

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
FEBRUARY 18, 1965**

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office in Richmond, Virginia on Thursday, February 18, 1965, at 10 A.M. The chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Chilton, Flythe, Holland, Landrith, McWana, Sclater and Weaver.

On motion of Mr. Sclater, seconded by Mr. McWana, the minutes of the meeting of January 21, 1965 were approved.

Motion was made by Mr. Sclater, seconded by Mr. McWana, that permits issued from January 21, 1965 to February 17, 1965, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Mr. McWana, cancellation of permits from January 21, 1965 to February 17, 1965, as shown by records of the Department, was approved.

Moved by Mr. Selater , Seconded by Mr. Chilton , that
WHEREAS, in accordance with the provisions of Section 128 of
Title 23 - Highways, United States Code, a Public Hearing was held in
the Auditorium of the Appalachian Power Company Building, Abingdon,
Virginia, at 10:00 a.m., on January 6, 1965, concerning the proposed
construction of Route 19 from the North Corporate Limits of Abingdon
to 0.672 mile south of the North Fork Holston River in Washington
County, State Project 0019-095-102, C-501 and 0019-095-102, C-502, and
Federal Project F-05-1(17),

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

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

BE IT RESOLVED, that the construction of this project be
approved in accordance with the general plan as proposed and presented
at the Public Hearing by the Department Engineers. This proposed
improvement consists of expanding the existing facility to four lanes.
Motion carried.

Moved by Mr. Baughan , Seconded by Mr. Holland , that
WHEREAS, in accordance with the provisions of Section 128 of
Title 23 - Highways, United States Code, a Public Hearing was held in
the Cole Hall, Bridgewater College, Bridgewater, Virginia, at 10:00 A.M.
on December 18, 1964, concerning the proposed construction of Route
257 from 0.355 mile west of the east Corporate Limits of Bridgewater
to an intersection with Route 11 at Mount Crawford, Rockingham County,
State Projects 0257-082-103, C-501 and 0257-082-104, C-501, and
Federal Project S-426(2),

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

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

BE IT RESOLVED, that the construction of this project be
approved in accordance with the general plan as proposed and presented
at the Public Hearing by the Department Engineers. This proposed
improvement generally follows the existing Route 257 corridor, with
minor relocations to improve alignment and meet required design
standards. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, in accordance with the provisions of Section 128 of
Title 23 - Highways, United States Code, a public hearing was held in
the Jarratt Elementary School at Jarratt, Virginia, at 3:30 p.m. on
January 7, 1965, concerning the proposed construction of Interstate
Route 95 from 1.67 miles north of the Intersection of Route 58 (at
Emporia) to 0.41 mile south of the Intersection of Route 35 (South of
Petersburg) in Greensville, Sussex, Prince George and Dinwiddie Counties,
State Projects 0095-040-101, 0095-091-004, 0095-091-001, 0095-074-004
and 0095-026-101, Federal Projects I-95-1(11)12, I-95-1(12)23 and
I-95-1(13)34.

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

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

BE IT RESOLVED, that the construction of this project be
approved in accordance with the general plan as proposed and presented
at the public hearing by the Department Engineers along Line "E" with
minor adjustments to cross Route 301 in the general vicinity of
Route 509 near the Sussex-Greensville County Line.

This proposed improvement is on new location to the west of
existing Route 301 from 1.67 miles north of the intersection of Route 58
to the above mentioned crossing near the Sussex-Greensville County Line.
It is then on new location to the east of Route 301 to a point just
north of Jarratt. Here it ties into and follows existing Route 301 to
the end of the project at 0.41 mile south of the intersection of Route 35.
Motion carried.

Moved by Mr. Landrith , Seconded by Mr. Chilton
that

WHEREAS, in accordance with the provisions of Section 128 of
Title 23 - Highways, United States Code, a Public hearing was held in
the Common Room of the Parish House of Poplark Church in Fairfax County,
Virginia, at 10:00 A.M. on December 8, 1964, concerning the proposed
construction of Route 242 from 0.023 Mile east of the entrance to
Gunston Hall to 0.362 mile east of the intersection of Route 1 in
Fairfax County, State Project Q242-029-101,G501,

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

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

BE IT RESOLVED, that the construction of this project be
approved in accordance with the general plan as proposed and presented
at the Public hearing by the Department Engineers. This proposed
improvement generally follows the existing Route 242 corridor, with
minor relocations to improve alignment and meet required design
standards.
Motion carried.

Moved by Judge Weaver, Seconded by Mr. McWane, that
WHEREAS, by proper resolutions, the Boards of Supervisors of
several 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-
76.7 of the Code of Virginia of 1950, as amended, the following roads
be discontinued as part of the Secondary System of Highways,
effective this date.

- AMHERST COUNTY**
- Route 631, from 0.80 mile southeast of Route 60 to 1.10 miles southeast of Route 60 - 0.30 Mile
 - Route 1209, from 0.05 mile east of Route 1202 to Route 29 - 0.15 Mile
 - Route 693, from 0.29 mile east of Route 29 to Route 660 - 0.21 Mile
- CAMPBELL COUNTY**
- Route 846, beginning at a point 0.05 mile northeast of Route 665 and extending northeast 0.45 mile to Route 660 - 0.45 Mile
 - Route 613, beginning 0.58 mile southwest of Route 633 and extending 0.52 mile to Dead End - 0.52 Mile
- GREENSVILLE COUNTY**
- Route 605, from 0.45 mile north of Route 608 to Dead End - 0.35 Mile
- HANOVER COUNTY**
- Section 4 of old Route 602, from Station 53+50 to 0.09 mile east, Project 0095-042-003, P-401, P-402 - 0.09 Mile
 - Section 6 of old Route 602, from R.F.&P. Railroad to 0.10 mile east, Project 0095-042-003, P-401, P-402 - 0.10 Mile
 - Section 8 of old Route 688 from Route 79 to 0.05 mile north, Project 0095-042-003, P-401, P-402 - 0.05 Mile
- NELSON COUNTY**
- Route 788, from 0.30 mile east of Route 612 to 0.75 mile east of Route 612 - 0.25 Mile
 - Route 634, from 1.00 mile north Int. Route 616 to 1.50 miles north Int. Route 616 - 0.50 Mile
 - Route 629, from 1.29 miles south Route 634 to 2.10 miles south Route 634 - 0.81 Mile
 - Route 644, from Route 645 to 1.40 miles west of Route 626 - 1.70 Miles
 - Route 635, from 0.20 mile west of Route 802 to 1.15 miles west of Route 802 - Dead End - 0.95 Mile
 - Route 605, from 0.65 miles east of Route 639 to 0.80 mile west of Route 722 - 1.65 Miles
 - Route 621, from Route 640 to Dead End - 0.70 Mile
 - Route 722, from Route 654 to Route 732 - 2.10 Miles

