

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
February 20, 1969

The monthly meeting of the State Highway Commission was held at the Central Highway Building in Richmond, Virginia on February 20, 1969, at 10 A.M. The chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Chilton, Duckworth, Fitzpatrick, Glass, Hairston, Landrith and Weaver.

The chairman said that before taking up items on the agenda he wished to clear up some misconceptions as to the reasons for delay in the federal-aid highway program in Virginia. The Department, he said, had finally been forced into signing the federal version of the assurance required by the 1968 Federal-aid Highway Act. Virginia was among the first states to comply with the act and submit an assurance which covered every provision of the Act. This was not accepted because the Federal Highway Administration had prepared their own assurance and had required all of the states to sign this without change. All of the states did finally sign except Virginia, a great many under protest. This week, to avoid further withholding of federal-aid funds in Virginia, he said it became necessary for Virginia to do the same thing, which was done under very strong protest.

Mr. Fugate said there were two misconceptions or erroneous impressions that had gained credence in some quarters.

First, that the Federal-aid highway program in Virginia had been greatly delayed by this action. This, he said, was not true.

In September, 1968 the federal government cancelled all federal-aid advertising contracts in Virginia and all other states under the guise of economy; even though the Trust Fund could be used for no other purpose and there was ample balance in the Trust Fund to carry out the federal-aid program as Congress had appropriated funds for it. He said Virginia had at that time been allocated \$90 Million to use during the remainder of the fiscal year. The freeze was lifted in December but instead of releasing the \$90 Million, new authorizations were set for the balance of the fiscal year -- \$5 Million in December, \$15 Million in January, and another \$15 Million in February, so that there was only \$35 Million which could be advertised in federal-aid funds. This he said would be advertised before the construction season starts; so there had been no delay in the federal-aid program in Virginia at all except as caused by the federal government itself by stopping all advertising this past fall.

Second, with the signing of the assurance, Virginia is still not out of the woods as far as letting Federal-aid work is concerned. Along with the assurance required by the Transportation Department, which was in excess of the law's requirements, it required contractors to prequalify, which also was not a part of the law. This has proven impractical, because it in effect requires each contractor to write his own specifications for equal employment opportunity, thus defeating the purpose of competitive bidding under the same specifications; this has delayed the program in all states. In Virginia only one-third of the contractors who normally bid on this work have qualified.

Mr. Fugate said it is generally known that the Transportation Department is working on specifications which will produce uniformity and that the Senate Roads Committee, which held a public hearing on this, has recommended such changes; that these rules and regulations are on the way. This has resulted in many contractors withholding requesting approval of the prequalification assurance which is now required. He said that the Department would advertise some projects on February 26 if at that time it considers enough contractors meet the requirements to obtain adequate competition.

The chairman stated the Department has said all along - and reiterates - that it is in full agreement with the need to have equal employment opportunity in the highway department organization and in each contractor's organization, whether they are bidding on federal-aid or state work, and will without reservation enforce such conditions. He said the refusal and reluctance to sign the assurance form prepared by the Department of Transportation had nothing to do with equal employment opportunity.

In the same manner, Virginia's opposition to double public hearings had nothing to do with public hearings as such, that we fully endorse the need to keep citizens fully informed as to highway plans, both as to location and design and that the opposition to double public hearings is exactly the same as the opposition to the Equal Employment Opportunity assurance, simply whether or not the Highway Department in Virginia is going to be run by this Highway Commission and the executive branch of the State government or by a federal agency in Washington. He said as long as he is highway commissioner he is going to avoid just as much as he can the domination of the Highway Department by the Department of Transportation in Washington, and that fortunately there seems to be a disposition on the part of the Department of Transportation to restore the Federal-State relationship that has existed in the federal highway program for years, and he looks forward to an era of cooperation under that attitude.

Mr. Fugate said Virginia has been first in cooperation under this Federal-State relationship in many areas. We were first to sign an agreement implementing the provisions of the 1966 Highway Beautification Act and first in carrying out many provisions of the Highway Safety Act, and will continue to cooperate with the Federal Highway Administration in the traditional Federal-State relationship in carrying out the highway program.

