & 200, Lancaster County. Low bid - 56.2% over estimate.

Route 291, Project 0291-118-102, C-501

Int. Lakeside Dr. & College Dr. and Int. Old Forest Rd. & Link Rd., City of Lynchburg. Low bid - 48.7% over estimate.

Route 360, Project 0360-127-103, C-501

Turning Lanes - 0.121 Mi. W. of Woodhaven Dr. - 0.121 Mi. E. of Woodhaven Dr., City of Richmond. Low bid - 58.8% over estimate.

Route 688, Project 0688-061-155, C-501, FS-705

0.106 Mi. S. Int. Rte. 58 - 3.069 Mi. S. Int. Rte. 58, City of Nansemond. Low bid - 28.5% over estimate.

City Streets, Project 5503-137-101, C-501

Improvement of Street Intersections and Signalization - Intersections of Various Streets and Roads, City of Williamsburg. Low bid - 21% over estimate.

Access Road, Project 9999-128-103, C-501, C-502

Int. Tenth St. N. W. - 0.091 Mi. W. Int. Court St. N. W., City of Roanoke. Low bid - 41.2% over estimate.

Route 60, Project 0060-121-106, C-501

Int. 68th Street - 0.110 Mi. W. 75th Street, City of Newport News. Low bid - 29.5% over estimate.

MOTION CARRIED

that Moved by Mr. Fitzpatrick, 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 design public hearing was held in the Pamplin Elementary School Cafeteria, Pamplin, Virginia, on August 9, 1972, at 7:00 p.m., for the purpose of considering the proposed improvement of Route 47 from 0.032 Mile south of the intersection of Route 1101 to the Town of Pamplin City, Appomattox County, State Project 0047-006-101, PE-101, 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 major design features of this project be approved in accordance with the plan as proposed and presented at the said 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 Mills Godwin Junior High School, 14800 Darbydale Drive, Dale City, Virginia, on November 2, 1972, at 7:30 p.m., for the purpose of considering the proposed improvement of the Route 95 interchange with Route 642 from 0.298 mile south of the intersection of Route 642 to 0.413 mile north of the intersection of Route 642 in Prince William County, State Projects 0095-076-105, PE-101, RW-201, C-501, B-628; 0095-076-105, PE-102 RW-202, C-502, B-629, 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 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, and

BE IT FURTHER RESOLVED, that the present limited access features of Route 95 be extended to include these additional ramps in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code as amended.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location public hearing was held in the George Washington High School Auditorium, Danville, Virginia, on December 13, 1972, at 7:30 p.m., for the purpose of considering the proposed location of Route 265 (Danville Bypass) from the intersection of Route 29 south of Danville to the intersection of Route 29 north of Danville in Pittsylvania County, Virginia, State Project 6265-071-101; 6265-071-102, 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 of this project be approved in accordance with Plan II as proposed and presented at the said location public hearing by the Department's engineers, and

BE IT FURTHER RESOLVED, that this project 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 Highway Commission policy for bypasses of cities and towns, and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-29 of the 1950 Code of Virginia, as amended, the proposed new location herein approved, in Pittsylvania County, approximately 10.7 miles, be added to the Primary System of Highways and designated as Route 265.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission Policies, a location and design public hearing was held in the Onancock Fire House, Onancock, Virginia, on September 27, 1972, at 2:00 p.m., for the purpose of considering the proposed construction of a bridge and its approaches over Central Branch of Onancock Creek on Route 1001 (Ames Street) in the Town of Onancock, Accomack County, Virginia, State Project 1001-273-152, C-501, B-617, 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 provide a sidewalk on the west side from Route 178 to the structure, that lighting be installed on the west side of the structure, and that Bagwell Bridge on Route 1002 be retained in the Secondary System.