- PAGE COUNTY**
- Route 629, from 0.87 mile east Int. Route 689 to Dead End - 0.80 Mile
 - Route 697, from 0.55 mile north Int. Route 662 to Dead End - 0.25 Mile
 - Route 759, from 3.65 miles east Int. Route 607 to Dead End - 0.15 Mile
- SOUTHAMPTON COUNTY**
- Route 737, from 0.25 mile west of Route 616 to Dead End - 0.45 Mile
- WARREN COUNTY**
- Route 735, from 1.00 mile east Int. Route 640 to Int. Rt. 340 - 1.00 Mile
- Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Holland that WHEREAS, under authority of Section 33-35.4 of the Code of Virginia, 1950, as amended, request is made by the City of Hopewell for payment at the base rate of \$800 per mile annually on additional street mileage meeting required standards for maintenance payments; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$800 per mile annually be made to the City of Hopewell on additional streets, totaling 0.58 mile and meeting standards required by this section of the Code, effective beginning January 1, 1965 for the quarterly payment due after March 31, 1965. The additional mileage eligible for payment, described as follows:

- | | | |
|-------------------|--|------------|
| Hampton Avenue | - From Winton Street to Warsaw Street | - 0.04 mi. |
| Bafford Drive | - From Lurey Street to Dead End | - 0.10 mi. |
| Kippax Street | - From E. Broadway to Paythress St. | - 0.04 mi. |
| Portsmouth Street | - From South 23rd Avenue to Dead End | - 0.09 mi. |
| South 22nd Avenue | - From Portsmouth Street to Dead End | - 0.05 mi. |
| Moultrie Street | - From Norfolk Street to Portsmouth Street | - 0.05 mi. |
| Norfolk Street | - From South 23rd Avenue to 22nd Ave. | - 0.05 mi. |
| Sheridan Avenue | - From Bluefield Street to S. City Point Rd. | - 0.06 mi. |
| Norfolk Street | - From Hill Avenue to Moultrie Avenue | - 0.06 mi. |
| Bluefield Street | - From Sheridan Avenue to South City Point Rd. | - 0.04 mi. |

The above additions totaling 0.58 mile will increase the total mileage in the City of Hopewell from 73.95 miles to 74.53 miles of approved streets. Motion carried.

Moved by Mr. Chilton, Seconded by Mr. Baughan that WHEREAS, Route 3 in Richmond County has been altered and reconstructed as shown on plans for Project 526-G; and WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old; Now, therefore, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.16 mile of old Route 3, between Station 467+55 and Station 475+05, shown in red and designated as Section I on the plat dated February 8, 1965, Project 526-G, be abandoned as a part of the State Highway System. Motion carried.

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Buckner Vista

TOTAL ADDITIONAL MILEAGE REQUESTED 21.54

SUBMITTED BY THE CITY OR TOWN (Date 4/24/64) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5/1/64)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE SURFACE	REMARKS
2ND	WOODLAND	MAGNOLIA	50	20	(325).06	B1	ST	
3RD	WOODLAND	ELM	50	20	(1300).25	B1	ST	
4TH	WOODLAND	PAVIA	50	20	(2840).54	B1	ST	
5TH	MAGNOLIA	SPRINGOGE	50	20	(370).07	B1	ST	
8TH	SPRINGOGE	HILDEN	60	20	(325).06	B1	ST	
9TH	HILDEN	ORANGE	60	20	(1425).27	B1	ST	
10TH	MOBILE AVENUE	ORANGE	60	20	(1950).37	B1	ST	
11TH	MAGNOLIA	FOREST	60	20	(1100).21	B1	ST	
12TH	MAGNOLIA	MAPLE	60	20	(1950).37	B1	ST	
13TH	MAGNOLIA	MAPLE	60	20	(1950).37	B1	ST	
13TH	PURCH	CEDAR	60	20	(650).12	B1	ST	
14TH	MAGNOLIA	CHESTNUT	60	20	(975).18	B1	ST	
14TH	MAPLE	ORCH	60	20	(650).12	B1	ST	

2.99
SHOWED

E. W. Beuth

Dep. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 59-55.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY BURTON VISTA

TOTAL ADDITIONAL MILEAGE REQUESTED 21.54

SUBMITTED BY THE CITY OR TOWN (Date 2/21/64) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/21/64)

NAME OF STREET	FROM (If width vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF PAVE SURFACE	REMARKS
15TH ✓	MAGNOLIA	CHESTNUT	60	20	(800) .15	B1	ST	
15TH ✓	MAPLE	BIRCH	60	20	(325) .06	B1	ST	
16TH ✓	CHESTNUT	MAPLE	60	20	(650) .12	B1	ST	
17TH ✓	SWEETGUM	HAWTHORNE	60	20	(2925) .55	B1	ST	
18TH ✓	SWEETGUM	HAWTHORNE	60	20	(2925) .55	B1	ST	
19TH ✓	N. W. RR	CEDAR	60	20	(2100) .40	B1	ST	
20TH ✓	SWEETGUM	OAK	60	20	(2600) .49	B1	ST	
21ST ✓	C. & O. RR	HOLLY	60	20	(425) .80	B1	ST	
22ND ✓	SWEETGUM	HAWTHORNE	60	20	(2925) .55	B1	ST	
22ND ✓	PINE	HOLLY	60	20	(650) .12	B1	ST	
23RD ✓	BEECH	SQUARE	60	20	(3675) .70	B1	ST	
24TH ✓	BEECH	HAWTHORNE	60	20	(3250) .62	B1	ST	
25TH FROM	MAGNOLIA	WALNUT	60	20	(915) .18			

SIGNED B. W. Butte
5.29

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 5,000.
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Buena Vista

TOTAL ADDITIONAL MILEAGE REQUESTED 21.54

SUBMITTED BY THE CITY OR TOWN (Date 12/1/64) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12/1/64)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF PAVEMENT Surface	REMARKS
25TH ✓	MAPLE	GRAND	60	20	(325) .06	B1	ST	
25 1/2 ✓	WALNUT	MAPLE	60	20	(325) .06	B1	ST	
26TH ✓	PARK	MAGNOLIA	60	20	(650) .12	B1	ST	
27TH ✓	CHESNUT	WALNUT	60	20	(325) .06	B1	ST	
RIDGE ✓	27TH	29TH	60	20	(2445) .46	B1	ST	
28TH ✓	ASPEN	LOCUST	60	20	(1800) .34	B1	ST	
29TH - PRIMARY ✓								
30TH ✓	LOMBARDY	LOCUST	60	20	(1320) .25	B1	ST	
31TH ✓	LONG HOLLOW RD	CATALPA	60	20	(600) .11	B1	ST	
LONG HOLLOW RD ✓	NELB	OSWALD	50	20	(4800) .91	B1	ST	
OSWALD ✓	LEXINGTON	ALLEGHANY	60	20	(1660) .31	B1	ST	
BROOK ✓	ALLEGHANY	LEXINGTON	60	20	(500) .09	B1	ST	