Mr. J. Stuart Elam, Mayor of the Town of Chase City, and Colonel K. S. Anderson appeared before the Commission to request waiver of Commission policy which limits the distance for movement of 12 ft. wide loads to five miles from corporate limits of municipalities having a population of 3600 or more, if the roadway is less than 24 ft. in width and traffic density 1000 vehicles per day. This waiver is requested in order to permit location in the town of Chase City of an industry for the manufacture of relocatable structures, classrooms, homes, etc. On motion of Judge Weaver, seconded by Mr. Duckworth, this matter was referred to the Commission committee, of which Mr. Chilton was chairman, which had devised the existing rules and regulations on such movements.

The chairman stated that in 1963 a Highway Study Commission, authorized by the 1962 General Assembly, submitted a report on its study of the highway program in Virginia, the Highway Department itself, the need for additional revenues, and other matters affecting highways. The portion of the study which dealt with the Highway Department organization and procedures was implemented by the Highway Commission in 1964 and since then the Highway Department has kept a close look at itself through an administrative task force, headed by the Fiscal Director and comprising membership from most divisions and from the district organization. Since five years have elapsed since the study referred to, Mr. Fugate said discussions had been held with the VMI Research agency on the possibility of their undertaking to guide a self review of the Highway Department organization and he asked that Col. James M. Morgan, of the Civil Engineering Department of VMI, present a proposal for such a review. Colonel Morgan said the study as outlined would cost approximately \$5,170.00 and would extend over a period of about nine months.

On motion of Mr. Landrith, seconded by Mr. Fitzpatrick, the Commission authorized the study as proposed by Col. Morgan.

On motion of Judge Weaver, seconded by Mr. Landrith, minutes of meeting of January 23, 1969 were approved.

Motion was made by Judge Weaver, seconded by Mr. Landrith, that permits issued from January 22, 1969 to February 19, 1969, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Landrith, cancellation of permits from January 22, 1969 to February 19, 1969, inclusive, as shown by records of the Department, was approved.

Moved by Judge Weaver, seconded by Mr. Landrith that the Commission confirm letter ballot action on bids received January 15, 1969, on the following projects.

Route 7, Project 0007-021-102, C501, B603; 0007-034-101, C502

3.007 Mi. E. Clarke-Frederick CL - 0.192 Mi. W. Clarke-Frederick CL, Clarke & Frederick Counties. Award of contract to low bidder, M. J. Grove Lime Co., A Div. of the Flintkote Co., Lime Kiln, Maryland.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,122,104.09	\$261.00
10% for engineering and additional work	112,210.40	26.10
Work by State Forces	9,801.00	
Right of Way	293,928.00	
Utilities	41,400.00	
Amount chargeable to project	1,579,750.00	

Route 7, Project 0007-053-108, C501, B603, B604

0.236 Mi. N. Fairfax-Loudoun CL - 0.105 Mi. S. ECL Leesburg, Loudoun County. Award of contract to low bidder, Talbott-Marks Co., Inc., Clarksville, Virginia and The Robert A. Smith Co., Inc., and Central Contracting Co., Inc., Farmville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,582,732.77	\$650.00
10% for engineering and additional work	258,273.27	65.00
Work by State Forces	13,072.40	
Amount chargeable to project	2,854,000.00	
\$1,563,201.00 to be provided for in 1969-70 Primary Construction Allocation.		

Route 15, Project 0015-058-101, C503

Dkt. 58 - 0.288 Mi. N. South End Bridge over Bluestone Creek, Mecklenburg County. Award of contract to low bidder, H. A. Nunn Construction Co., Inc., Virginia, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$422,562.80	\$20.00
10% for engineering and additional work	42,255.23	2.00
Work by State Forces	10,120.00	
Right of Way	63,385.00	
Utilities	40,850.00	
Railroad	424.00	
Flagging	1,088.00	
Amount chargeable to project	581,600.00	
\$276,600.00 to be provided for in 1969-70 & 1970-71 Primary Construction Alloc.		

Route 17, Project 6017-016-103, C501, B602

1.281 Mi. N.N.End Br. over Mount Creek - 2.548 Mi. N.N.End Br. over Mount Creek, Caroline County. Award of contract to low bidder, Stanley Construction Co., Inc., and A. Wayland Stanley, Ashland Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$264,568.87	\$30.00
10% for engineering and additional work	26,456.88	3.00
Work by State Forces	1,214.00	
Right of Way	9,858.00	
Utilities	1,100.00	
Amount chargeable to project	303,250.00	

Route 58, Project 0058-040-103, C501, B603, B604

Brunswick-Greenville CL - 6.846 Mi. E. Brunswick-Greenville CL (Near Int. 95), Greenville County. Award of contract to low bidder, Bishop & Settle Construction Co., Alberta, Virginia.