MOTION CARRIED

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

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 to public recreational areas and historical sites be provided by using highway funds . . ."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway 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 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 Halifax County has by resolution requested the use of recreational access funds to assist in providing access to the Staunton River State Park in Halifax County, estimated to cost \$450,000; 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 \$200,000 from the recreational access fund for 1972-73 be allocated to assist in providing access to the Staunton River State Park in Halifax County, Project 0344-041-102, C-501, contingent upon the balance of the funding being allocated from the Primary construction or Primary maintenance-replacement allocation to the Lynchburg District.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe,  
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 to public recreational areas and historical sites be provided by using highway funds . . ."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway 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 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 Nansemond County, now the City of Nansemond, has by resolution requested the use of recreational access funds to provide access to Bennetts Creek Park in the City of Nansemond estimated to cost \$75,000; 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 \$75,000 from the recreational access fund for 1972-73 be allocated to provide access to Bennetts Creek Park in the City of Nansmond, Project 0626-061-181, C-501.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Colonial Heights has by resolution requested the use of industrial access funds to provide access to the new facility of Dobbs Brothers Book Bindery Company, Incorporated, located on Ivy Street in the City of Colonial Heights, estimated to cost \$30,000; 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 \$30,000 from the 1972-73 industrial access fund be allocated to provide improved access to the new facility of Dobbs Brothers Book Bindery Company, Incorporated, located on Ivy Street in the City of Colonial Heights, Project 9999-106-102, C-502, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) the City of Colonial Heights maintaining the industrial road in an approved manner.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Smyth County has by resolution requested the use of industrial access funds to provide improved access to the new facility to be constructed by Rome Manufacturing Company and the expanded facility of the Brunswick Corporation, near Marion in Smyth County, estimated to cost \$56,000; 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 \$56,000 from the industrial access fund for 1972-73 be allocated to provide improved access to the new facility of Rome Manufacturing Company and the expanded facility of the Brunswick Corporation, near Marion in Smyth County, Project 0691-086-154, C-501, contingent upon Rome Manufacturing Company'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 industrial access fund.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Spotsylvania County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by the Bendix Corporation off Route 208 in Spotsylvania County, estimated to cost \$52,000; 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 \$52,000 from the 1972-73 industrial access fund be allocated to provide access to the new facility of the Bendix Corporation to be constructed off Route 208 in Spotsylvania County, Project 1248-088-160, 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. Roos, seconded by Mr. Janney,  
that

WHEREAS, at its meeting on October 29, 1970, the Highway Commission endorsed procedures for recruiting employees to become effective November 1, 1970, and

WHEREAS, Item 1. of these procedures reads as follows:

"Resident Engineers and District Personnel Supervisors will solicit applicants for each position to be filled by advertising in local newspapers and by posting a notice at the courthouse of the appropriate city(s) or county(s), at least twenty-one (21) days before the position is to be filled", and

WHEREAS, the Commission Personnel Study Committee, after studying these procedures, in its report dated December 5, 1972, recommended that the specified time for advertisement and posting of notices be reduced to five (5) working days, and

WHEREAS, the Highway Commission at its meeting on December 21, 1972, adopted this report.

NOW, THEREFORE, BE IT RESOLVED, that Item 1. of the recruiting procedures endorsed November 1, 1970, be revised to read as follows:

Resident Engineers and District Personnel Supervisors will solicit applicants for each position to be filled by advertising in local newspapers and by posting a notice at the courthouse of the appropriate city(s) or county(s), at least five (5) days before the position is to be filled.

MOTION CARRIED

Moved by Mr. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-122-070, HW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from Trustees of Pasadena Church, Incorporated by Certificate No. C-5922, case for which has been settled, as recorded in Deed Book 968, Page 363 in the Office of the Clerk of the Corporation Court of the City of Norfolk, Virginia; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land lying on the northeast side of and adjacent to the northeast right of way line from a point 25 feet opposite survey Station 6+13.67 (centerline Naval Base Road Relocation) to a point 25 feet opposite survey Station 7+09.60 (centerline Naval Base Road Relocation) 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 §33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of the 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, without warranty, in the name of the Commonwealth conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be requisite.

Motion carried.