2.17
SIGNED

B.W. Butts

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 5,000
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY BUREAU VISTA
TOTAL ADDITIONAL MILEAGE REQUESTED 31.54

SUBMITTED BY THE CITY OR TOWN (Date 11/4/64) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 11/4/64)

NAME OF STREET	FROM (if within city limits)	TO (if within city limits)	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
<u>BALDWIN</u>	<u>ORCHARD</u>	<u>FORTY</u>	<u>60</u>	<u>20</u>	<u>(900) .17</u>	<u>B1</u>	<u>ST</u>	
<u>ASPEAN</u>	<u>28TH</u>	<u>29TH</u>	<u>60</u>	<u>20</u>	<u>(325) .06</u>	<u>B1</u>	<u>ST</u>	
<u>BOMBARDY</u>	<u>28TH</u>	<u>30TH</u>	<u>60</u>	<u>20</u>	<u>(650) .12</u>	<u>B1</u>	<u>ST</u>	
<u>CATALPA</u>	<u>28TH</u>	<u>30TH</u>	<u>60</u>	<u>20</u>	<u>(650) .12</u>	<u>B1</u>	<u>ST</u>	
<u>LOCUST</u>	<u>28TH</u>	<u>30TH</u>	<u>60</u>	<u>20</u>	<u>(650) .12</u>	<u>B1</u>	<u>ST</u>	
<u>PEECH</u>	<u>FACTORY</u>	<u>SWANMORE</u>	<u>60</u>	<u>20</u>	<u>(600) .30</u>	<u>B1</u>	<u>ST</u>	
<u>SWANMORE</u>	<u>PARK</u>	<u>15TH</u>	<u>60</u>	<u>20</u>	<u>(2915) .75</u>	<u>B1</u>	<u>ST</u>	
<u>SWANMORE</u>	<u>8TH</u>	<u>9TH</u>	<u>60</u>	<u>20</u>	<u>(400) .08</u>	<u>B1</u>	<u>ST</u>	
<u>SWANMORE</u>	<u>5TH</u>	<u>3RD</u>	<u>60</u>	<u>20</u>	<u>(600) .15</u>	<u>B1</u>	<u>ST</u>	
<u>LINDEN</u>	<u>6TH</u>	<u>SCH</u>	<u>50</u>	<u>20</u>	<u>(1250) .24</u>	<u>B1</u>	<u>ST</u>	
<u>LINDEN</u>	<u>9TH</u>	<u>8TH</u>	<u>60</u>	<u>20</u>	<u>(400) .08</u>	<u>B1</u>	<u>ST</u>	
<u>ELM</u>	<u>5TH</u>	<u>SCH</u>	<u>50</u>	<u>20</u>	<u>(900) .17</u>	<u>B1</u>	<u>ST</u>	
<u>ELM</u>	<u>6TH</u>	<u>SCH</u>	<u>50</u>	<u>20</u>	<u>(900) .17</u>	<u>B1</u>	<u>ST</u>	
<u>IVY</u>	<u>PARK</u>	<u>BEESH</u>	<u>60</u>	<u>20</u>	<u>(550) .10</u>	<u>B1</u>	<u>ST</u>	

263
SIGNED B. H. Butth
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-55.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Buena Vista

TOTAL ADDITIONAL MILEAGE REQUESTED 21.54

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)		FROM	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE SURFACE	REMARKS
		(If widths vary list each change)								
FOREST	✓	9th	24th	80	20	400	.08	B1	ST	
FOREST	✓	23rd	14th	80	20	2800	.53	B1	ST	
FOREST	✓	15th	14th	80	20	400	.08	B1	ST	
FOREST	✓	13th	11th	80	20	800	.15	B1	ST	
WOODLAND	✓	15th	10th	80	20	2000	.38	B1	ST	
WOODLAND	✓	4th	1st	50	20	1200	.23	B1	ST	
VINE	✓	10th	9th	60	20	400	.08	B1	ST	
CRANE	✓	11th	6th	60	20	1125	.21	B1	ST	
CHERRY	✓	13th	11th	70	20	800	.15	B1	ST	
CHESTNUT	✓	RIDGE	17th	60	20	4350	.82	B1	ST	
CHESTNUT	✓	15th	12th	60	20	1200	.23	B1	ST	
WALNUT	✓	RIDGE	12th	60	20	6300	1.19	B1	ST	
MAPLE	✓	RIDGE	HILL	60	20	200	.04	B1	ST	
MAPLE	✓	25 1/2	12th	60	20	5400	1.02	B1	ST	

SIGNED 5.19 B.W. Burt
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 5,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Buffalo Vista

TOTAL ADDITIONAL MILEAGE REQUESTED 21.67

SUBMITTED BY THE CITY OR TOWN (Date 12/24/69) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1/21/70)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE Surface	REMARKS
BIRCH ✓	25TH	17TH	60	20	3200 .61	B1	ST	
BIRCH ✓	15TH	14TH	60	20	400 .08	B1	ST	
OAK ✓	24TH	17TH	60	20	2800 .53	B1	ST	
OAK ✓	14TH	13TH	60	20	400 .08	B1	ST	
CEDAR ✓	25TH	16TH	60	20	3600 .68	B1	ST	
HAWTHORNE ✓	20TH	18TH	60	20	800 .15	B1	ST	
WINDSOR ✓	17TH	15TH	60	20	800 .15	B1	ST	
PINE ✓	23RD	22ND	60	20	400 .08	B1	ST	
SPRUCE ✓	24RD	22ND	60	20	800 .15	B1	ST	
SPRUCE ✓	20TH	19TH	60	20	400 .08	B1	ST	
HOLLY ✓	23RD	22ND	60	20	400 .08	B1	ST	
					2167			
					2167			
					21.67 Miles			
					Total 21.67 Miles			

SIGNED B.W. Butte
Dept. of Highways' Engineer

Moved by, Mr. Flythe , Seconded by Mr. Holland , that
WHEREAS, the Highway Commission is authorized to make certain
payments to cities for street purposes; and

WHEREAS, the Highway Commission has selected certain streets
within the Corporate Limits of the City of Buena Vista for such pay-
ments; and

WHEREAS, due to the development of several industrial areas
where sections of existing streets were completely obliterated and the
numerous short additions over the years accumulating an inaccurate
total length for some streets, it was found necessary to reestablish
the present "other streets" mileage within the City, now, therefore

BE IT RESOLVED, that under authority of Section 33-35.4 of
the Code of Virginia, as amended, quarterly payments at the rate of
\$800 per mile annually be made to the City of Buena Vista for a new
total of 21.54 miles of "other streets" within their Corporate Limits,
described and listed on a tabulation dated December 31, 1964, and
meeting the required standards, effective beginning January 1, 1965.
Motion carried.

