

MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

January 17, 1980

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on January 17, 1980, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Anderson, Fralin, Hall, Massell, Hooper, Landes, Mohr, Robinson, Roos, and Wrench.

On motion of Mr. Hooper, seconded by Mr. Mohr, the minutes of the meeting of December 13, 1979, were approved.

On motion of Mr. Hooper, seconded by Mr. Mohr, permits issued from December 13, 1979, to January 16, 1980, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Hooper, seconded by Mr. Mohr, that cancellation of permits from December 13, 1979, to January 16, 1980, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Hooper, seconded by Mr. Mohr, that the Commission approve additions to the Secondary System from December 13, 1979, to January 16, 1980, inclusive, as shown by records of the Department. Motion carried.

Mr. Leo E. Busser, III, Deputy Commissioner and Chief Engineer, reviewed for the Commission the proposed revisions in allocations approved on April 19, 1979, for the fiscal year 1979-80; and on motion of Mr. Wrench, seconded by Mr. Robinson, the revisions were approved, as attached.

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION  
 ALLOCATION REVISIONS  
 FISCAL YEAR 1979-80  
 (In Thousands)

	<u>Allocations</u>	<u>Revision Increase (Decrease)</u>	<u>Revised Allocation</u>
<u>Maintenance</u>			
Interstate	\$ 26,900	\$ 1,500	\$ 28,400
Primary	59,000	3,100	62,100
Secondary	81,000	4,400	85,400
Total	<u>\$166,900</u>	<u>\$ 9,000</u>	<u>\$175,900</u>
<u>Construction</u>			
Secondary			
Unpaved Road Fund	\$ 11,400	\$( 2,000)	\$ 9,400
Construction	73,300	(13,600)	59,700
Subtotal	<u>\$ 84,700</u>	<u>(15,600)</u>	<u>\$ 69,100</u>
Primary	124,000	(24,100)	99,900
Urban	73,000	(13,200)	59,800
Total	<u>\$281,700</u>	<u>\$(52,900)</u>	<u>\$228,800</u>
Grand Total	<u>\$448,600</u>	<u>\$(43,900)</u>	<u>\$404,700</u>

1/17/80

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on bids received  
December 18, 1979, on the following projects:

Route 11, Project 0011-077-102, M-501

Int. Routes 11 and 643, Pulaski County. Award of contract to low  
bidder, Pendleton Construction Corporation & Sub., Wytheville,  
Virginia.

Bid	\$158,327.15
10% for engineering and additional work	15,832.72
Work by State Forces	27,225.00
Amount chargeable to project	201,384.87

\$80,384.87 to be provided in future Primary Construction Allocations.

Route 40, Project 0040-055-108, C-501, B-602; 109, C-501, B-603, D-604

Bridge and Approaches at Couches Creek and North Meherrin River, Lunenburg  
County. Award of contract to low bidder, W. W. Warsing, Inc., Crewe,  
Virginia.

Bid	\$1,231,933.25
10% for engineering and additional work	123,193.32
Work by State Forces	6,655.00
Amount chargeable to project	1,361,781.57

\$491,781.57 to be provided in future Primary Construction Allocations.

Route 44, Project 0044-134-104, L-801

0.265 Mi. Planting - Int. Route 44 and Laskin Road, City of Virginia  
Beach. Award of contract to low bidder, R. W. Askew Nurseries, Inc.,  
Suffolk, Virginia.

Bid	\$89,302.00
10% for engineering and additional work	8,930.20
Amount chargeable to project	98,232.20

To be financed from State of Virginia Toll Revenue Bond Issue 1965.

Route 60, Project 0060-024-103, C-501

0.460 Mi. W. Cumberland CH - 0.108 Mi. W. of W. Int. Reloc. Route 45,  
Cumberland County. Award of contract to low bidder, Marvin V. Templeton &  
Sons, Inc., Lynchburg, Virginia.

Bid	\$2,125,830.54
10% for engineering and additional work	212,583.05
Work by State Forces	18,315.00
Utilities	134,318.00
Amount chargeable to project	2,491,046.59

\$916,046.59 to be provided in future Primary Construction Allocations.

1/17/80

Route 64, Project 0064-043-224, 4644

Replacement of Overhead Sign Structure, Location No. 2 - Approximately 0.23 Mi. W. Int. Route 360, Henrico County. Award of contract to low bidder, Donald H. Selvage, Inc., and Donald H., Jr., & Elizabeth C. Selvage, Amherst, Virginia.

Bid	\$89,938.00
10% for engineering and additional work	8,993.80
Amount chargeable to project	98,931.80
To be financed from Accounts Receivable - 0224-4644.	

Route 66, Project 0066-000-102, L-808

0.380 Mi. Planting - 0.028 Mi. W. of E. Int. Route 29-211 (Near Kirkwood Road) - 0.354 Mi. E. of E. Int. Route 29-211 (Near Kirkwood Road), Arlington County. Award of contract to low bidder, Nekoosa Contracting Corporation, District Heights, Maryland.

Bid	\$242,528.00
10% for engineering and additional work	24,252.80
Amount chargeable to project	266,780.80
\$26,678.08 to be provided in future Interstate Construction Allocations.	

Route 81, Project 0081-962-101, C-501, B-601, B-602, B-603, B-604, B-605, B-606, B-607, B-608

17.60 Mi. Interstate Bridge Widening and Repair, Guardrail, Signs, & Related Safety Improvements - Wythe-Pulaski CL - Pulaski-Montgomery CL, Pulaski County. Award of contract to low bidder, Pendleton Construction Corporation & Sub., Wytheville, Virginia.

Bid	\$5,789,000.70
10% for engineering and additional work	578,900.07
Work by State Forces	36,300.00
Amount chargeable to project	6,404,200.77

Route 156, Project 0156-074-1020, SR01; 1021, SR01; 1022, SR01

Three Bridge Repairs - Various Locations, Prince George County. Award of contract to low bidder, Donald H. Selvage, Inc., and Donald H., Jr., & Elizabeth C. Selvage, Amherst, Virginia.

Bid	\$160,935.84
10% for engineering and additional work	16,093.68
Amount chargeable to project	177,030.52
To be financed from the Richmond District Primary Maintenance Replacement Funds.	

1/17/80

Route 220, Project 0220-011-101, C-513, B-608, B-609

3.856 Mi. N. Route 43 - 4.755 Mi. N. Route 43, Botetourt County. Award of contract to low bidder, Fairfield Bridge Company, Inc., Staunton, Virginia.

Bid	\$1,088,004.35
10% for engineering and additional work	108,800.44
Work by State Forces	13,420.00
Amount chargeable to project	1,210,224.78

\$515,224.78 to be provided in future Primary Construction Allocations.

Route 229, Project 0229-023-101, M-501

Intersection Improvements and Left-Turn Lanes - Int. Routes 229 and 729, Culpeper County. Award of contract to low bidder, W. E. Settle Landscaping & Excavating, Elkwood, Virginia.

Bid	\$86,923.50
10% for engineering and additional work	8,692.35
Amount chargeable to project	95,615.85

\$38,615.85 to be provided in future Primary Construction Allocations.

Route 618, Project 0618-058-139, C-501, C-502, B-613

0.137 Mi. N. Int. Route 617 and Route 618 - 0.381 Mi. N. Int. Route 617 and Route 618 and Int. Route 617 and Route 618 - 0.278 Mi. S. Int. Route 617 and Route 618, Mecklenburg County. Award of contract to low bidder, D. W. Lyle Corporation, McKenney, Virginia.

Bid	\$311,494.25
10% for engineering and additional work	31,149.42
Work by State Forces	4,180.00
Utilities	3,111.07
Flagging	23,700.00
Amount chargeable to project	373,634.74

\$17,469.71 to be provided in the 1980-81 Secondary Construction Funds.

Route 623, Project 0623-035-128, C-502, D-612, D-613

Int. Route 633 - 0.044 Mi. S. Int. Route 745, Giles County. Award of contract to low bidder, H. T. Bowling, Inc., Dublin, Virginia.