Moved by Mr. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, the Commonwealth is the apparent owner of the lands comprising the old Valley Turnpike in Shenandoah County; and

WHEREAS, the Old Valley Turnpike was relocated in a northern direction under Route 11, State Highway Project 589-C and the new location serves the same citizens as the old turnpike and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the Commonwealth proposes to improve a portion of Route 11 in connection with State Highway Project 0611-085-151, HW-201 and needs to acquire certain lands from Kenneth W. Lyons; and

WHEREAS, Mr. Lyons is agreeable to conveying the lands needed from him for the lands comprising the right of way of the Old Valley Turnpike located within his lands; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands of the Old Valley Turnpike from a point opposite approximate survey Station 1404+75 (centerline N.B.L. Route 11) to a point opposite approximate survey Station 1418+20 (centerline N.B.L. Route 11) 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 portion of the Old Valley Turnpike 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 land is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed, conveying same to the adjoining landowner of record in exchange for a deed to the lands required from him.

Motion carried.

Moved by Mr. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, in connection with Route 350, State Highway Projects 1400-D1, D2 and 1400-3, the Commonwealth acquired certain lands from George J. Keyes and Rachel E. Keyes by deed dated May 20, 1944 as recorded in Deed Book 446, Page 439 and from L. Wesley Carter and Ethel R. Carter by deed dated March 28, 1944 as recorded in Deed Book 430, Page 532. These deeds are recorded in the Office of the Clerk of the Circuit Court of Fairfax County, now the City of Alexandria, Virginia; and

WHEREAS, the City of Alexandria has relocated a portion of Service Road No. 4 (South Yoakum Street) and the new location serves the same citizens as the old location, and by Ordinance No. 1753 adopted on March 14, 1972, a portion of said Service Road No. 4 was vacated from Stevenson Avenue in a northerly direction approximately 1,971 feet; and

WHEREAS, the adjoining landowners of record have requested that we convey to them the land comprising the right of way of a portion of Service Road No. 4 (South Yoakum Street); and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising the right of way of Service Road No. 4 (South Yoakum Street) from a point at approximate survey Station 6+20 (centerline Service Road No. 4) to the north right of way line of Stevenson Avenue at approximate survey Station 17+00 (centerline Service Road No. 4) does not constitute a section of the public roads and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the land, 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 deed or deed, without warranty, to the adjoining landowner or landowners of record for a consideration or considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-043-001, RW-202, the Commonwealth acquired certain lands from Mason M. Alvis and Blanche N. Alvis by deed dated February 26, 1964 as recorded in Deed Book 1159, Page 548 in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, the County of Henrico wishes to relocate a portion of Service Road No. 3 (English Hills Drive) and requests that any of the old location no longer needed, upon completion of the new location that will serve the same citizens as the old location, be conveyed to the adjoining landowner of record; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the northwest side of and adjacent to Parham Road from a point 211 feet opposite survey Station 140+16 (centerline Parham Road) to a point 45.0 feet opposite survey Station 143+71 (centerline Parham Road) 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 as of the date the new location of Service Road No. 3 (English Hills Drive) is constructed.

NOW, THEREFORE, the conveyance of the said portion of land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowner of record upon the opening of the section of relocated Service Road No. 3 (English Hills Drive) and for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

Moved by Mr. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, in connection with Route 413, now Route 495, old State Highway Project 8229-06, now State Highway Project 0413-029-006, RW-1, the Commonwealth acquired certain lands, a portion of which lies east of the east proposed right of way and limited access line, from Stephen L. Burns, et al,

by deed dated November 21, 1957 as recorded in Deed Book 1614, Page 562, and from Donald B. Powell and Mary M. Powell by deed dated November 21, 1957 as recorded in Deed Book 1612, Page 195. These deeds are of record in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, the Virginia Electric and Power Company has requested that the lands lying outside the proposed right of way and limited access line be conveyed to them to be used in connection with a needed substation; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the east side of and adjacent to the east proposed right of way and limited access line from a point approximately 150 feet opposite approximate survey Station 786+80 (centerline Route 413) to a point approximately 150 feet opposite survey Station 788+60 (centerline Route 413) 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 said land is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the Virginia Electric and Power Company, 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. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, the Commonwealth is the apparent owner of the right of way of the old Alexandria - Mt. Vernon - Accotink Turnpike in Fairfax County; and