Moved by Mr. Flythe , Seconded by Mr. Holland , that
WHEREAS, under authority of Section 33-35.4 of the Code of
Virginia, 1950, as amended, request is made by the City of Chesapeake
for payment at the base rate of \$800 per mile annually on additional
street mileage meeting required standards for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at
the base rate of \$800 per mile annually be made to the City of
Chesapeake on additional streets, totaling 11.44 miles and meeting
standards required by this section of the Code, effective beginning
January 1, 1965 for the quarterly payment due after March 31, 1965.
The additional mileage eligible for payment, described as follows:

Greenfield Drive S.	- From Carter Rd. to 150' E. of Shelton Rd.	0.25 Mile
Greenfield Drive N.	- From Carter Rd. to 100' E. of Shelton Rd.	0.26 Mile
Carter Road	- From 300' south of Greenfield Drive S. to 100' north of Greenfield Drive N.	0.24 Mile
Marlyn Road	- From Greenfield Drive S. to Greenfield Dr. N.	0.14 Mile
David Road	- From Greenfield Dr. S. to Greenfield Dr. N.	0.14 Mile
Pine Road	- From 250' south of Greenfield Drive S. to 100' north of Greenfield Dr. N.	0.10 Mi.
Shelton Road	- From 250' south of Greenfield Drive S. to 100' north of Greenfield Dr. N.	0.15 Mi.
Aboy Drive	- From Route 58 to 100' west of Gaff Rd.	0.34 Mi.
Gaff Road	- From 100' south Aboy Dr. to 100' N. Galleon Dr.	- 0.05 Mi.
Tiller Lane	- From 100' S. Aboy Drive to 100' N. Galleon Dr.	- 0.05 Mi.
Galleon Drive	- From Gaff Drive to Tiller Lane	- 0.19 Mi.
Bridgfield Blvd.	- From Route 165 to 300' N. Summit Ridge Dr.	- 0.16 Mi.

Brockenbrough Rd.	- from Summit Ridge Dr. to 400' N. Summit Ridge Dr.	- 0.08 Mi.
Beauregard Drive	- From Route 165 to 630' N. of Summit Ridge Dr.	- 0.27 Mi.
Summit Ridge Drive	- From Beauregard Dr. to Bridgefield Blvd.	0.17 Mi.
Montevale Drive	- From Beauregard Dr. to Bridgefield Blvd.	0.18 Mi.
Elmsford Place	- From Foxgrove Lane to 320' N. Balvedera Drive	- 0.14 Mi.
Foxgrove Lane	- From Hawksley Drive to Elmsford Place	- 0.22 Mi.
Glenview Drive	- From Hawksley Drive to Foxgrove Lane	- 0.13 Mi.
Hawksley Drive	- From 120' E. Glenview Dr. to 100' W. Foxgrove Lane	- 0.10 Mi.
Candy Lane	- From Route 708 to Gul-de-see	- 0.11 Mi.
Brookmere Lane	- From Route 790 to Quince Road	- 0.32 Mi.
Heather Road	- From 151' N. Brookmere L. to 160' S. Brookmere	- 0.06 Mi.
Quince Road	- From Field Rd. to 150' N. Brookmere Ln.	- 0.11 Mi.
Field Road	- From Quince Road to Route 655	- 0.06 Mi.
St. Jullian Drive	- From Hodges Ct. to St. Jullian Court	- 0.41 Mi.
St. Jullian Court	- From St. Jullian Dr. to 100' E. St. Jullian Dr.	- 0.02 Mi.
Shore Road	- From Hodges Ct. to St. Jullian Drive	- 0.15 Mi.
Hodges Court	- From Shore Rd. to 400' E. St. Jullian Drive	- 0.14 Mi.
Arbutus Court	- From Shore Rd. to 460' E. Shore Road	- 0.09 Mi.
Entrance St. 3811	- From St. Jullian Dr. to 160' S. St. Jullian Dr.	- 0.03 Mi.
Ashley Road	- From Route 168 to Route 165	- 0.42 Mi.
Scarlett Drive	- From Route 9664 to Dead End	- 0.27 Mi.
Raleigh Road	- From Route 663 to 164' E. of Rosemary Lane	- 0.15 Mi.
Rosemary Lane	- From Raleigh Rd. to 825' S. of Raleigh Road	- 0.16 Mi.
Ance Circle West	- From Raleigh Rd. to 1,225' south	- 0.23 Mi.
Greenfield Entr.	- From Route 660 to Greenfield Drive	- 0.05 Mil
Greenfield Dr.	- From 150' E. Carpenter Rd. to 130' E. Carpenter Rd.	- 0.32 Mi.
Carpenter Road	- From Greenfield Dr. to 125' W. Greenfield Dr.	- 0.18 Mi.
Willard Drive	- From Route 634 to 480' W. Briarfield Drive	- 0.47 Mi.
Briarfield Drive	- From 190' N. Willard Drive to 330' S. Willard Drive	- 0.10 Mi.
Britwell Drive	- From Briarfield Dr. to Route 634	- 0.26 Mi.
Jana Court	- From Britwell Dr. to 210' N. Britwell Dr.	0.04 Mi.
Hallbridge Road	- From Willard Drive to Britwell Drive	- 0.18 Mi.
Hopewell Drive	- From Route 648 to 120' N. of Meigs Rd.	- 0.25 Mi.
Rock Drive	- From Lovagrove Ave. to 110' E. Hopewell Drive	- 0.15 Mi.
Lovagrove Avenue	- From Meigs Road to Rock Drive	- 0.18 Mi.
Meigs Road	- From Lovagrove Ave. to 100' E. Hopewell Drive	- 0.09 Mi.
Silverwood Blvd.	- From Route 706 to 1,270' W. Route 706	- 0.24 Mi.