Bid	\$377,870.10
10% for engineering and additional work	37,787.01
Work by State Forces	8,585.50
Utilities	200.00
Railroad	4,847.00
Flagging	12,253.00
Amount chargeable to project	441,542.61

\$237,750.61 to be provided in the 1980-81 Secondary Construction Funds.

1/17/80

Routes 525, 643, and 652, Projects 0625-097-CH6, 215; 0643-097-CH6, 220; 0652-097-CH6, 234

Three Bridge Repairs - Various Locations, Wise County. Award of contract to low bidder, Fort Chiswell Construction Corporation, Max Meadows, Virginia.

Bid	\$169,729.00
10% for engineering and additional work	16,972.90
Work by State Forces	22,000.00
Amount chargeable to project	208,701.90

Route 685, Project 0685-234-CF6, 052

Bridge and Approaches over Russell Fork River - Int. Route 63 (Haysi) - 0.031 Mi. S.W. Int. Route 63 (Haysi), Town of Haysi. Award of contract to low bidder, Edwin O'Dell & Co., Pulaski, Virginia.

Bid	\$346,922.34
10% for engineering and additional work	34,692.23
Work by State Forces	3,520.00
Utilities	184.00
Amount chargeable to project	385,318.57

\$385,318.57 to be funded from Flood Damage Allocations.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Mohr, that the Commission confirm letter ballot action rejecting bids received December 18, 1979, and authorize readvertisement of the following projects:

Route 1, Project 0001-020-117, M-501

0.114 Mi. N. NCL Colonial Heights - 0.298 Mi. N. NCL Colonial Heights, Chesterfield County. Low bid - 11.6% over estimate.

Routes 522 and 340, Projects 0522-093-102, C-501; 0340-093-113, C-501

Intersection Improvements, Warren County. Low bid - 57.2% over estimate.

Route 1102, Project 1102-036-701, M-600

Sedgars Creek Dock - 0.2 Mi. S. of Perrin, Gloucester County. Low bid - 72.8% over estimate.

MOTION CARRIED

1/17/80

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Christiansburg on additional streets, totaling 0.97 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1980, for the quarterly payments due after March 31, 1980. The additional streets and mileage eligible for payments are described as follows:

Teel Street Northeast	- From Hammes Street north to end cul-de-sac	0.29 Mile
Tomahawk Drive	- From existing pavement (Tomahawk Drive) to Flint Drive	0.17 Mile
Flint Drive	- From end temporary cul-de-sac to future Blue Ridge Court	0.26 Mile
Cambria Street	- From existing pavement (Cambria Street) to WCL Christiansburg	0.25 Mile

These "Other Streets" additions, totaling 0.97 mile, increase the total "Other Streets" mileage in the Town of Christiansburg from 48.53 miles to 49.50 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Culpeper on additional streets, totaling 0.15 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1980, for the quarterly payments due after March 31, 1980. The additional streets and mileage eligible for payments are described as follows:

McDevitt Drive	- From Germanna Highway east to dead end	0.15 Mile
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1/17/80

Kelly Street - From 2nd Street south to dead end 0.07 Mile  
3rd Street - Extension of existing street west to dead end 0.04 Mile

These "Other Streets" additions, totaling 0.25 mile, increase the total "Other Streets" mileage in the Town of Culpeper from 27.67 miles to 27.93 miles of approved streets subject to payment.

**MOTION CARRIED**

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following  
resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments  
be made to the Town of Rocky Mount on an additional street, length  
0.33 mile, which meets the required standards under the aforementioned  
section of the Code, effective January 1, 1980, for the quarterly  
payment due after March 31, 1980. The additional street mileage  
eligible for payment is described as follows:

Glenn Wood Drive - From intersection of Oxford Drive south  
to end 0.33 Mile

This "Other Streets" addition of 0.33 mile increases the total "Other  
Streets" mileage in the Town of Rocky Mount from 19.19 miles to 19.52  
miles of approved streets subject to payment.

**MOTION CARRIED**

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following  
resolution:

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



1/17/80

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Smithfield on an additional street, length 0.29 mile, which meets the required standards under the aforementioned section of the Code, effective October 1, 1979, for the quarterly payment due after December 31, 1979. The additional street mileage eligible for payment is described as follows:

Colonial Avenue - From Smithfield Boulevard north to  
cul-de-sac 0.29 Mile

This "Other Streets" addition of 0.29 mile increases the total "Other Streets" mileage in the Town of Smithfield from 19.41 miles to 19.70 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following  
resolution:

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 on additional streets meeting  
required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly  
payments be made to the Town of Pulaski on additional streets,  
totaling 5.97 miles, and meeting required standards under the  
aforementioned section of the Code, effective January 1, 1980,  
for quarterly payment due after March 31, 1980. The additional  
streets and mileage eligible for payments are described on  
attached tabulation sheets numbered 1 through 5 dated January 1,  
1980.

These "Other Streets" additions, totaling 5.97 miles, increase  
the total "Other Streets" mileage in the Town of Pulaski from  
43.07 miles to 49.04 miles of approved streets subject to payment.

MOTION CARRIED

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 and 33.1-43 OF THE CODE  
OF VIRGINIA, 1979 AMENDMENT

Sheet 1 of 5  
January 1, 1980

NOTES:

- W. B. M. - Water Bound Macadam
- B. S. T. - Bituminous Surface Treatment
- Con. - Concrete
- S. - Crushed Stone
- B. C. - Bituminous Concrete

MUNICIPALITY Pulaski, VA

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.20

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.28

SUBMITTED BY THE ENGINEER/TOWN (Date 10-13-79), CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-6-79)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) <sup>1</sup> / <sub>2</sub>	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
1st St. NE	Duncan Avenue - End		50	16	.18	No	WBM	Bit. Con.	2
3rd St. NW	Jefferson - Randolph		60	18	.12	No	WBM	Bit. Con.	1
4th St. NE	Washington Ave. .03 Miles E.		60	40	.03	No	WBM	Bit. Con.	2
5th St. SE	Washington Ave. - Madison to Corp.		50	20	.17	No	WBM	Bit. Con.	2
10th St. Ext.	700 ft. N of Randolph Line		40	16	.08	No	WBM	Bit. Con.	2
16th St. Ext NW	Randolph to End		40	16	.12	No	BST	Bit. Con.	2
Allen St.	Pepper Ferry Rd. - Dead End		50	19	.04	No	6" S.	Bit. Con.	2
Bank St.	Newbern Rd. N Dead End		40	16	.07	No	6" S.	BST	2
Bank St.	Union - Peach		40	16	.07	No	6" S.	BST	2
Barwood St.	Short - Ridge		30	18	.10	No	6" S.	Bit. Con.	2
Bell Ave.	3rd to Dead End		50	30	.14	No	6" S.	Bit. Con.	2
Bellyue Ave.	.06 N. of 5th St. - Dead End		50	16	.04	No	6" S.	Bit. Con.	2
Bellyue Ave.	5th St. - 6th St.		50	16	.10	No	6" S.	Bit. Con.	2

NOTE: Indicate if Addition or Deletion  
Indicate if Primary Extension or "Other Streets"

SIGNED

*D. Collins*

Dept. of Highways' Engineer

ADDITIONS TO STREET MILEAGE

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 and 33.1-43 OF THE CODE  
OF VIRGINIA, 1979 AMENDMENT

Sheet 2 of 5  
January 1, 1980

NOTE:

- M. S. M. - Water Bound Medium
- B. S. T. - Bituminous Surface Treatment
- Con. - Concrete
- S. - Crushed Stone
- B. C. - Bituminous Concrete