Bid	\$1,146,705.28
10% for engineering and additional work	114,670.52
Work by State Forces	13,194.50
Right of Way	235,083.00
Utilities	14,150.00
Railroad	3,107.50
Amount chargeable to project	1,525,800.00

\$425,800.00 to be provided for in 1969-70 Primary Construction Allocation.

Route 66, Project 0066-000-102, B636

Box Culvert Lee Highway at Spout Run Parkway Near Kirkwood Road, Arlington County. Award of contract to low bidder, Corson & Gruman Co., Washington D. C.

Bid	\$79,785.00
10% for engineering and additional work	7,973.50
Work by State Forces	1,426.00
Amount chargeable to project	89,150.00

Route 81, Project 0081-034-103, L801 Contr. 1

4.1 Mi. S. of West Virginia State Line, Frederick County. Award of contract to low bidder, Buckley-Lages, Inc., Winchester, Virginia.

Bid	\$155,201.89
10% for engineering and additional work	15,529.18
Work by State Forces	1,054.00
Amount chargeable to project	171,900.00

Route 218, Project 0218-162-101, C601

WCL Town of Manassas Park - ECL Town of Manassas Park (Rt. 28), Town of Manassas Park. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$726,454.30
10% for engineering and additional work	72,645.43
Work by State Forces	5,857.50
Amount chargeable to project	804,950.00
Acct's. Rec. Town of Manassas Park	\$124,724.43

\$250,226.57 to be provided for in future Urban Construction Allocations.

Route 297, Project 0297-008-109, C608

0.052 Mi. E. ECL Bedford - 2.338 Mi. E. ECL Bedford, Bedford County. Award of contract to low bidder, Marvin V. Templeton & Sons, Inc., Lynchburg, Va.

Bid	\$498,880.48
10% for engineering and additional work	49,888.04
Work by State Forces	7,988.00
Amount chargeable to project	554,550.00

\$140,094.00 to be provided for in 1969-70 Primary Construction Allocation.

Route 601, Project 0601-041-132, C501, B623

0.432 Mi. W. Int. 737 - 0.307 Mi. E. Int. 737, Halifax County. Award of contract to low bidder, F. M. Arthur Construction Co., Reasue, Virginia.

Bid	\$127,422.26
10% for engineering and additional work	12,742.22
Amount chargeable to project	140,150.00

\$140,150.00 to be provided for in County's 1969-70 & Subsequent Years Budgets.

Route 608, Project 0608-081-124, C501, B605

Bridge & Approaches Cedar Creek (At Int. 892), Rockbridge County. Award of contract to low bidder, Fairfield Bridge Co., Inc., Staunton, Virginia.

Bid	\$68,936.10
10% for engineering and additional work	8,893.61
Work by State Forces	4,295.50
Amount chargeable to project	80,150.00

\$80,150.00 to be provided for in County's 1969-70 & Subsequent Years Budgets.

Route 640. Project 0640-005-127, B615

Bridge over Pedlar River, Amherst County. Award of contract to low bidder, Donald H. Salvage, Inc., Amherst, Virginia.

Bid (REGULAR)	\$34,967.00
10% for engineering and additional work	5,496.70
Amount chargeable to project	38,450.00

\$38,450.00 to be provided for in County's 1969-70 & Subsequent Years Budgets.

Dormitory Building at Road Camp 30 - Fairfax County. Job Designation: 19-69

Award of contract to low bidder, Construction General, Inc., Silver Spring, Md.

Bid (ALTERNATE)	\$189,550.00
10% for engineering and additional work	18,956.00
Amount chargeable to project	208,500.00

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Landrith that the Commission confirm letter ballot action rejecting bids received on January 15, 1969, on the following projects and authorizing readvertisement of these projects.

Route 81, Project 0081-088-104, L801

0.290 Mi. W. Reed Cr. (W. of Wytheville) - 0.347 Mi. W. N&W RR Overpass (E. of Wytheville), Wythe County. Low bid - 20.3% over estimate.