Briarfield Road	- From 100' S. Silverwood Blvd. to Belvedere Dr.	- 0.15 Mi.
Hemlock Road	- From 100' S. Silverwood Blvd. to Belvedere Dr.	- 0.11 Mi.
Belvedere Drive	- From Briarfield Road to 160' W. Blanford Place	- 0.21 Mi.
Barkdale Road	- From Silverwood Blvd. to 100' S. Silverwood Blvd.	- 0.02 Mi.
Garry Court	- From Brown Avenue to Dead End	- 0.11 Mi.
Deal Drive	- From Route 648 to Brown Avenue	- 0.24 Mi.
Brown Avenue	- From Deal Drive to Route 17	- 0.12 Mi.
Lilac Drive	- From Pine Road to Dogwood Drive	- 0.26 Mi.
Daisy Drive	- From Dogwood Drive to 200' east	- 0.04 Mi.
Hickory Ridge Road	- From 0.14 Mi. W. of Rt. 168 to Dead End	- 0.36 Mi.
Drown Road	- From Route 634 to Dead End	- 0.29 Mi.
Hassel Road	- From Route 165 to Dead End	- 0.03 Mi.
Route 821	- From 0.46 Mi. E. of Route 190 to 0.63 Mi. E. of Route 190	- 0.17 Mi.
Route 708	- From Route 656 to 0.36 Mi. W. of Route 686	- 0.36 Mi.
Route 2814	- From Wilber Street to 0.05 Mi. south	- 0.05 Mi.
Route 2832	- From South Avenue to 0.07 Mi. east	- 0.07 Mi.
Route 4216 (Tanus St.)	- From Snowberry Road to 0.06 Mi. west	- 0.06 Mi.
Weaver Street	- From Marrow Road to Dead End	- 0.10 Mi.
Stova Street	- From Weaver Street to Dead End	- 0.14 Mi.
Parker Street	- From Stova Street to 100' S. of Stova St.	- 0.02 Mi.
Halsey Street	- From Fay Street to Ruth Street	- 0.26 Mi.
Fay Street	- From Mark St. to Halsey Street	- 0.03 Mi.
Fetch Street	- From Mark St. to 130' S. Halsey St.	- 0.07 Mi.
Ruth Street	- From Mark St. to Halsey Street	- 0.05 Mi.
Lyons Street	- From Myers Avenue to 0.05 Mile north	- 0.05 Mi.
Collinwood Avenue	- From Walnut St. to 0.02 Mi. S. of Laurel St.	- 0.11 Mi.
Railroad Avenue	- From Luster St. to 0.29 mile south	- 0.29 Mi.
Urgubart Street	- From Myers Rd. to 0.03 mile north	- 0.03 Mi.

The above additions totaling 11.44 miles, will increase the total mileage in the City of Chesapeake from 433.63 miles to 445.07 miles of approved streets. Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Holland, that WHEREAS, under authority of Section 33-35-4 of the Code of Virginia, 1950, as amended, request is made by the Town of Blackstone for payment at the base rate of \$800 per mile annually on additional street mileage meeting required standards for maintenance payments; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$800 per mile annually be made to the Town of Blackstone on additional streets, totaling 0.32 mile and meeting standards required by this section of the Code, effective beginning January 1, 1965, for the quarterly payment due after March 31, 1965. The additional mileage eligible for payment described as follows:

Seventh Street	- From Brunswick Avenue to College Avenue	- 0.10 Mile
E. Green Street	- From Falls Street to Luke Street	- 0.06 Mile
Taylor Street	- From Sullivan Street 0.157 Mi. North	- 0.16 Mile

The above additions totaling 0.32 mile increase the total mileage in the Town of Blackstone from 21.39 miles to 21.71 miles of approved streets. Motion carried.

Moved by Mr. Baughan , Seconded by Judge Weaver , that
WHEREAS, by virtue of Chapter 263 of the Acts of Assembly of
1932, roads within grounds of state institutions were included in the
Primary System of Highways; and

WHEREAS, under authority of Section 33-26 of the 1950 Code
of Virginia, as amended, the Highway Commission may add such additional
roads, bridges and streets as it shall deem proper to the Primary
System of Highways; and

WHEREAS, request is made for addition to the Primary System
of a newly constructed road within the grounds of a new division of the
Virginia Polytechnic Institute, located just west of Clifton Forge in
Alleghany County; and

WHEREAS, upon inspection by our Highway Engineers, the new
road constructed by the Virginia Polytechnic Institute meets standards
required for acceptance as a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the new road, leading
from Route 60 west of Clifton Forge and extending northerly 0.46 mile
through the grounds of the Clifton Forge-Covington Division of the
Virginia Polytechnic Institute, be added to Primary System of Highways
and designated as Route 384. Motion carried.

Moved by Mr. Flythe Seconded by Mr. Gilton that
WHEREAS, the Commonwealth did acquire all of those three certain
parcels of land known as Lots 15, 14 and 13 in Block 2, Section 2, of
Harrowbone Heights Subdivision by deeds from Finney and Setliff, Inc.;
Finney and Company, Inc; and Lewis G. Miles and Mary W. Miles, his wife;
by deeds recorded in the Office of the Clerk of the Circuit Court of
Henry County in Deed Book 185, Page 446; Deed Book 185, Pages 254 and
256 and Deed Book 187, Page 684, respectively, in connection with
Route 220, State Highway Project 0220-044-101-RN-201-G-301, and
WHEREAS, a portion of each of the said parcels or lots is required
for the right of way of said Route and Project; and WHEREAS, the
State Highway Commissioner has certified in writing that the remainder
of the said parcels or lots lying east of the east right of way line
of said Route 220, from a point opposite survey Station 110+71
(northbound lane) to a point opposite survey Station 112+96 (northbound
lane) of said Route 220, does not constitute a section of the public
road and is deemed no longer necessary for the uses of the State
Highway System and has recommended that same be advertised and sold
to the highest bidder at public auction. NOW, THEREFORE, the convey-
ance of the said parcels in accordance with the provisions of Section
33-117.4 of the 1950 Code of Virginia, as amended, judged to be in the
public interest and the State Highway Commissioner is hereby author-
ized to advertise and sell by public auction the said parcels of land
so certified to the highest bidder at a price recommended by the State
Right of Way Engineer and is authorized to execute in the name of the
Commonwealth a deed conveying such land without warranty to the
successful bidder, including any and all appurtenances thereto
belonging, and subject to such terms and conditions as the said State
Highway Commissioner may deem requisite. Motion carried.