MUNICIPALITY Pulaski, VA

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.50

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 3.00

SUBMITTED BY THE City or Town (Date 10-12-79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-6-79)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	PARKING I.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Brookfield Ave.	Matheys Court - North End	Dead	50	16	.06	No	No	6" S.	Bit. Con.	2
Byrd Dr.	.08 Mi. N. Alum Spring to End		50	18	.07	No	No	6" S.	Bit. Con.	2
Cherry St.	Wilson - Dead End		30	16	.04	No	No	6" S.	Bit. Con.	2
Clerk St.	Howard - Fayette		40	16	.06	No	No	6" S.	Bit. Con.	2
Crescent St.	Commerce - End		40	16	.27	No	No	WBM	Bit. Con.	2
Draper Ave.	4th - 3rd		50	18	.07	No	No	6" S.	Bit. Con.	2
Eastman St.	Gateway - Dead End		50	16	.05	No	No	6" S.	Bit. Con.	2
Edgehill Dr.	Rt. 11 - Franklin		30	22	.31	Yes	Yes	6" S.	Bit. Con.	2
Elm St.	Jackson - Stuart		60	16	.06	No	No	WBM	Bit. Con.	2
English Forest	Newbern - Grove		50	16	.27	No	No	6" S.	Bit. Con.	2
Fayette St.	Clark - Case Knife		40	18	.10	No	No	6" S.	Bit. Con.	2
Floyd Ave.	1st St. SE - 2nd St.		50	18	.06	No	No	6" S.	Bit. Con.	2
Harron St.	5th - 6th		30	16	.08	No	No	6" S.	Bit. Con.	2

NOTE: Indicate if Addition or Deletion  
Indicate if Primary Extension or "Other Streets"

SIGNED

*DR Collins, P.E.*  
Dept. of Highways' Engineer

ADDITIONS TO STREET MILEAGE

AND/OR "OTHER STREETS" FOR LINES WITH POPULATIONS IN EXCESS OF 1,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

Sheet 3 of 7  
January 1, 1980

NOTE:

- W. B. M. - Water Bound Macadam
- B. S.T. - Bituminous Surface Treatment
- Con. - Concrete
- S. - Crushed Stone
- B. C. - Bituminous Concrete

MUNICIPALITY Pulaski, VA

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.21

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.42

SUBMITTED BY THE TOWN ENGINEER (Date 10-13-79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-6-79)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED KT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Herron St.	.2 MI. NE 5th St. - Birch		30	16	.03	No	6" S.	Bit. Con.	2
High St.	Well - Floyd Lane		50	30	.09	No	6" S.	Bit. Con.	2
Highland Trail.	.17 MI. S. of Garner Ave. End.	to	30	17	.21	No	6" S.	Bit. Con.	2
Jackson Ave.	R. of Elm - End		60	16	.03	No	6" S.	Bit. Con.	2
James Hill	.17 S. of Pulaski St.		50	20	.03	No	6" S.	Bit. Con.	2
Lexington Ave.	.02 MI. N. of 2nd St. to 1st St.		50	16	.04	No	6" S.	Bit. Con.	2
Lexington Ave.	4th - 5th		50	16	.06	No	6" S.	Bit. Con.	2
Linden Circle	Gateway - Gateway		30	16	.11	No	6" S.	Bit. Con.	2
Locust St.	Norbern - Baywood		30	16	.14	No	6" B.	Bit. Con.	2
Longview Ct.	Henry - Dead End		50	20	.23	No	6" B.	Bit. Con.	2
Madison Ave.	6th - South End		50	20	.03	No	6" S.	WBM	2
Mashburn Ave.	.05 MI. N of Pepper Ferry		30	20	.05	No	6" S.	Bit. Con.	2
Mary Ave.	Longview - 10th St. Ext.		50	18	.14	No	6" S.	Bit. Con.	2

NOTE: Indicate if Addition or Detachment  
Indicate if Primary Extension or "Other Street"

SIGNED

*J.R. Collins*

Dept. of Highways' Engineer

INDICATE TO STREET MILEAGE

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D

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 and 33.1-43 OF THE CODE  
OF VIRGINIA, 1979 AMENDMENT

Sheet 4 of 5 4  
January 1, 1980

NOTE:

- W. B. M. - Water Bound MacAdam
- B. S. T. - Bituminous Surface Treatment
- C. - Concrete
- S. - Crushed Stone
- B. C. - Bituminous Concrete

MUNICIPALITY Pulaski, VA

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.68

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 3.36

SUBMITTED BY THE ~~SEER~~ OR TOWN (Date 10-13-79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Dwg 22-6-79)

NAME OF STREET	FROM	TO	R/W WIDTH	HAARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) <sup>1</sup> / <sub>2</sub>	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Medallion Dr.	.08 mi. E of Newbern - 611		50	30	.14	No	6" S.	Bit. Con.	2
Newbern St.	Crescent - Crescent		40	16	.12	No	6" S.	Bit. Con.	2
Union St.	Bank - 4th St.		60	25	.02	No	6" S.	Bit. Con.	2
Newbern Rd.	Old NGL to MacCall St.		40	23	.02	No	6" S.	Bit. Con.	2
Oakhurst Ave.	2 Mi. W. of P. F. to Rt. 11		50	30	.30	No	6" S.	Bit. Con.	2
Old Lee Hwy.	Northwood - Alum Spring		30	17	.29	No	6" S.	Bit. Con.	2
Overton Dr.	Monte Vista - End		50	30	.08	No	6" S.	Bit. Con.	2
Paga St.	Bertha - State		40	16	.06	No	WBM	Bit. Con.	2
Pepper St.	Peppers Ferry - Dead End		50	18	.13	No	6" S.	Bit. Con.	2
Ridge Ave.	Baywood - Dead End		30	18	.10	No	6" S.	Bit. Con.	2
Scott St.	Rt. 11 - Pepper Ferry		22	20	.17	No	WBM	Bit. Con.	2
Short St.	Oradg - Locust		30	16	.15	No	WBM	Bit. Con.	2
Stuart Ave.	Elm - .10 N of Elm		60	20	.10	No	WBM	Bit. Con.	2

NOTE: Indicate if Addition or Deletion  
Indicate if Primary Extension or "Other Streets"

*DR Collins*

SIGNED

Dept. of Highways' Engineer

ADDITIONS TO STREET MILEAGE

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 and 33.1-43 OF THE CODE  
OF VIRGINIA, 1979 AMENDMENT

Sheet 5 of 5  
January 1, 1980

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**NOTE:**

MUNICIPALITY Pulaski, VA

W. B. M. - Water Bound Macadam      S. - Crushed Stone      TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED .38

B. S. T. - Bituminous Surface Treatment      TOTAL ADDITIONAL LANE MILEAGE REQUESTED .76

Con. - Concrete      B. C. Bituminous Concrete

SUBMITTED BY THE SEEK OR TOWN (Date 10-13-79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-14-79)

NAME OF STREET	FROM	TO	R/W WIDTH	HAARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) L.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Tester St.	10 S. of 5th St. - Dead End	Dead End	50	22	.06	No	6" S.	Bit. Con.	2
Virginia St.	Oakland - Dead End	Dead End	50	30	.06	No	6" S.	Bit. Con.	2
Wilson Ave.	Northwood Terr. - Oakland	Oakland	50	20	.11	No	6" S.	Bit. Con.	2
Winfield Cir.	Scott - Scott	Scott	30	16	.15	No	6" S.	Bit. Con.	2
<b>TOTAL</b>	<b>MILES REQUESTED</b>	<b>5.97</b>							
<b>TOTAL</b>	<b>LANE MILES REQUESTED</b>	<b>11.82</b>							
<b>All</b>									
<b>30' R/W prior to 1950</b>									

**NOTE:** Indicate if Addition or Deletion

Indicate if Primary Extension or "Other Streets"

*D. Collins*

SIGNED

Dept. of Highways Engineer

1/17/80

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following  
resolution:

WHEREAS, Route 8 in Floyd County has been altered  
and reconstructed as shown on plans for Project 0008-031-102, C-505;  
and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to  
Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.70  
mile of old Route 8, shown in blue and designated as Sections 1, 2,  
3, 4, 5, and 6 on the plat dated March 23, 1979, Project 0008-031-102,  
C-505, be abandoned as a part of the State Highway System.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following  
resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly  
payments be made to the City of Lynchburg on additional streets,  
totaling 2.18 miles, and meeting required standards under the  
aforementioned section of the Code, effective January 1, 1980,  
for quarterly payment due after March 31, 1980. The additional  
streets and mileage eligible for payments are described on  
attached tabulation sheets numbered 1 and 2 dated January 1, 1980.