Route 228, Project 0228-236-101, C501

0.160 Mi. S. Ferndale Ave. - 0.035 Mi. N. Ferndale Ave., Town of Herndon. Low bid - 26.4% over estimate.

Route 244, Project 0244-029-102, C502

1.971 Mi. W. Int. 7 - 3.722 Mi. W. Int. 7, Fairfax County. Low bid - 18.2% over estimate.

MOTION CARRIED.

On motion of Judge Weaver, seconded by Mr. Landrith, the Commission voted to award contract on bids received January 16, 1969 on the following project:

Route 360, Project 0360-020-104, C501

McGuire Circle, Chesterfield County. Award of contract to low bidder, E. G. Bowles Company, Richmond, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$401,925.75	\$17,717.26
10% for engineering and additional work	40,192.58	1,771.72
Work by State Forces	31,900.00	
Right of Way	36,500.00	
Utilities	1,600.00	
Flagging	1,650.00	
Amount chargeable to project	533,250.00	
Acct's. Rec. County of Chesterfield	\$18,602.10.	
Acct's. Rec. City of Richmond	\$886.88	
\$313,761.02 to be provided from 1969-70 Primary Construction Allocation.		

MOTION CARRIED.

On motion of Judge Weaver, seconded by Mr. Landrith, the Commission confirmed letter ballot action approving award of contract to Williams Paving Company, Inc., Hampton, Virginia for Widening of Approach Roadway and Toll Plaza, Hampton Roads Bridge-Tunnel, on their bid of February 3, 1969.

MOTION CARRIED.

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

WHEREAS, in accordance with the State Highway Commission policy adopted on October 13, 1966, a public hearing was held in the Mintzer Auditorium of the Municipal Building in Harrisonburg, Virginia, on November 7, 1968, concerning the construction of Project U000-115-101, RW-201, C501, B801 on Cantrell Avenue, from 0.008 mile east of the intersection of High Street to 0.031 mile east of the intersection of South Mason Street; and

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

BE IT RESOLVED, that the construction of the roadway along the location shown as Project U000-115-101, PE-101, RW-201, C-501, B-801 on Cantrell Avenue, from 0.006 mile east of the intersection of High Street to 0.031 mile east of the intersection of South Mason Street, in the City of Harrisonburg, be approved.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Leesburg for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Leesburg on additional streets, totaling 0.41 mile and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1969 for the quarterly payment due after March 31, 1969. The additional mileage eligible for payment described as follows:

Mayfair Drive	Edwards Ferry Rd. to 0.10 Mile North	0.10 MI.
Morven Park Rd.	Loudoun St. to 0.06 Mi. Southwest	0.06 MI.
Mosby Drive	Morven Park Rd. to 0.09 Mi. Northwest	0.09 MI.
Edwards Ferry Rd.	0.06 Mi. E. of Wash. St. to 0.11 Mi. E. of Wash. Street	0.06 MI.
So. Ft. Evans Rd.	Market St. (RT. 7) to 0.11 Mi. southwest Dead End	0.11 MI.

The above additions totaling 0.41 mile will increase the total mileage in the Town of Leesburg from 14.49 miles to 14.90 miles of approved streets.

MOTION CARRIED.

Moved by Mr. Landrith, seconded by Mr. Hairston
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 Lynchburg for such payments; and

WHEREAS, the construction of a relocation of Routes 460 and 501 within the City of Lynchburg renders it necessary to amend the selection of such streets; now therefore

BE IT RESOLVED, that pursuant to Section 33-35.2 of the Code of Virginia, as amended, the addition and deletion of mileage for payment on the primary route extensions within the City of Lynchburg be approved as follows, effective January 1, 1969:

Primary Extension Addition

U.S. Routes 460 and 501 - From Campbell Avenue at its intersection with Edmond Street; thence, northerly along the relocation, Kemper Street and westerly along 12th Street to its intersection with Campbell Avenue.

Length for payment 1.00 mile.

Primary Extension Deletion

Old U.S. Routes 460 and 501 - Campbell Avenue, from Edmond Street to 12th St.

Length deleted 0.76 mile.

The primary extension mileage due to this relocation addition of 1.00 mile and deletion of the old route along Campbell Avenue of 0.76 mile, for a net increase of 0.24 mile, the City's primary extension total mileage from 30.40 miles to 30.64 miles effective January 1, 1969, for the quarterly payment due after March 31, 1969; and

BE IT FURTHER RESOLVED, that pursuant to Section 33-35.4 of the Code of Virginia, as amended, mileage adjustments for the additions and deletions subject to payment on other streets to the City of Lynchburg, due to the primary extension changes, be approved as follows:

"Other Streets" Addition

Campbell Avenue - From Edmond Street to 12th Street

Length 0.76 mile.