Moved by Judge Weaver Seconded by Mr. Holland that
WHEREAS, in connection with Interstate Route 95 and new
connecting Route 79 at the Dowell Interchange in Hanover County,
State Highway Project 0095-042-003, HW-1, the Commonwealth did
acquire certain lands for the relocation and reconstruction of the
connection between a portion of former Route 602 and the new
location of Route 79, the said portion of former Route 602 being
retained in service to provide access to certain privately owned
lands fronting upon it; and, WHEREAS, the said lands have now all
been acquired by D.V. Jarrell for the construction of a major truck
terminal and service facility so that the said portion of Route 602
passes through the center of the area to be developed for such
facility and will interfere with the development and construction of
same; and, WHEREAS, the Board of Supervisors of Hanover County by
resolution duly adopted at their regular meeting held on January 21,
1965 did abandon altogether as a public road the said section of
Route 602 from opposite Station 84+50 of present Route 79 to its
terminus at the east right of way line of Interstate Route 95 in
accordance with the provisions of Sec. 33-76.8 of the 1950 Code of
Virginia as amended; and WHEREAS, the owner of the adjoining land,
in order to provide for its proper development, has requested
conveyance of those certain portions of the land acquired as afore-
said from Claude K. Kelly, et ux by Certificate of Deposit No. C 2414,
recorded in the office of the Clerk of the Circuit Court of Hanover
County in Deed Book 206, Page 288, which lie outside of and beyond
the normal northern right of way line of said Route 79 generally
opposite said Station 84+50, offering in exchange such additional
lands as may be needed to reconstruct and relocate present Route 602
between its present connection with the end of said Route 79 on the
west and the crossing of the Chesapeake and Ohio Railway on the
east; and, WHEREAS, the State Highway Commissioner has certified in
writing that the said section of road, including the area proposed to
be conveyed, with its abandonment by the Board of Supervisors is no
longer a part of the State Highway System and is no longer deemed
necessary for the uses of the same. NOW, THEREFORE, This Commission
does hereby approve the conveyance of the said portion of land so
acquired lying north of and beyond the north right of way line of
said Route 79 to the owner or owners of record of the adjoining
lands in exchange for such additional lands as may be needed from
the said property for the reconstruction and relocation of said
present Route 602 east of the terminus of Route 79, and the State
Highway Commissioner is authorized to execute a deed conveying same
without warranty and in the name of the Commonwealth.
Motion carried.

Moved by Mr. McWane Seconded by Judge Weaver that
WHEREAS, in connection with Route 460, Project 781-H, in Prince Edward County, the Commonwealth did acquire by deed dated May 17, 1941, recorded in Deed Book 97, Page 95, certain lands from Stanley A. Legus and Beulah Legus, his wife, in order to relocate the entrance to the property of the American Oil Company; and WHEREAS, the American Oil Company has conveyed their interest to the Stimpson Oil Company, Incorporated; and WHEREAS, the Stimpson Oil Company Incorporated, in order to more fully beautify and develop their property, have requested that the Commonwealth convey to them the parcels of land so acquired by the Commonwealth from Stanley A. Legus and Beulah Legus; and WHEREAS, the State Highway Commissioner has certified in writing that the lands lying north of the new proposed north right of way line, which line is 44 feet north of and parallel to and/or concentric with the survey centerline of Route 460, from a point 44 feet north of approximate survey Station 26+30 to a point 44 feet north of approximate survey Station 28+62 does not constitute a section of the public road and are no longer necessary for the uses of the State Highway System. NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the sale of the said land, so certified, is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth of Virginia a deed to convey same, without warranty, at a price satisfactory to the State Right of Way Engineer.
Motion carried.

Moved by Mr. Sciater Seconded by Mr. McWane
that
WHEREAS, on October 12-13, 1950 the State Highway Commission adopted the following resolution:

"PARKING PROBLEMS - URBAN PROJECTS

That inasmuch as urban curb and gutter design used by the Department is based upon parallel parking and that if angle parking takes place on such a design it increases the hazard and decreases traffic capacity, be it hereby resolved that before a construction project is begun within the corporate limits of any municipality a resolution be required of the governing body agreeing that where parking is allowed, such parking be parallel to the curb;" and

WHEREAS, the Town of Wytheville has requested a needed urban plant mix project on Route 11, including a five-block area where angle parking has been permitted for years and it is still the desire of the Town to continue such parking; and

WHEREAS, the following conditions peculiar to the Town of Wytheville alleviate the undesirable conditions normally associated with angle parking;

- 1 - Pavement width in area of angle parking is 60', whereas the pavement width on a 1.1 mile section of Route 11 between the 60' pavement and the west corporate limits is only 40'.
2. Curbs are 8" or slightly higher where angle parking is permitted and this, coupled with the excessively high crown of the pavement, would make it difficult to open the doors on parallel parked cars.

3. Completion of Route 81 by-pass will greatly reduce through traffic now utilizing Route 11 in the Town; and WHEREAS, the previously quoted Commission policy refers specifically to curb and gutter projects constructed by the Department, its intended application to other urban construction, including plant mix, is not clear;

NOW, THEREFORE, BE IT RESOLVED, that the Department of Highways' financial participation in the application of plant mix within the area of angle parking in the Town of Wytheville is hereby approved. Motion carried.

Moved by Mr. Flythe Seconded by Mr. Chilton that
WHEREAS, Interstate Route 81 in Rutherford County has been constructed on new location as shown on plans for Project 0081-080-101, C-502; and

WHEREAS, the construction of Interstate Route 81 necessitates alterations on Secondary Route 927; one section of old location of Route 927 is to be transferred to the Interstate System of Highways for designation as a service road;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-36.6 of the Code of Virginia of 1950, as amended, 0.10 mile of the old location of Route 927, shown in yellow and indicated as Section 3 on the plat dated October 15, 1964, be transferred from the Secondary System to the Interstate System of Highways and designated as a service road. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, Section 46.1-193 and Section 46.1-345 of the Code of Virginia of 1950, as amended, provides for increasing or decreasing speed limits from the statutable established speed limits and/or establishing a minimum speed limit when such increase or decrease and/or establishment of a minimum speed limit has been prescribed by the State Highway Commission after an engineering and traffic investigation; and

WHEREAS, the Highway Department has now completed the required engineering and traffic investigation for the herein specified section or sections of highway and has determined that the respective maximum and/or minimum speed limit should be established accordingly and as affixed herein.

NOW, THEREFORE, BE IT RESOLVED, that the speed limit for all vehicles not otherwise restricted by statute, be ascribed for the following specified section or sections of highway as shown on the attached tabulations by districts. Motion carried.