WHEREAS, a portion of the old Turnpike was relocated under Route 31, State Highway Project 649E, now Route 1, State Highway Project 0001-029-101, RW-202 and the portion of the old Turnpike was designated Route 1301; and

WHEREAS, at the regular meeting of the Board of Supervisors of Fairfax County held on the 15th day of March 1950, a resolution was passed abandoning as a public road the portion of Route 1301 from a point north of Secondary Route 630 and looping to U. S. Route 1 at a point south of Secondary Route 1323; and

WHEREAS, the adjacent landowners have requested that any of the old road no longer needed be conveyed to them in order to more fully develop their adjoining lands; and

WHEREAS, the State Highway Commissioner has certified in writing

that the portion of old Route 1301 from a point opposite approximate survey Station 294+42 (centerline Route 1) to a point opposite approximate survey Station 310+00 (centerline Route 1) 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 land, so certified, to the adjoining landowners of record, in accordance with the provisions of § 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 deeds of quitclaim, for considerations satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Eakin, seconded by Mr. Fitzpatrick,

that

WHEREAS, in connection with the proposed Rapid Transit System, the Commonwealth acquired by deed dated September 16, 1970 from Percy L. Ford and Margaret E. Ford 5.755 acres of land as recorded in Deed Book 1445, Page 263, in the Office of the Clerk of the Circuit Court Henrico County; and

WHEREAS, one of the conditions of securing the approval of the officials of Henrico County for the use of the land as a parking lot is the conveying to them of a ten foot strip of land to widen Fordson Road; and

WHEREAS, the State Highway Commissioner has certified in writing that the ten foot strip or parcel of land lying along the southwest side of Fordson Road from a point approximately 25 feet southeast of the intersection of Parham Road and Fordson Road and extending in a southeastern direction 569.38 feet, more or less, 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 strip or parcel of land, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the County of Henrico, and subject to such restrictions as may be requisite.

Motion carried.

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

WHEREAS, it has been determined by the Department and consulting engineers that \$350,000 now on deposit in the State of Virginia 1965 toll project's Construction Fund 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

Mr. Roos asked about plans in the event of a disaster or series of disasters which would affect any or all of the bridge or bridge-tunnel systems in the Hampton Roads area. Mr. Fugate said this had been handled at the state level under the general auspices of the Office of Civil Defense. Mr. John M. Wray, Jr., Director of Operations and coordinator of Highway Department efforts with the Office of Civil Defense, said there is a disaster plan which he thinks is adequate. He said he would review the plan and advise Mr. Roos more fully.

The chairman said that because of commercial development throughout the state and the request to provide access to such developments which were beyond the scope of the Industrial Access Fund, which is a very limited fund and can be used in any one county in one year only to the extent of \$150,000, there are beginning to be a great many calls upon the highway fund for highway aid to these industries. He had accordingly appointed a committee consisting of Mr. Crowe, chairman, Mr. Glass and Mr. Eakin, to study the problem and report to the Commission. The report was presented by Mr. Crowe and following discussion was adopted, on motion of Mr. Crowe, seconded by Mr. Fitzpatrick. Copy is attached.

Mr. Fugate said the committee would be continued, to advise in individual cases, as they had accumulated a good bit of information in the course of the study which would be very valuable in considering individual cases on their merit.

# COMMONWEALTH OF VIRGINIA



LAS R. FUGATE, COMMISSIONER  
WILL M. CROWE, HIDEPOUND, VA.  
WY BAKER, JR., BELLE HAN, VA.  
A. FITZPATRICK, ROANOKE, VA.  
AS R. O'CONNOR, LYNCHBURG, VA.  
AND R. HALL, BRISTOL, VA.  
LAS G. JARNEY, FREDERICKSBURG, VA.  
RT S. LASCHE, STAUNTON, VA.  
AL T. ROOS, YORKTOWN, VA.