"Other Streets" Deletions

12th Street - From Campbell Avenue to Kemper Street

Length 0.20 mile.

Kemper Street - From 12th Street to 17th Street

Length 0.36 mile.
Total length 0.58 mile.

The other streets mileage for the City of Lynchburg, due to the primary extension changes, increases from 140.40 miles to 140.60 miles for a net gain of 0.20 mile, effective January 1, 1969, for the quarterly payment due after March 31, 1969.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1960, as amended, request is made by the Town of Wytheville for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Wytheville on an additional street meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1969 for the quarterly payment due after March 31, 1969. The additional street and mileage eligible for payment, described as follows:

28th Street	From Pine Street to Reservoir Street	0.07 Mile
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The above addition of 0.07 mile increases the total mileage in the Town of Wytheville from 42.07 miles to 42.14 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-26 of the 1960 Code of Virginia, as amended, the State Highway Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, with respect to forthcoming completion of construction on the Lovingson By-pass in Nelson County, and in accordance with recommendations by our Study Committee on Arterial Route Designations, it is necessary to add to the Primary System of Highways the new by-pass location and to establish the route marker designations preparatory for signing.

WHEREAS, the U.S. Route Numbering Committee of the American Association of State Highway Officials has heretofore given approval of the U.S. Route 29 By-pass and U.S. Route 29-Business route designations.

NOW, THEREFORE, BE IT RESOLVED, that the new location by-passing the Town of Lovington, length 1.00 mile, be added to the Primary System of Highways and designated U.S. Route 29 By-pass, beginning at an intersection with present U.S. Route 29 south of Lovington and extending north to intersection of U.S. Route 29 north of Lovington, in Nelson County.

BE IT FURTHER RESOLVED, that present U.S. Route 29 through the Town of Lovington and between points of intersection with the new by-pass, be designated as U.S. Route 29-Business, length 0.90 mile.

MOTION CARRIED.

Moved by Mr. Chilton, 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 Community Building at King William High School, King William County, Virginia, at 2:00 p. m. , on January 9, 1969, concerning the proposed construction of Route 360 from 0.798 mile west of the King William - Hanover County Line to 0.341 mile east of the King William - Hanover County Line (Bridge and Approaches Pamunkey River), in Hanover and King William Counties, State Projects 6360-042-105-PE101 and 6360-050-107-PE101, and Federal Project F-0360-2, and

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

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

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 consists of the reconstruction of the bridge and approaches on the westbound lane.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-28 of the 1960 Code of Virginia, as amended, the State Highway Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, with respect to construction on Route 301, by-passing the Town of Bowling Green in Caroline County, it is deemed necessary to add the new by-pass location to the Primary System of Highways and to establish the route marker designations as U.S. Route 301 By-pass and U.S. Route 301-Business; and

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

NOW, THEREFORE, BE IT RESOLVED, that the newly constructed by-pass, 1.50 miles in Caroline County, be added to the Primary System of Highways and designated U.S. Route 301 By-pass, beginning at an intersection with present Route 301 just south of the Town of Bowling Green and extending northerly to intersection of present Route 301 at a point northeast of Bowling Green.

BE IT FURTHER RESOLVED, that present U.S. Route 301 through the Town of Bowling Green and between points of intersection with the new by-pass, be designated U.S. Route 301-Business, length 1.80 miles.

MOTION CARRIED.

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

WHEREAS, in the fall of 1969 construction on Route 460 by-passing the Town of Blacksburg in Montgomery County will be completed and the new road opened to traffic; and, whereas it is deemed necessary to add to the Primary System the section of the new by-pass and to retain the present location of U.S. Route 460 through Blacksburg for designation as a Business Route; and

WHEREAS, the U.S. Route Numbering Committee of the AASHO has heretofore given approval for the U.S. Route 460 By-pass and Business Route designations;

NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 33-28 of the 1960 Code of Virginia, as amended, the new construction of the by-pass in Montgomery County, beginning at the intersection of present Route 460 south of Blacksburg and extending northerly 7.10 miles to its intersection with Route 460 north of Blacksburg, be added to the Primary System of Highways and designated as U.S. Route 460 By-pass.