<u>Route</u>	<u>Location</u>	<u>Length (Miles)</u>	<u>Speed Limit (MPH)</u>
Primary System			
<u>Tazewell County</u>			
102	Fr: 0.30 mile N. Rte. 644 (M.P. 0.39) To: Route 741 at W.Va. State Line (M.P. 0.83)	0.46	25
SALEM DISTRICT			
<u>Roanoke County</u>			
320	Fr: Route 779 (M.P. 0.00) To: 0.62 mile north of Rte. 779 (M.P. 0.62)	0.62	35
LYNCHBURG DISTRICT			
<u>Appomattox County</u>			
460	Fr: WCL Appomattox (M.P. 11.34) To: Intersection Route 667 (M.P. 18.00)	6.66	60/50
<u>Campbell County</u>			
29	Fr: 0.18 mile S. Rte. 738 (M.P. 17.34) To: 0.06 mile N. Rte. 758 (M.P. 19.40)	2.06	45
RICHMOND DISTRICT			
<u>Brunswick County</u>			
58	Fr: E. end of A & D R.R. overpass (M.P. 22.44) To: 0.21 mile east of Route T-659 (M.P. 22.94)	0.50	35
<u>Henrico County</u>			
271	Fr: 0.07 mile S. of Route 622 (M.P. 3.09) To: 0.08 mile N. of Route 622 (M.P. 3.24)	0.15	35
<u>Harrison County</u>			
157	Fr: Intersection Route 6 (M.P. 0.00) To: Intersection Route 250 (M.P. 4.15)	4.15	45
SUFFOLK DISTRICT			
<u>Accomack County</u>			
187	Fr: 0.05 mile east of E. Route 679 (M.P. 0.05) To: 0.73 mile west of E. Route 679 (M.P. 0.73)	0.68	35
<u>Isle of Wight County</u>			
17	Fr: E.E. James River Bridge (M.P. 0.00) To: 0.80 of a mile N. of E.E. James River Bridge (M.P. 0.80)	0.80	55/45

<u>Route</u>	<u>Location</u>	<u>Length (Miles)</u>	<u>Speed Limit (MPH)</u>
<u>Primary System</u>			
<u>Isle of Wight County</u>			
17	Fr: 0.80 of a mile south of E.E. James River Bridge (M.P. 0.80) To: 1.18 mile south of E.E. James River Bridge (M.P. 1.18)	0.38	35
17	Fr: 1.18 mile south of E.E. James River Bridge (M.P. 1.18) To: W.E. James River Bridge (M.P. 4.39)	3.21	55/45
17	Fr: E. E. James River Bridge (M.P. 0.00) To: W.E. James River Bridge (M.P. 4.39)	4.39	Min. 35
<u>City of Hampton & Isle of Wight County</u>			
64	Fr: 900 ft. W. of W.E. Hampton Creek Bridge (M.P. 20.05) To: 800 ft. W. of Toll Plaza (M.P. 21.68)	1.63	55/45
64	Fr: 800 ft. west of Toll Plaza (M.P. 21.68) To: 0.15 mile west of W.E. of West Approach Bridge (M.P. 21.98)	0.30	35
64	Fr: west end of West Approach Bridge (M.P. 21.98) To: 0.04 mile W. of W.E. of tunnel (M.P. 22.73)	0.75	45 max. 35 min.
64	Fr: 0.04 mile W. of W.E. of tunnel (M.P. 22.73) To: W.E. of East Approach Bridge (M.P. 24.41)	1.68	60
64	Fr: W.E. of East Approach Bridge (M.P. 24.41) To: E.E. of East Approach Bridge (M.P. 25.48)	1.07	45 max. 35 min.
<u>James City & York Counties</u>			
60	Fr: 0.30 mile S. of Route 708 (M.P. 11.20) To: 0.12 mile S. of Route 603 (M.P. 13.93)	2.73	60/50
<u>FREDERICKSBURG DISTRICT</u>			
<u>King George County</u>			
301	Fr: 7.29 miles S. of Potomac River Bridge (M.P. 7.29) To: 0.37 mile N. of N. end of James Madison Bridge (M.P. 16.68)	9.39	60/50
301	Fr: 0.37 mile N. of N. end of James Madison Bridge (M.P. 16.68) (King George County) To: NCL Port Royal (M.P. 0.29) (Caroline County)	0.66	45

<u>Route</u>	<u>Location</u>	<u>Length (Miles)</u>	<u>Speed Limit (MPH)</u>
Primary System			
<u>Fairfax County</u>			
50	Fr: WGL Fairfax (M.P. 10.95) To: Route 608 (M.P. 12.86)	1.91	55
123	Fr: S. Route 655 (M.P. 11.67) To: WGL Fairfax (M.P. 12.72)	1.05	45
<u>Secondary System</u>			
RICHMOND DISTRICT			
<u>Charterfield County</u>			
794	Fr: Route 797 To: Dead End	0.53	25
846	Fr: Route 2266 To: Route 793	0.24	25
2119	Fr: Route 2266 To: Route 847	0.14	25
2266	Fr: Route 2265 To: Route 794	0.61	35
SUFFOLK DISTRICT			
<u>York County</u>			
620	Fr: Route 702 To: Route 617	0.80	35
CULPEPER DISTRICT			
<u>Fairfax County</u>			
689	Fr: Route 695 To: Route 2846	0.79	25
2630	Fr: Route 236 To: Ravensworth Farms Subdivision	0.58	35

Moved by Judge Weaver, Seconded by Mr. Flythe, that
WHEREAS, in connection with Interstate Route 95, Project
0095-043-101, G-2 in Henrico County the Commonwealth did acquire by
condemnation under Certificate of Deposit No. C-595, recorded in Deed
Book 918, Page 318 in the office of the Clerk of the Circuit Court of
said County certain lands for the reconstruction of Ethelwood Farm
Road, which lands were not used for such purpose because the proposed
overpass was changed to a location in line with Francis Road at the
request of Henrico County; and

WHEREAS, the original owner of the said lands so taken for
such purpose has requested that the said lands be returned to it in
order to permit the proper use of its adjoining property; and

WHEREAS, the State Highway Commissioner has certified in
writing that the said lands so acquired and lying east of the east
limited access line of Interstate Route 95 and west of the west
limited access line of same opposite approximate survey Station 261
do not constitute a section of the public road and are no longer deemed
necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section
33-76.6 of the 1950 Code of Virginia as amended the reconveyance of the
said lands so certified to their original owner or to the owner of
record of the adjoining lands to the north at a price not less than
that paid by the Commonwealth for the said lands and at a price satis-
factory to the State Right of Way Engineer is hereby approved, and the
State Highway Commissioner is hereby authorized to execute a deed in
the name of the Commonwealth conveying same without warranty and subject
to such restrictions or conditions as he may deem requisite.
Motion carried.

Moved by Mr. Holland, Seconded by Judge Weaver, that
WHEREAS, Section 46.1-171.1 of the Code of Virginia of 1950,
as amended, authorizes the State Highway Commission to prohibit the
use of the Interstate System and other controlled-access highways or
parts thereof (as described in Sections 33-36.1 of the Code) by
certain persons, animals and vehicles when necessary to promote
safety; and

WHEREAS, engineers of the Highway Department have completed
the study of all sections of the Interstate System under its jurisdic-
tion now open to the public and determined that only one section
at the present time should be prohibited to the use of (1) pedestrians,
(2) persons riding bicycles, (3) horse-drawn vehicles, (4) self-
propelled machinery or equipment, and (5) animals led, ridden or
driven on hoof.