DEPARTMENT OF HIGHWAYS  
1221 EAST BROAD STREET  
RICHMOND, VA. 23218

January 15, 1973

JOHN L. KAYWOOD,  
DEPUTY COMMISSIONER & CHIEF ENGINEER

W. S. G. BRITTON,  
DIRECTOR OF ADMINISTRATION

A. K. NONSBERGER, DIRECTOR OF ENGINEERING

H. GORDON BLUMBERG,  
DIRECTOR OF PROGRAMMING AND PLANNING

J. M. WRAY, JR., DIRECTOR OF OPERATIONS

BY REPLY PLEASE REFER TO

Mr. Douglas R. Fugate  
Commissioner  
Department of Highways

Dear Mr. Fugate:

On July 20, 1972, you appointed a committee composed of Highway Commission members Le Roy Eakin, Jr., Thomas R. Glass, and Morrill M. Crowe (Chairman) to study and submit recommendations that would be helpful in serving as a guide when the Highway Department is faced with unusual requests for funds for highway development or additions. Specifically, the committee was formed because of the requests for a new interchange off Interstate Route 95 in Hanover County by the Taft Broadcasting Company, who has planned a private, recreational complex immediately east of Interstate Route 95 and will require more comprehensive exits and ingresses than are now existing in that immediate area. The dimension of highway additions required for service to this planned facility is \$3 million to \$4 million.

In studying the potential availability of funds for such a facility, the committee has (1) considered the legislative availability of highway funds for access roads, (2) has considered the policy of the Highway Commission and Department in the past upon such requests, (3) has considered and studied in depth the unusual methods of financing highway improvements that do not fall within the category of being supported by legislation, and (4) has contacted nine states in the eastern section of the United States to determine their policies with no meaningful replies - only a realization of the problem.

Following is a brief review of the legislative rights of the Highway Department and Highway Commission in developing access roads:



(1) The Industrial Access Fund, available to manufacturing or processing operations, now totals \$2.5 million per year. This provides a limit of \$150,000 to any political subdivision in Virginia with the addition of \$100,000 in matching funds, which match dollar for dollar funds contributed by the industry or other non-public sources. This Industrial Access Fund also carries a limitation that the funds shall not be used to construct or improve roads on a privately owned property and any access road constructed or improved shall constitute a part of the Secondary system of state highways or the road system of the locality in which it is located.

(2) The Recreational Access Fund totals \$1.5 million per year and allows an expenditure of up to \$200,000 per year to any political subdivision, with an additional \$100,000 allowed in matching funds to match those provided by other than highway sources. This Recreational Access Fund also carries a limitation that the recreational area must be a publicly developed and operated recreational area.

There are a limited number of instances in the past where legitimate and needed requests for highway funds have not fallen in the category of industrial access, recreational access or a programmed, normal highway development. These instances resulted for the most part because of commercial developments, other than manufacturing, that required access, additional highways, or improvements to existing highways. These are herewith set down in some detail to exhibit the expressed philosophy of the Highway Department and the Highway Commission in meeting these highway requirements.

The following are cited:

(1) The Skyline Center at Baileys Crossroad in Fairfax County - This is a commercial complex in which the developer is participating by prepaying taxes to the extent of \$500,000, and also building and financing the extension of a road through his developed area.

In this project, Fairfax County participated by matching the developer's financial participation to the extent of \$500,000. The estimated cost, beyond the road extension built and paid for by the developer, is approximately \$10 million or a residual cost to the highway fund of some \$9 million. The justification for this unique arrangement was based on the joint fact that highway funds would be inordinately needed to satisfy normal traffic growth and that only a portion of the highway costs could rationally be charged to the emergency created by the developer.