BE IT FURTHER RESOLVED, that existing U.S. Route 460 through Blacksburg and between points of intersection with the by-pass, be designated as U.S. Route 460-Business, length 6.40 miles.

MOTION CARRIED.

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

WHEREAS, \$900,000 of the State of Virginia Toll Revenue Bonds (Series 1964) Reserve Maintenance Funds has been previously approved by the State Highway Commission for investment in U.S. Government Securities, and

WHEREAS, these funds were invested by the Trustee in U.S. Treasury 5-5/8% Notes, maturing February 15, 1969, and

WHEREAS, the Treasury is now offering U.S. Treasury 6-3/8% Notes due May 15, 1970, priced to yield 8.42%, in exchange for the said Notes maturing May 15, 1970, and

WHEREAS, it is estimated by management of the Toll Facilities that these funds will not be needed for expenditure within the next fifteen (15) months, in major repairs for which they are reserved,

NOW, THEREFORE, BE IT RESOLVED by the State Highway Commission that, under provisions of Section 602 of the Trust Indenture, the said \$900,000 be reinvested in the present offering of U.S. Treasury 6-3/8% Notes as recommended by the Trustee and approved by the Consulting Engineers.

MOTION CARRIED.

Moved by Mr. Landrith, seconded by Mr. Halrston that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Martinsville for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Martinsville on additional streets totaling 0.81 mile and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1969 for the quarterly payment due after March 31, 1969. The additional streets and mileage eligible for payment, described as follows:

Longview Street	State Route #108 to 0.13 Mi. West	0.13 Mile
Mulberry Road Ext.	Cleveland Ave. to Starling Ave.	0.13 Mile
New York Avenue	Overland Ridge Ave. 0.14 Mi. N. E. to End	0.14 Mile
Overland Ridge Ave.	Smith Road to 0.01 Mi. North	0.01 Mile
Overland Ridge Ave.	0.01 Mi. N. Smith Rd. to 0.04 Mi. North	0.04 Mile
Middle Street	Fayette Street to Hickory Street	0.12 Mile
"F" Street	First St. to 0.03 Mile East	0.03 Mile
Second Street	"G" St. to 0.09 Mile South	0.09 Mile
Sam Lions Trail	Hazelwood Lane to 0.04 Mile East	0.04 Mile
Fourth Street	"B" Street to "C" Street	0.08 Mile

The above additions totaling 0.81 mile increase the total mileage in the City of Martinsville from 75.02 miles to 76.83 miles of approved streets.

MOTION CARRIED.

Moved by Mr. Landrith, seconded by Mr. Hairton that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1960, as amended, request is made by the City of Radford for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards; also a deletion of 0.14 mile;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$1,100 per mile annually be made to the City of Radford on additional streets totaling 1.89 miles that have been constructed to meet required standards, and a deletion of 0.14 mile for an adjustment of duplicated mileage, effective beginning January 1, 1969 with the first quarterly payment due after March 31, 1969. The additional mileage of streets eligible for payment and totaling 1.89 miles, described as follows:

17th Street	Wadsworth Street to 0.09 Southwest	0.09 Mile
Montgomery St.	First Street to 0.06 Mile West	0.06 Mile
Milton Lane	Tyler Avenue to Tyler Avenue	0.23 Mile
Haven Drive	Milton Lane northeast to Cul-de-sac	0.12 Mile
Cul-De-Sac	Haven Drive to 0.02 Mile East	0.02 Mile
Crestview Drive	Williams Ave. to Round Hill Drive	0.09 Mile
Round Hill Dr.	Crestview Dr. to Fieldale Drive	0.05 Mile
Fieldale Drive	Round Hill Dr. to Ridgefield Drive	0.13 Mile
Ridgefield Dr.	Fieldale Dr. East to Cul-de-sac	0.09 Mile
Sixth Street	Walker Street to Scott Street	0.08 Mile
Fifth Street	Pendleton Street to Denby Street	0.08 Mile
Scott Street	Seventh Street to Fourth Street	0.16 Mile

Howe Street	Hillcrest Avenue to Valleyview Street	0.06 Mile
Valleyview St.	Howe Street to 0.14 Mile East	0.14 Mile
Ninth Street	Custis Street to 0.07 Mile South	0.07 Mile
Sutton Street	Ninth Street to 0.20 Mile East	0.20 Mile
Tenth Street	Custis Street to Forest Avenue	0.17 Mile
Chesley Street	Tenth Street to 0.09 Mile East	0.09 Mile

The deletion of 0.14 mile no longer eligible for payment, described as follows:

Ingles Street	5th Street to 7th Street	0.14 Mile
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The street additions totaling 1.89 miles and deletion of 0.14 mile to a net addition of 1.75 miles increase the total mileage in the City of Radford from 48.54 miles to 50.29 of approved streets.