These "Other Streets" additions, totaling 2.18 miles, increase the  
total "Other Streets" mileage in the City of Lynchburg from 251.77  
miles to 253.95 miles of approved streets subject to payment.

MOTION CARRIED

...SECTIONS TO PRIMARY ARTERIALS  
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 and 33.1-43 OF THE CODE  
OF VIRGINIA, 1979 AMENDMENT

Sheet 1 of 2  
January 1, 1980

MUNICIPALITY Lynchburg, Virginia

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.18 miles

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 4.36

SUBMITTED BY THE CITY OR TOWN (Date 12/4/79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12/10/79)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traf
Pawnee Dr.	Narragansett Drive	110' past Pawtucket Dr.	50'	35'	0.10	NO	6" st.	1 1/2" Bit. Conc.	2
Narragansett Drive	Pawnee Dr.	Long Meadows Drive	50'	35'	0.24	"	"	"	2
Norris Lane	Narragansett Drive	Turnaround	50'	35'	0.03	"	"	"	2
Long Meadows Drive	End old pavement	End new pavement	60'	35'	0.08	"	"	"	2
Pawtucket Drive	Pawnee Dr.	Long Meadows Drive	50'	35'	0.14	"	"	"	2
Extension Kemper Street	12th Street	End 30' wide pavement	70'	36' to 30'	0.03	YES	stone	3 1/2" Bit. Conc.	2
Extension Kemper Street	Park Ave.	End 30' wide pavement	70'	36' to 30'	0.04	YES	"	"	2
Hillcrest Ave.	Page Street	Patrick St.	50'	30'	0.11	NO	6" st.	6" Bit. Conc.	2
Locksview Rd.	Bell Tavern Road	Future St.	50'	30'	0.30	"	"	1 1/2" Bit. Conc.	2
Norvell House Court	Locksview Road	Turnaround	50'	30'	0.10	"	"	"	2
Hill Street	Broadway Street	Point 110' from R/W of Birchwood Dr.	60'	35'	0.19	"	"	6" Bit. Conc.	2
Azalea Place	Langhome Rd.	Turnaround	50'	35'	0.15	"	"	1 1/2" Bit. Conc.	2
Elk Street	Belfield Pl.	465' to end of pavement	50'	30'	0.09	"	"	"	2

NOTE: Indicate if Addition or Deletion  
Indicate if Primary Extension or "Other Streets"

SIGNED 

SIGNED

Dept. of Highways



ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS  
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS  
WITH POPULATIONS IN EXCESS OF 3,500 UNDER  
SECTIONS 33.1-41 and 33.1-43 OF THE CODE  
OF VIRGINIA, 1979 AMENDMENT

Sheet 2 of 2  
January 1, 1980

MUNICIPALITY Lynchburg, Virginia

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.18 miles

TOTAL ADDITIONAL LANE MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date 12/4/79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM: (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) L.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Huntingwood Blvd.	Coffee Road	City Limits	60'	35'	0.04	NO	6" st.	1 1/2" Bit. Conc.	2
Candlewood Court	U.S. 460 Timberlake Rd.	Turnaround	60'	35'	0.13	"	"	"	2
Odd Yellows Road	Point 80' from Parking St.	End of Ex-ist Pavement	70'	30'	0.41	"	10" Stone	2" Bit. Conc.	2

NOTE: Indicate if Addition or Deletion  
Indicate if Primary Extension or "Other Streets"

SIGNED \_\_\_\_\_  
Dept. of Highways' Engineer  
29  
3

1/17/80

Moved by Mr. Hooper, seconded by Mr. Mohr,  
that the Commission confirm letter ballot action on the following  
resolution:

WHEREAS, by proper resolutions, the Boards of  
Supervisors of Henry and Lee Counties have requested that certain  
roads which no longer serve as a public necessity be discontinued  
as parts of the Secondary System of Highways;

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

Henry County - Sections 1, 2, 3, 4, and 5 of old location of Routes 672 and 703 between Station 57+00 and Station 71+85, Project 0672-044-165, C-501	0.41 Mile
Section 2 of old location Route 680 between Route 981 and Route 780, Budget Item No. 5008	0.22 Mile
Lee County - Sections 1, 2, and 9 of old location Route 623 between Station 101+30 and the Park Access Road, Project 0623-052-134, C-501	0.34 Mile

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128  
of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location  
public hearing was held in the Frank W. Cox High School auditorium in  
Virginia Beach, Virginia, on June 7, 1979, at 7 p.m., for the purpose of  
considering the proposed location of Great Neck Road from 0.012 mile north  
of the intersection of Shorehaven Drive to the intersection of Shore Drive  
(Route 60) in the City of Virginia Beach, State Project U000-134-108,  
PE-101, C-501; Federal Project M-5403(9); 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

1/17/80

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 along the corridor for Plan 4 in accordance with the plan as proposed and presented at the said location public hearing by the Department's engineers.

MOTION CARRIED

that Moved by Roos, seconded by Mr. Robinson,

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Holland Elementary School located on Holland Road in Virginia Beach, Virginia, on May 10, 1979, at 7 p.m., for the purpose of considering the proposed location and major design features of Holland Road - Phase III from 0.107 mile south of Rosemont Road to 0.108 mile north of Lynnhaven Parkway in the City of Virginia Beach, State Project U000-134-114, 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. Hall, seconded by Mr. Wrench,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Council Chambers of the Marion Municipal Building in Marion, Virginia, on July 10, 1979, at 7:30 p.m.,

1/17/80

for the purpose of considering the proposed location and major design features of Route 11 (Main Street) from 0.028 mile west of Campbell Avenue to 0.546 mile east of the east corporate limits of Marion in the Town of Marion and Smyth County, State Projects 0011-119-104, C-501, C-502, B-601; 0011-086-103, C-501, C-502, B-603; Federal Projects M-5119( ), RS-1214( ); 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 replace the raised median between Campbell Avenue and Copenhagen Street with a left-turn lane with the exception of the Park Boulevard (Route 16) intersection where the concrete islands and raised median will be retained for necessary traffic control.

MOTION CARRIED

Moved by Mr. Landes, seconded by Mr. Wrench,  
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the War Memorial Building located in Senseny Park in Winchester, Virginia, on September 18, 1979, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 11 (Valley Avenue) from 0.033 mile north of Bellview Avenue to 0.115 mile south of Middle Road in the City of Winchester, State Project 0011-138-102, C-501, D-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;

1/17/80

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. Wrench,                      seconded by Mr. Mohr,  
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Green Springs Elementary School located on Route 22 in Louisa County, Virginia, on October 4, 1979, at 7:30 p.m., for the purpose of considering the proposed location and major design features of a drainage structure and approaches on Route 15 at South Anna River in Louisa County, State Project 0015-054-104, C-501, B-601; 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. Landes,                      seconded by Mr. Wrench,  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Community Room of the Covington Fire Department, Covington, Virginia, on October 2, 1979, at 7:30 p.m., for the purpose of considering the proposed location of Route 18 (South Carpenter Drive) from Persinger Street to East Mallow Road in the City of Covington, State Project 0018-107-102, C-501; Federal Project M-5107( ); and

1/17/80

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 the plan as proposed and presented at the said location public hearing by the Department's engineers.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the Saint Helena Elementary School located at 903 South Main Street in Norfolk, Virginia, on December 13, 1979, at 7 p.m., for the purpose of considering the proposed major design features of Interstate Route 264 from Des Moines Avenue in the City of Portsmouth to the south end of the Berkley Bridge in the City of Norfolk, State Project 0264-122-104, PE-101, C-501, C-502; Federal Project I-264-6(34)277; 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

1/17/80

Moved by Mr. Wrench,                      seconded by Mr. Anderson,  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Simpson Middle School located at the intersection of Routes 654 and 621 in Loudoun County on September 18, 1979, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 621 (Evergreen Mills Road) from 0.159 mile south of the intersection of Route 771 to 0.513 mile south of the intersection of Route 15 in Loudoun County, State Project 0621-053-161, C-504; Federal Project RS-1812(101); 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, and amended to revise the alignment between Station 451 and Station 465 by reducing the degree of curvature.