NOW, THEREFORE, BE IT RESOLVED, that (1) pedestrians, (2)
persons riding bicycles, (3) horse-drawn vehicles, (4) self-propelled
machinery or equipment, and (5) animals led, ridden or driven on hoof
be prohibited from using Interstate Route 264 between Route 13 in the
City of Chesapeake and Das Moines Avenue in the City of Portsmouth, a
distance of approximately 5.95 miles. Motion carried.

The Chairman reported on a meeting he and the Chief Engineer had attended in Washington on the preceding day. This meeting was attended by top administrative officials of all fifty state highway departments, with the Bureau of Public Roads, and was addressed briefly by the new Secretary of Commerce. It had two primary purposes:

1. To implement the President's stated intention of initiating greater emphasis on highway beautification, a part of his Great Society program emphasizing the making of America more beautiful. He has emphasized highways in this program, the continuance and increase of existing programs and new programs in this field. For many years under the Federal Aid program a certain percentage of the funds has been, under permissive authority, spent on roadside development. He said Virginia has a well organized landscape division, was a pioneer in this field, and is still one of only 13 states that has a landscape division considered by the American Association of State Highway Officials committee on landscape as being fully adequate and fully staffed in the proper relation to top administration in the department. Efforts in this direction have been conventional topsoiling and seeding, planting of grass, vegetation and shrubs, and designing highways to best fit the terrain. The program at the meeting emphasized extending these efforts, but also entering some new fields as far as Virginia is concerned.

In the field of rest areas and waysides on the Interstate System, we are building rest areas at approximately 30-mile intervals. Heretofore, the Bureau of Public Roads has not allowed Federal funds to be used for buildings to house sanitary facilities, etc. Under the new program the Bureau of Public Roads will participate in the construction of these facilities. Virginia has started out, on its own, building handsome colonial brick buildings to house sanitary facilities, costing in excess of \$10,000 each. We will now get 90-10 Federal aid on the remainder of the buildings not already under construction. The number of rest areas will be substantially increased, perhaps doubled. If this is done there would be rest areas along the Interstate System at about 15-mile intervals. Mr. Fugate said he had recently appointed a Department committee to review the existing rest areas and see if more should be included, that the ones already built are used by large numbers of motorists. Under the new F. A. program, allowing acquisition of additional right of way, normal right of way limits will be protected in order to preserve the scenic beauty of the countryside.

Emphasis will also be placed on attempting to screen out junk yards and other unsightly commercial developments along the highways.

He said this is a program in which our Department can participate wholeheartedly and that on the state level emphasis is being placed on this same field. The last session of the General Assembly created the Outdoor Recreation Study Commission which is now studying the creation of a continuing program to preserve the outdoor recreational facilities and the outdoor beauty of Virginia for future generations. Certainly the highway program will play a large part in this overall state effort as well as the overall national effort.

He said this Commission, by instructing that waysides be placed at frequent intervals along the arterial system, has indicated its intention to go as far as funds will permit in providing these pleasant places for motorists to stop and have lunch and otherwise rest from their travel. No new funds are provided, he said, except that on the Interstate System the increased cost will be taken care of on a 90-10 basis, and he thought our 10% would be well worth the money spent. He said he will keep the Commission advised as the program progresses.

2. Also discussed was the after-1972 program. Under present legislation the Interstate System is supposed to be completed by 1972. Unfortunately, the last cost estimate saw an increase of \$5 Billion in the Interstate System because the roads fund as presently constituted will not provide enough funds to complete the Interstate System in 1972. Congress is now considering whether to provide additional money to keep the program on schedule or to provide deficit financing. The thinking in Washington seems to be that somehow Congress will provide the additional \$5 Billion needed to finish the Interstate program in 1972. Obviously, the program is not going to end the Federal tax on gasoline, plus other taxes, he said, and no one thinks these taxes will be removed and the Federal program be allowed to drop back to what it was before 1956. AASHO, with the Bureau of Public Roads, is making an inventory of what program should follow the Interstate program.

Mr. Harwood, in reporting further on the meeting in Washington, stated that bills had been introduced in Congress calling for a complete study of the highway needs of the United States after 1972. As a first step, AASHO and the Bureau of Public Roads have been working on a manual to direct the states to obtain estimates of cost of what they feel will be needed on their highway systems by 1985. This manual would cover briefly the total cost of all public road systems in the United States by 1985.

The manual requires a very complete estimate of the needs of the urban areas. It provides that we start immediately to estimate as best we can what the urban boundaries of large centers of population in the state will be in 1985. This data is to be assembled and furnished Congress by January 1, 1966. The Bureau of Public Roads has asked for it by July 15, 1965. This will cover all public road facilities, streets and highways, whether under state control or not. Mr. Harwood said the Department has engaged in urban transportation plans in some of the cities and other metropolitan areas where the population exceeded 50,000. It was emphasized, he said, that this was only a first step to bring to the attention of Congress the needs in the United States as a whole by 1985. Other phases of the manual will follow which will provide for much more comprehensive and detailed estimates than this first phase. Mr. Harwood said Virginia is in very good shape to furnish this information because the needs study is being updated and estimates made of the arterial, primary, urban and secondary system needs. This is apparently the first step - what type program will be developed after 1972 is anybody's guess.

Mr. Fugate said there had been some discussion at the meeting in Washington in regard to signs on the Interstate System. He said only 11 states had availed themselves of the bonus and that Virginia was one of five that had collected any money; that apparently the program was not catching on at the state level. He said Congress may make this mandatory for Federal-aid since advertising is prohibited along the Interstate, but that there is much pressure against this.

Mr. McWane asked what can be done to eliminate unsightly conditions at automobile graveyards along the highways.

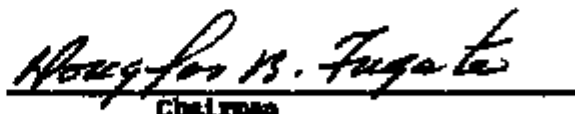
Mr. Fugate said there is a VAIC committee, headed by Mr. Tom Frost, which held a public hearing on this question at the State Capitol during the week just past. He said regulation is left up to the local officials at present. A VAIC Subcommittee is looking into this matter and he thought they would come forward with a recommendation to the next session of the legislature.

Mr. Chilton suggested that local groups, such as zoning and planning commissions, should take the initiative in this matter.

Mr. Flythe asked whether telephone facilities were being provided at rest areas. Mr. Fugate said arrangements are being worked out with the telephone company to take care of these. Mr. McWane inquired whether concessions were available. Mr. Fugate said not, that requirements do permit tourist information centers, provided they are operated by an agency of the state government, under the control of the Highway Department; that nothing which brings in revenue would be permitted.

The meeting was adjourned at 11:05 A.M.

Approved:


Chairman

Attested:


Secretary