MOTION CARRIED.

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

WHEREAS, Route 460 in Buchanan County has been altered and reconstructed as shown on plans for Project 0460-013-101, C506; and

WHEREAS, one section of the old road is no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof, and two sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.23 mile of old Route 460, shown in yellow and designated as Section 2 on the plat dated June 28, 1968, Project 0460-013-101, C506, be discontinued as part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the Code of Virginia, 1950, as amended, 0.37 mile of the old Route 460 shown in red and designated as Sections 1 and 2A on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

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

WHEREAS, Route 58 in Lee County has been altered and reconstructed as shown on plans for Project 0058-052-105, C501; 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, and one section of the old road is to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.06 mile of the old location of Route 58 shown in blue and designated as Section 4 on the plat dated July 5, 1968, Project 0058-052-105, C501, be abandoned as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33-27 of the Code of Virginia of 1950, as amended, 0.04 mile of the old location of Route 58, shown in red and designated as Section 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

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

WHEREAS, Route 70 in Lee County has been altered and reconstructed as shown on plans for Project 0070-052-102, C501, B801;

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.14 mile of the old location of Route 70 shown in blue and designated as Sections 1 and 3 on the plat dated April 2, 1968, Project 0070-052-102, C501, B801, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.15 mile of the old location of Route 70 shown in yellow and designated as Section 2 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS, Route 121 in Wythe County has been altered and reconstructed as shown on plans for Project 0121-098-102, C501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.27 mile of the old location of Route 121 shown in blue and designated as Sections 1 and 2 on the plat dated October 24, 1968, Project 0121-098-102, C501, be abandoned as a part of the State Highway System.

MOTION CARRIED.

Moved by Mr. Baughan, seconded by Mr. Landrith 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 parts of the Secondary System of Highways, effective this date:

AUGUSTA COUNTY	Sections 22, 23, and 24 of old location Rts. 616, 777 and 778 within limits of Project 0081-007-103, C510, P401, P403, P404-----	0.37 MI.
FAUQUIER COUNTY	Section 1 of old location Rt. 635 from Sta. 237+50 to Sta. 243+50, Budget Item No. 5605 (67-68 Budget)-----	0.11 MI.
HIGHLAND COUNTY	Section 2 of old location Rt. 600 from Sta. 764+70 southwest 0.10 MI. (Proj. 0600-045-106, C501)-----	0.10 MI.
LOUDOUN COUNTY	Rt. 635, from Rt. 606 to Rt. 775----	0.50 MI.
SCOTT COUNTY	Section 4 of old location Rt. 627 from Rt. 619 to Sta. 24+50, Proj. 0619-084-121, C501-----	0.05 MI.

MOTION CARRIED.

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

WHEREAS, in connection with Route 17, State Highway Project 2064-09 (now Route 17, State Highway Project 0017-064-009, RW011 and RW012), the Commonwealth acquired from the County School Board of Norfolk County, by deed dated January 10, 1956, as recorded in Deed Book 1243, Page 77, in the Office of the Clerk of the Circuit Court of Norfolk County (now the City of Chesapeake) all the lands they owned lying on the south side of the revised south proposed right of way line; and

WHEREAS, a portion of the land, so acquired, is not needed in connection with the construction of the said project and the adjoining landowner has requested that the unneeded portion of the land be conveyed to him in order to more fully develop his land; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the portion of the said land lying south of and adjacent to the revised south proposed right of way line from a point approximately 95 feet opposite survey Station 45+37 (centerline proposed WBL) to a point approximately 95 feet opposite survey Station 46+25 (centerline proposed WBL) 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 parcel of land, in accordance with the provisions of § 39-76.6 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the owner of the adjoining land of record at a price satisfactory with the State Right of Way Engineer and subject to any restrictions he may deem requisite.

MOTION CARRIED.