MOTION CARRIED

Moved by Mr. Mohr,                      seconded by Mr. Wrench,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1979-80 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, at the request of the Chesterfield County Board of Supervisors, the Highway and Transportation Commission on March 16, 1978, allocated from the 1977-78 industrial access fund \$230,000 to assist in providing adequate access to the expanding facility of E. I. du Pont de Nemours & Company, Incorporated, located beyond the end of Route 656 (Bellwood Road) in Chesterfield County; and

1/17/80

WHEREAS, the estimated construction cost of the project has now escalated from \$310,000 to \$456,300, and du Pont has offered to make an additional contribution of \$20,000, for a total contribution of \$100,000, provided the additional contribution is matched by industrial access funds; and

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

NOW, THEREFORE, BE IT RESOLVED, that a \$20,000 supplementary allocation be made from the 1979-80 industrial access fund to match the additional \$20,000 contribution by E. I. du Pont de Nemours & Company, Incorporated, to assist in providing adequate access to this industry's expanding facility located beyond the end of Route 656 (Bellwood Road) in Chesterfield County, Project 0656-020-197, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its expanding facility, (2) the industry's contributing \$100,000 in matching funds, (3) the right of way and adjustment of utilities being provided at no cost to the industrial access fund, and (4) all cost in excess of \$350,000 being financed from regular Secondary Funds allocated for use in Chesterfield County.

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Landes,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal year 1979-80 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 Loudoun County has by resolution requested industrial access funds to provide access to the proposed facilities of Economy Forms Corporation, Systematics General Corporation, and Superior Iron Works, to be located off Route 606 north of Dulles International Airport in Loudoun County, estimated to cost \$120,000; and

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



1/17/80

NOW, THEREFORE, BE IT RESOLVED, that \$120,000 from the 1979-80 industrial access fund be allocated to provide adequate access to the proposed facilities of Economy Forms Corporation, Systematics General Corporation, and Superior Iron Works, to be located off Route 606 north of Dulles International Airport in Loudoun County, Project 0866-053-208, C-501, contingent upon (1) the industries' entering into firm contracts for the construction of their facilities, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1979-80 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 Stafford County has by resolution requested industrial access funds to provide access to the proposed plant of Palomar Pole & Pipe Co., Inc., to be located in the North Stafford Industrial Park south of Route 628 in Stafford County, 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 and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$60,000 from the 1979-80 industrial access fund be allocated to provide adequate access to the proposed plant of Palomar Pole & Pipe Co., Inc., to be located to the south of Route 628 within the North Stafford Industrial Park in Stafford County, Project 0760-089-176, 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

1/17/80

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

WHEREAS, the Board of Supervisors of Carroll County at their meeting of September 13, 1977, unanimously passed a resolution, and presented same to the Department of Highways and Transportation, requesting the transfer to Secondary Route 775 between Routes 97 and 52 in Carroll County to the Primary System of Highways; and

WHEREAS, studies were conducted by the Department's engineers to determine the justification of the requested transfer; and

WHEREAS, said studies indicated only the section of Secondary Route 775 between Interstate Route 77 and U.S. Route 52 to be characteristic of roads constituting the Primary System of Highways and therefore eligible for inclusion in said system;

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Commission in accordance with authority entrusted under Section 33.1-34 of the 1950 Code of Virginia, as amended, does hereby declare that the section of Secondary Route 775 between Interstate Route 77 and U.S. Route 52 in Carroll County, length 0.87 mile, be transferred to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that this route so transferred shall be designated State Route 148.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Parsons, Brinckerhoff, Quade & Douglas, New York, New York, for the preparation of a transportation/engineering/environmental study of the Dulles Access Road - Outer Parallel Toll Roads, which traverses Fairfax and Loudoun Counties. This work is identified as:

Dulles Access Road - Outer Parallel Toll Roads  
Project DT00-967-101, PE-101  
Fairfax and Loudoun Counties;

and

1/17/80

WHEREAS, the highly specialized nature of the environmental work and the scheduled time for completing this type of study require augmentation of the Department's staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of a Memorandum of Agreement with Parsons, Brinckerhoff, Quade & Douglas which establishes the maximum compensation payable at \$400,000, including a net fee of \$29,483.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Wrench,  
that

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Hayes, Seay, Mattern and Mattern, Roanoke, Virginia, for complete roadway plans and Stage I (preliminary structure plans and estimates) for Route 1 over James River. This work is in the City of Richmond, and the physical limits of the project are described as follows:

Along Cowardin Avenue and South Belvidere Street  
from Decatur Street to Idlewood Avenue;

Along Semmes Avenue from 21st Street to 9th Street;

Along Riverside Drive from 20th Street to Cowardin  
Avenue utilizing Loop A for the interchange;

and is identified as:

Project 0001-127-104, PE-101  
City of Richmond;

and

WHEREAS, due to the urgency of commencing, the magnitude, and the time limit to complete this design work require augmentation of the Department's design staff; and

WHEREAS, the consulting firm of Hayes, Seay, Mattern and Mattern is in the best position to provide the service more expeditiously and economically than other engineering firms; and

1/17/80

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of the Memorandum of Agreement with Hayes, Seay, Mattern and Mattern which establishes a maximum total compensation not to exceed \$493,800, which includes a fixed fee of \$52,480.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from Robert G. Crabtree, consulting engineer, of the firm of Harrington and Cortelyou, Kansas City, Missouri, for Stage II (final plans and estimates) for Route I-81 structures. This work is a bridge safety project of widening Route I-81 structures over the New River and is identified as:

Route I-81  
Project 0081-962-101, PE-101, B-611, B-612  
Montgomery County;

and

WHEREAS, due to the urgency of commencing, the magnitude, and the time limit to complete this design work require augmentation of the Department's design staff; and

WHEREAS, the consulting firm of Harrington and Cortelyou did the original plans for these structures and is in the best position to provide the service more expediently and economically than other engineering firms; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of the Memorandum of Agreement with Robert G. Crabtree, consulting engineer, of the firm of Harrington and Cortelyou which establishes a lump sum fee of \$160,680.

MOTION CARRIED

1/17/80

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

WHEREAS, Chapter 738, Item 621, Section C of the Acts of the General Assembly of 1979, approved April 2, 1979, directs that the Highway and Transportation Commission set aside \$500,000 for each year of the 1978-80 biennium as financial incentives to local governing bodies or transportation district commissions for the development, implementation, and promotion of experimental mass transportation and ridesharing projects for one year of operation; and

WHEREAS, local governing bodies of Chesterfield County and the Peninsula Transportation District have submitted proposals to the Department for funding projects under this program; and

WHEREAS, each governing body has certified that, if its proposal is approved, it shall use the funds in accordance with the requirements of the Appropriations Act; and

WHEREAS, the staff of the Department has evaluated the proposals with regard to need, reasonableness, local support; implementation capability of the applicants and potential for success and continuation; and

WHEREAS, the Commission shall approve the projects and allocate the funds designated for the program; and

WHEREAS, sufficient funds are available in the program to fund the projects proposed by Chesterfield County and the Peninsula Transportation District Commission;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that from the funds established by Chapter 738 of the Acts of the General Assembly of 1979 to aid experimental mass transportation and ridesharing projects that \$61,400 be allocated to Chesterfield County to implement an experimental subscription bus service for one year of operation and that \$87,810 be allocated to the Peninsula Transportation District Commission to coordinate specialized transportation services in the Peninsula area for one year of operation.