(2) The Landmark Shopping Center in Fairfax County - In this instance, the developer required a bridge to provide improved access to his shopping center. The developer financed all costs in excess of those necessary to provide for normal traffic.

(3) An interchange of Secondary Route 802 on Interstate Route 95 in Hanover County between Richmond and Ashland because of a commercial (non-manufacturing) development - This interchange was completely paid for by the developer. The cost was approximately \$300,000.

(4) An Industrial Access Road to the Lane Company in Altavista which would exceed in cost the allowable access fund to any one political subdivision - The estimated cost was \$650,000. This cost was provided as follows: The Industrial Access Fund provides the allowed maximum of \$250,000, considering that the Norfolk and Western Railway contributed \$150,000 and the Lane Company provided a \$50,000 contribution. The Town of Altavista provided a \$30,000 participation and Pittsylvania County provided \$170,000 participation from the county secondary funds.

(5) The BLM Corporation in Nelson County - This is a planned, private recreational project, and of all the projects cited, matches most closely the planned Taft Broadcasting project in Hanover County. An improved access road will be required for this planned recreational project. The work program of the Highway Department includes a planned 18-foot wide hard-surfaced road in this immediate area within the next few years. The developers, needing a 24-foot wide hard-surfaced road, have committed themselves to pay the difference between the 18-foot wide hard-surfaced road and the 24-foot wide hard-surfaced road. Thus, it may be assumed that the Highway Department will not be put to any additional expense in providing an access road of satisfactory width and traffic-carrying potential to this planned recreational project.

Also pertinent is the Federal restriction on additions to interstate highways. The Federal policy is that no addition can be built with 90%-10% Federal participation in the Interstate System unless there is an extremely urgent demonstrated public need for such an addition or extension. The one variance from this restriction was a demonstrated urgent public need for access to a town in Virginia.

The Highway Commission policy has been not to utilize funds other than 90%-10% interstate funds for improvement or additions to completed sections of interstate highway--at least until the Interstate System is complete in Virginia.

Mr. Douglas E. Fugate

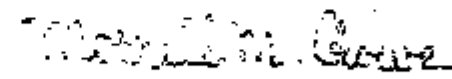
January 15, 1973

RECOMMENDATIONS:

In view of the above cited legal limitations and the past operative policy of the State Highway Department and Highway Commission in meeting unusual requests for funds, the committee considered it unwise to establish any formal pattern in responding to such requests. Each such request will have many unique distinguishing features. Each will possess commercial and tax advantages for the immediate political subdivision and, in some instances, for the state at large. Each will add to the traffic count on our highways. Each will require expenditure of highway funds that cannot be fitted into any of the cited programs.

In the opinion of the committee, each of these requests must be met on its individual merit. The committee, however, feels that with the present great need and continued need for highway development in Virginia and with the present restriction of tax funds to meet these needs that great caution should be exercised by the Highway Department and Highway Commission in such financial participation. If the immediate political subdivision benefits from the project, that political subdivision should, to the extent of its ability, participate in the cost of highway access to the development. Also, the developer should be willing to assume a very substantial part of the highway access cost. The Highway Department and Highway Commission have no right, beyond that allowed by law, to use highway funds for the development of private commercial projects. The interested political subdivision can participate by sacrificing its tax yield from the development for a number of years in the future. It can also participate by recommending that a part of the secondary road funds available for use within the county be allocated to the project. The developer can and should participate substantially by recognizing that any commercial project which creates a large traffic flow must and should include in its development costs highway facilities within its area adequate to serve the traffic flow generated by the project.

Respectfully submitted,

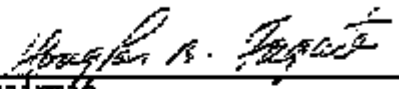
  
Morrill M. Crowe, Chairman

Thomas R. Glase

La Roy Makin, Jr.

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

Approved:

  
\_\_\_\_\_  
Chairman

Attested:

  
\_\_\_\_\_  
Secretary