MOTION CARRIED

1/17/80

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 708, State Highway Project 0708-082-154, C-501, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way, from Port Road Development, Incorporated by Certificate No. C-26409 dated April 2, 1976, case for which has been settled, and recorded in Deed Book 470, Page 138, and from Marvin Morris and Mamie Mae Morris by Certificate No. C-26442 dated April 23, 1976, case for which has been settled, and recorded in Deed Book 471, Page 72. Both instruments are recorded in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, the adjoining landowners have requested that the excess land so acquired lying on the west and east sides of Route 708 be conveyed to them; and

WHEREAS, the parcel of land lying on the west side of and adjacent to the west normal right of way limits of Route 708 from a point approximately 25 feet opposite approximate Station 126+18 (field revised centerline Route 708) to a point approximately 30 feet opposite approximate Station 127+61 (field revised centerline Route 708) and the parcel of land lying on the east side of and adjacent to Route 708 from a point approximately 30 feet opposite approximate Station 126+65 (field revised centerline Route 708) to a point approximately 32.6 feet opposite approximate Station 129+35 (field revised centerline Route 708) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the land, so certified, to the adjoining landowners, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds without warranty for considerations satisfactory with the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, in connection with Route 460, State Highway Project 0460-092-103, NW-202, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way requirements, from Ida Blanche White, et al, by Deed dated April 23, 1969, and recorded in Deed Book 349, Page 513, and from Maggie Ann Collins, et al, by Certificate Number C-15847 dated January 15, 1969, case for which has been settled, and recorded in Deed Book 346, Page 206. Both instruments are recorded in the Office of the Clerk of the Circuit Court of Taxewell County; and

WHEREAS, in order to more fully develop his property, the adjoining landowner is interested in acquiring the said land lying outside the north proposed right of way and limited access line of the Route 460; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying north of and adjacent to the north proposed right of way and limited access line of Route 460 from a point 125 feet opposite Station 99+45 (centerline Route 460) to a point approximately 125 feet opposite approximate Station 100+50 (centerline Route 460) 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 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed without warranty in the name of the Commonwealth conveying same to the adjoining landowner for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 623, Budget Item-5001, the Commonwealth acquired certain lands from C. R. Hopkins and Edna S. Hopkins by Certificate Number C-20909 dated December 10, 1971, case for which has been concluded, and recorded in Deed Book 325, Page 180 and from Noel H. Bybee and Charlotte S. Bybee by deed dated January 5, 1972 and recorded in Deed Book 329, Page 124; both instruments are recorded in the Office of the Clerk of the Circuit Court of Hanover County; and

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WHEREAS, under the aforesaid project, Route 623 was relocated in a northeast direction and serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the Board of Supervisors of Hanover County held on the 29th day of November, 1972, a resolution was passed abandoning as a public road the old section of Route 623 from its intersection with Route 1 to a point opposite approximate Station 16+40 (centerline Route 623); and

WHEREAS, the adjoining landowners are agreeable to conveying to the Commonwealth a certain parcel of land needed to expand the Atlas Area Headquarters Lot in exchange for the excess land and old right of way lying between the southwest normal right of way limits of Route 623 and the center of old Route 623; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land and old right of way lying between the southwest normal right of way line of Route 623 and the center of old Route 623 from a point approximately 30 feet opposite approximate Station 10+40 (centerline Route 623) to a point approximately 30 feet opposite approximate Station 16+15 (centerline Route 623) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the land and old right of way, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed or deeds, without warranty, to the adjoining landowners in exchange for certain lands required and for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 708, State Highway Project 0708-082-154, HW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Thomas B. Dilworth and Betty W. Dilworth by deed dated March 31, 1976, and recorded in Deed Book 472, Page 474 in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, under the aforesaid project, Route 708 was relocated in a northeast direction and serves the same citizens as the old location; and



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WHEREAS, it is proposed that the excess land which lies between existing Route 708 and relocated Route 708 be advertised for public sale and if no satisfactory bids are received, a sale will be negotiated with anyone willing to pay a satisfactory amount; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying west of and adjacent to the west normal right of way limits of Route 708 from a point in the lands now or formerly owned by Marvin Morris and Mamie M. Morris approximately 30 feet opposite approximate Station 130+00 (field revised centerline Route 708) to a point in the lands of the Commonwealth approximately 40 feet opposite approximate Station 132+89 (field revised centerline Route 708) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of the State Highways.

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

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 609, State Highway Project 0609-096-122, C-501, the Commonwealth acquired certain lands from the Heirs at Law of W. L. Hinson, deceased, by deed dated April 5, 1977, and recorded in Deed Book 265, Page 727, in the Office of the Clerk of the Circuit Court of Westmoreland County; and

WHEREAS, under the aforesaid project, Route 609 was relocated in a southwestern direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

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WHEREAS, at the regular meeting of the Board of Supervisors of Westmoreland County held on the 14th day of March, 1979, a resolution was passed abandoning as a public road the old section of Route 609 from Station 109+80 to Station 116+00 which action was confirmed, effective April 20, 1979; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess land and old right of way lying between the northeast normal right of way limits of Route 609 and the center of old Route 609 in order that they more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the northeast normal right of way line of Route 609 and the center of old Route 609 from a point 30 feet opposite Station 110+40 (centerline Route 609) to a point approximate 30 feet opposite approximate Station 115+00 (centerline Route 609) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds, without warranty, conveying same to the adjoining landowners of record 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. Hooper, seconded by Mr. Hassell,

that

WHEREAS, the Commonwealth is the apparent owner of the existing right of way of Route 40 lying within the compounds of the Fort Pickett Military Reservation in Nottoway County; and

WHEREAS, the Department relocated and improved a section of Route 40 within the Reservation under State Highway Project 004G-067-103, RW-201; and

WHEREAS, in negotiating with the Corps of Engineers, Department of the Army, for the land required, it was recommended that all the lands comprising portions of old Route 40 lying outside the proposed right of way limits of relocated Route 40 be conveyed to the United States of America; and

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WHEREAS, at the regular meeting of the State Highway and Transportation Commission of March 17, 1977, the Commission confirmed the abandonment of the old locations of Route 40 approved by the Board of Supervisors of Nottoway County on December 21, 1976; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising old Route 40 lying northeast of and adjacent to the northeast proposed right of way line of Route 40 from a point approximately 55 feet opposite approximate Station 125+50 (ult. centerline Route 40) to a point approximately 70 feet opposite approximate Station 136+50 (ult. centerline Route 40) and the land comprising old Route 40 lying on the southwest side of present Route 40, the centerline of which extends from a point approximately 85 feet opposite approximate Station 138+10 (ult. centerline Route 40) to a point approximately 55 feet opposite approximate Station 160+90 (ult. centerline Route 40), do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said lands, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same to the United States of America and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 460, State Highway Project 0460-092-103, RN-202, the Commonwealth acquired certain lands from Alfred Whited and Dollie Whited by Certificate No. C-16102 dated March 24, 1969, case of which has been completed, and recorded in Deed Book 355, Page 397; Jerry Walter White and Shelby Jean White by deed dated March 13, 1969 and recorded in Deed Book 348, Page 18; The Church of God of Richlands by Certificate No. C-16754 dated September 8, 1969, case for which has been completed, and recorded in Deed Book 351, Page 53; William E. Jones and Kathleen Jones by Certificate No. C-16197 dated April 3, 1969, case

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for which has been completed, and recorded in Deed Book 347, Page 464; all of these instruments are recorded in the Clerk's Office of the Circuit Court of Tazewell County; and

WHEREAS, the Commonwealth is also the apparent owner of a 12-foot right of way approximately perpendicular to the southwest proposed right of way and limited access line of the said Route; and

WHEREAS, the adjoining landowners, in order to more fully develop their land, have requested that any of the properties so acquired by the Commonwealth which lie outside the southwest limited access line of Route 460 be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southwest of and adjacent to the southwest limited access line of Route 460 from a point approximately 135 feet opposite approximate Station 151+00 (office revised centerline Route 460) to a point approximately 122 feet opposite approximate Station 152+10 (office revised centerline Route 460) 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 Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same to the adjoining landowners of record at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Alternate Route 58 (old Route 66), State Highway Project 1127-A, the Commonwealth acquired

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certain lands from Sarah L. Parsons by deed dated August 11, 1938, and recorded in deed Book 98, Page 131 in the Office of the Clerk of the Circuit Court of Lee County; and

WHEREAS, a portion of the said land was acquired for the relocation of the Louisville and Nashville Railroad overpass; and

WHEREAS, prior to construction, the land was discovered to be in a slide area and the location of the overpass was moved; and

WHEREAS, in order to more fully develop their property, the adjacent landowners have requested that the excess land purchased by the Commonwealth lying south of and approximately contiguous to the south right of way line of the Louisville and Nashville Railroad be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying south of the south proposed right of way line of alternate Route 58 (old Route 66) from a point approximately 290 feet opposite approximate Station 153+10 (Rev. "B" centerline) to a point approximately 250 feet opposite approximate Station 154+80 (Rev. "B" centerline), does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

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WHEREAS, The Commonwealth is the apparent owner of the lands comprising the Front Royal - Gaines Crossroads Turnpike in Rappahannock County; and

WHEREAS, under project 792-A, a portion of the old turnpike was relocated in a northeastern direction, serving the same citizens as the old location, and the new location was approved by the State Highway and Transportation Commissioner; and

WHEREAS, the portion of old turnpike between Station 72+20 (centerline Route 522) and Station 77+90 (centerline Route 522) was recently abandoned by action of the Commission at its meeting held August 16, 1979; and

WHEREAS, in order to clear the encroachment of certain improvements including a dwelling on a portion of the old turnpike right of way, it is proposed that it be conveyed to the adjacent landowners of record; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising the old Front Royal - Gaines Crossroads Turnpike lying on the southwest side of present Route 522 from a point approximately 35 feet opposite approximate Station 72+60 (centerline Route 522) to a point approximately 30 feet opposite approximate Station 77+40 (centerline Route 522) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds of quitclaim conveying same to the adjoining 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. Hooper, seconded by Mr. Hassell,

that

WHEREAS, the Commonwealth is the apparent owner of a drainage easement lying perpendicular with West Normandale Avenue (Formerly Route 654), now located within the city limits of Petersburg; and

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WHEREAS, in order to more fully develop his land, the owner of the underlying fee has requested that the existing drainage easement lying between Lots 100 and 101 in the Edgewood Subdivision be conveyed to him in exchange for another drainage easement lying along the northern boundary line of the same parcel; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 10' x 150' drainage easement extending west from the west normal right of way limits of West Normandale Avenue between Lots 100 and 101 in the Edgewood Subdivision of the City of Petersburg does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways.

NOW, THEREFORE, the conveyance of the said lands, so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed of quitclaim conveying same to the adjoining landowner of record in exchange for another easement which has previously been conveyed to the City of Petersburg, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 614, State Highway Project 1337-C, the Commonwealth acquired certain lands from Andrew B. Wingo by deed dated May 31, 1938, as recorded in Deed Book 88, Page 473, and recorded in the Office of the Clerk of the Circuit Court of Amelia County; and

WHEREAS, a section of Route 614, under State Highway Project 0614-004-132, C-501, was relocated in a southwestern direction from a point opposite approximate Station 3+64 (office revised centerline Route 614) to a point opposite approximate Station 12+50 (office revised centerline Route 1012), and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, negotiating for land required from Richard F. Taylor, et ux, a proposed settlement has been reached that would require the conveyance of a portion of the lands comprising the old section of Route 614 as partial consideration; and

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WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the northwest normal right of way limits of Route 614 and the northwest existing right of way line of old Route 614 from a point approximately 30 feet opposite approximate Station 3+64 (office revised centerline Route 614) to a point approximately 25 feet opposite approximate Station 12+50 (office revised centerline Route 1012) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowners of record as partial consideration for certain lands being acquired from them pending the abandonment action taken by the Amelia County Board of Supervisors on the affected section of old Route 614, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 61, State Highway Project 2392-02, now Project 0061-092-101, RW-202, the Commonwealth acquired certain Lands from Harman N. Peery by deed dated January 29, 1960 and recorded in Deed Book 291, Page 63 in the Clerk's Office of the Circuit Court of Tazewell County; and

WHEREAS, Tazewell County started the construction of an addition to their Health Center building located on Route 61, and it has been discovered that a portion of the proposed addition encroaches upon State right of way; and

WHEREAS, to clear title, it is recommended that a strip of land be conveyed by reducing the right of way limits on the southwest side of Route 61 between approximate Station 718+00 and Station 719+00; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southwest proposed right of way line of Route 61 and the southwest revised proposed right of way line of Route 61 from a point approximately 40 feet opposite approximate Station 718+00 (center-



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line Route 61) to a point approximately 34 feet opposite approximate Station 719+00 (centerline Route 61) 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 Code of Virginia, (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 23, State Highway Project 0023-084-101, RW-201, the Commonwealth acquired certain lands from E. W. Ketrone, Sr., et al, by deed dated January 7, 1963 as recorded in Deed Book 211, Page 476 in the Office of the Clerk of the Circuit Court of Scott County and is the apparent owner of certain land comprising a portion of the old connection with Route 732; and

WHEREAS, under the aforementioned project, the Route 732 connection between the present connection and approximate 27+90 (centerline N. B. L. Route 23) was relocated in a southern direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the Board of Supervisors of Scott County, at its regular meeting held on October 3, 1979, passed a resolution abandoning as a public road the portion of old Route 732; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him the excess land resulting from the said relocation of Route 732 in order that he may more fully develop his adjoining property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land and

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right of way lying between the north normal right of way limits of Route 732 and the northeast existing right of way line of old Route 732 from a point approximately 30 feet opposite approximate Station 13+60 (centerline Route 732) to a point approximately 85 feet opposite approximate Station 27+90 (centerline N. B. L. Route 23) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed of quitclaim to the adjoining landowner for a consideration acceptable to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Mr. King advised the Commission that plans have been made to hold the April 17 Commission meeting in Charlottesville at the Highway and Transportation Research Council. He suggested that the members make themselves available on the afternoon of April 16 in order to review at that time the ongoing activities of the Department.

On motion of Mr. Hassell, seconded by Mr. Roos, the Commission approved the Final Operating and Maintenance Budget for the Elizabeth River Tunnels for the Fiscal Year ending January 31, 1981, as attached.

ELIZABETH RIVER TUNNELS

FINAL BUDGET

February 1, 1980 - January 31, 1981

BUDGET RECAPITULATION

	1980 BUDGET	
	<u>MONTHLY</u>	<u>ANNUAL</u>
<u>REVENUE FUND</u>		
ERAL ADMINISTRATION	\$ 52,909	\$ 634,908
DWAY AND STRUCTURES	69,620	835,440
NELS AND VENTILATION BUILDINGS	71,787	861,444
DGE	11,432	137,184
L COLLECTION AND EQUIPMENT	52,838	634,056
OPERATION	21,150	255,000
<u>TAL REVENUE FUND</u>	<u>\$279,836</u>	<u>\$3,358,032</u>
<u>ERVE MAINTENANCE DEPOSITS</u>	<u>\$ 62,500</u>	<u>\$ 750,000</u>

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

WHEREAS, U.S. Route 19/460 Bypass, the Tazewell Bypass, in Tazewell County, State Project 7019-092-101, PE-101, RW-201, C-501, was designated as a limited access highway by the State Highway Commission on May 7, 1969; and

WHEREAS, a request was received from the Tazewell County Industrial Planner for a break in the limited access right of way for an industrial entrance to the property on the south side of Route 19/460, just east of Tazewell; and

WHEREAS, the proposed entrance would provide access into landlocked property being planned for industrial development; and

WHEREAS, the proposed entrance would be located opposite approximate Station 660, State Project 7019-092-101, PE-101, RW-201, C-501, about midpoint of the acceleration lane of Ramp B, which is the on-ramp from the Town of Tazewell, and directly opposite of the existing crossover serving several commercial establishments on the north side of the road; and

WHEREAS, by letter dated January 25, 1976, a previous request to break the limited access right of way at the same location was denied by the Highway Commissioner; and

WHEREAS, the Department of Highways and Transportation has duly considered this latest request and again determined that access at such a location would not be in the best interest of basic safety engineering practices and would generate potential traffic hazards;

NOW, THEREFORE, BE IT RESOLVED, that this request for a break in the limited access right of way be denied for the proposed industrial entrance on the south side of approximate Station 660, State Project 7019-092-101, PE-101, RW-201, C-501.

MOTION CARRIED

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

WHEREAS, U.S. Route 23 Bypass, the Pound Bypass, in Wise County, beginning approximately 2.387 miles south of the west corporate limits Pound and being shown on the plans for State Project 0023-097-110, PE-101, RW-203, as Station 755+00, and extending in a northwesterly direction to a point approximately 0.118 mile north of

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the west corporate limits Pound at Station 887+00, was designated as a limited access highway by the State Highway Commission of Virginia on December 16, 1965; and

WHEREAS, the Wise County Board of Supervisors on March 8, 1979, approved a motion to join a group of citizens whose names appeared on a petition requesting the Virginia Department of Highways and Transportation to grant a right of way from U.S. Route 23 Bypass to Boggs Cemetery located in the Roberson District of Wise County at Pound, Virginia; and

WHEREAS, the Resident Engineer for the Virginia Department of Highways and Transportation at Wise, Virginia, by letter of April 5, 1979, informed the Wise County Board of Supervisors that access could not be granted since Route 23 is a limited access highway; and

WHEREAS, the Wise County Board of Supervisors at its regular meeting on April 12, 1979, adopted a resolution requesting the Virginia Department of Highways and Transportation for a pedestrian walkway through the guardrail for access to Boggs Cemetery, right of Station 794, and Meadow Branch Cemetery, right of Station 829; and

WHEREAS, a member of the House of Delegates of the Commonwealth of Virginia from the First District appeared before this Commission on September 20, 1979, in support of the request for pedestrian access to the aforementioned cemeteries; and

WHEREAS, the Department of Highways and Transportation has duly considered this request for access to the two cemeteries and determined that with funeral parking on the shoulder of the roadway, the occupants of the vehicles would not be able to exit the vehicles on the right side because of the guardrail, also that exiting on the left side into oncoming traffic would create a traffic hazard;

NOW, THEREFORE, BE IT RESOLVED, that a break in the limited access line be denied for a pedestrian access to Boggs Cemetery, right of Station 794, and to Meadow Branch Cemetery, right of Station 829, State Project 0023-097-110, PE-101, RW-203.

MOTION CARRIED

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

WHEREAS, U.S. Route 360 Bypass of Mechanicsville in Hanover County, State Project 0360-042-102, C-501, beginning 0.202 mile east of the Henrico County line and extending to 0.805 mile east of the

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intersection with State Route 156, was designated as a limited access highway by the State Highway Commission of Virginia on September 17, 1964; and

WHEREAS, Hanover County has planned a connector road (Route 1250) between U.S. Route 360 and Route 615 (Creighton Road) as evidenced in the Major Thoroughfare Plan; and

WHEREAS, the Hanover County Board of Supervisors adopted a resolution on March 29, 1978, endorsing the construction of a full four-way intersection at the intersection of U.S. Route 360 and Route 1108 (Elm Drive) in Mechanicsville; and

WHEREAS, the Hanover County Board of Supervisors adopted a resolution on July 18, 1979, reaffirming its endorsement of the aforementioned intersection and also amending the previously approved alignment of planned Route 1250 so as to utilize the intersection of U.S. Route 360 and Route 1108 (Elm Drive); and

WHEREAS, the Hanover County Board of Supervisors has requested the Department of Highways and Transportation to grant ingress and egress from U.S. Route 360 to a proposed shopping center and apartment complex in the southeast quadrant of the aforementioned intersection;

NOW, THEREFORE, BE IT RESOLVED, that the limited access line which presently terminates at a point right of Station 190+89 (eastbound lane) be adjusted to terminate at a point right of Station 191+64 (eastbound lane); thereby, shortening the limited access line to accommodate the requested commercial entrance and/or a future secondary connection between U.S. Route 360 and Route 615 (Creighton Road).

MOTION CARRIED

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

WHEREAS, T. Ashby Newby joined the Virginia Department of Highways and Transportation in 1935; and

WHEREAS, his adult life has been given in service to the Department and to the citizens of the Commonwealth; and

WHEREAS, he has served with dedication and outstanding competence in positions as Engineering Aide, Associate Personnel Officer, Safety Engineer, Assistant Purchasing Agent, Purchasing Agent, and Director of Administration; and

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WHEREAS, his positive influence and leadership have extended beyond the programs of the Department through his active participation in professional organizations, including service as President of the Virginia Association of Governmental Purchasing; and

WHEREAS, T. Ashby Newby has announced his desire to retire from the Department on February 1, 1980;

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Commission extends to him its heartiest congratulations and highest appreciation for his 45 years of distinguished service to the Commonwealth and expresses its wish for much happiness and good fortune in his years of retirement.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Mohr, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held in the Prince William County Board of Supervisors' Chamber on May 21, 1979, at 7:30 p.m., pursuant to a formal request by resolution adopted by the Prince William County Board of Supervisors, to consider the restriction of through truck traffic on Route 1530 (Lomond Drive and Lomond South); and

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

WHEREAS, careful consideration was given to the recommendations received, traffic study results, and past practices of the Department; and

WHEREAS, Lomond Drive serves as a high volume residential and connector street, is built to standards capable of serving mixed traffic, and in many respects is no different from countless similar type facilities in the Northern Virginia area; and

WHEREAS, restriction on this particular street would force the limited number of trucks to use alternate street patterns, some of which have the same characteristics as Lomond Drive;

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NOW, THEREFORE, BE IT RESOLVED, that the Commission cannot accede to the requested restriction of through truck traffic on Route 1530 (Lomond Drive and Lomond South) in Prince William County, as it is not believed to be in the best interest of the traveling public.

MOTION CARRIED

Mr. Fralin reported on his committee's review of the Department's subdivision street standards and regulations. Participation was solicited from local governments, the home-building industry, and individual citizens. The Secondary Roads Division prepared a compilation of existing standards and regulations, and copies were sent for review to every local government and home-builders' organization in the state and to a number of other groups. Public hearings were conducted by the committee in Richmond, Fairfax, Salem, Suffolk, and Wise, and approximately 75 persons participated or commented in writing. Based on this process, the committee proposes to publish a manual in booklet form which will be distributed statewide to those concerned with subdivision development. The principal proposed changes recommended by the committee in administrative procedures and standards, with staff concurrence, are as follows:

1. A formal review procedure would be established, with appointment of an appeals committee in each of the eight districts to resolve differences as to interpretation and application of the standards.
2. Periodic informational seminars would be conducted by the department for its employees, local government representatives, and developers to encourage a broad understanding of the standards and to encourage uniformity in their application.
3. A tertiary street classification would be authorized to permit lower road design speeds and shorter sight distances for subdivision streets with limited traffic and where geographic features make higher standards difficult to attain.
4. Right-of-way requirements would be amended to permit reduced widths in some instances, although a minimum of 50 feet would still be required for all major subdivision streets.
5. Maintenance fees and developers' performance surety would be increased to reflect the higher costs caused by inflation.
6. Blanket approval would be given by the department for certain pre-cast manhole and drainage inlets readily available from fabricators.



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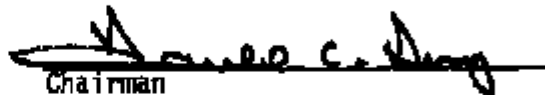
7. Stub streets would be accepted for state maintenance if their construction is required by local ordinance.

On motion of Mr. Fralin, seconded by Mr. Anderson, the Commission adopted the committee's recommendation.

The next meeting of the Commission will be held on February 21, 1980.

The meeting was adjourned at 11:44 a.m.

Approved:

  
Chairman

Attested:

  
Secretary