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

WHEREAS, the Commonwealth is the apparent owner of the old right of way of Route 168 between approximate survey Station 755+39 (construction centerline Route 168) and survey Station 757+17 (construction centerline Route 168); and

WHEREAS, in connection with Route 168, State Highway Project 0168-131-101, RW201, in the City of Chesapeake, the Commonwealth acquired from Edwin B. Lindsley, Jr., and wife, if married, by Certificate No. C-13571, dated July 25, 1967, as recorded in Deed Book 1491, Page 720, in the Office of the Clerk of the Circuit Court of the City of Chesapeake, certain lands needed for the connection to Route 190; and

WHEREAS, the new location of Route 168 between approximate survey Station 755+39 (construction centerline Route 168) and approximate survey Station 757+17 (construction centerline Route 168) serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the above-mentioned landowner is agreeable to executing an Agreement After Certificate in partial exchange for a portion of the old right of way of old Route 168; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the land lying on the west side of the west proposed right of way line and between the said line and west existing right of way line from a point opposite approximate survey Station 755+39 (construction centerline of Route 168) = 25 feet opposite survey Station 11+33 (construction centerline Route 190) to a point 80 feet opposite survey Station 757+17 (construction centerline Route 168) does not constitute a section of the public road and is deemed by him no longer necessary for the use of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.5 of the 1950 Code of Virginia, as amended, the said section of the old Route 168 from a point opposite approximate survey Station 755+39 (construction centerline Route 168) = 25 feet opposite survey Station 11+33 (construction centerline Route 190) to a point 80 feet opposite survey Station 757+17 (construction centerline Route 168) is hereby declared abandoned; and in accordance with the provisions of § 33-76.6 being of the same code, the conveyance of the said parcel of land, is approved, and the State Highway Commissioner is hereby authorized to execute, in the name of the Commonwealth, a quitclaim deed conveying same to the owner of the adjacent land in partial exchange for an Agreement After Certificate for the land being acquired from him, and subject to any restrictions he may deem requisite.

MOTION CARRIED.

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

WHEREAS, in connection with Route 619, State Highway Project 0619-093-105, C501, in Warren County the Commonwealth acquired from E. H. Stokes and Pauline H. Stokes by deed dated May 4, 1966, as recorded in Deed Book 147, Page 320; Charles B. Bish and Janet N. Bish and William T. Swimley and Catherine D. Swimley by Certificate No. C-11364, dated April 20, 1966, as recorded in Deed Book 146, Page 426, later settled by an Agreement after Certificate; John G. Curilla and Rosella V. Curilla, John A. Vivori, Jr., and Nellie G. Vivori, Clair A. Baum and Theresa A. Baum by deed dated March 31, 1966, as recorded in Deed Book 151, Page 15; J. D. Powell and Blanche Ford Powell by Certificate No. C-11355, dated April 19, 1966, as recorded in Deed Book 146,

Page 403, condemnation proceedings have been completed; and Warren County School Board by deed dated October 10, 1966, as recorded in Deed Book 150, Page 1. These instruments being recorded in the Office of the Clerk of the Circuit Court of Warren County; and

WHEREAS, the plans have been revised to show a revised proposed Right of Way line from a point 40 feet opposite survey Station 109+75 (office revised centerline) to a point 40 feet opposite survey Station 11+75 (centerline connection to old Route 619) and a revised proposed Right of Way line from a point 95 feet opposite survey Station 136+50 (centerline Route 619) to a point 40 feet opposite survey Station 139+50 (centerline Route 619); and

WHEREAS, the owner or owners of the adjoining land, in order to more fully develop their lands, have requested that the unneeded right of way be conveyed to them; and

WHEREAS, at a regular meeting of the Board of Supervisors of the County of Warren, held on the 31st day of January, 1968, a resolution was passed abandoning as a public road the old sections of Routes 619 and 615; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the portions of the Old Right of Way and land lying between the original proposed Right of Way line and the revised proposed Right of Way line from a point 40 feet opposite survey Station 109+75 (office revised centerline Route 619) to a point 40 feet opposite survey Station 11+75 (centerline connection to old Route 619) and from a point 95 feet opposite survey Station 136+50 (centerline Route 619) to a point 40 feet opposite survey Station 139+50 (centerline Route 619) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcels, as certified, to the owner or owners of the adjacent land in accordance with the provisions of § 33-76.11 of the 1950 Code of Virginia, as amended, is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a quitclaim deed or deeds accordingly, at a price satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

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

WHEREAS, in connection with Route 749, in Westmoreland County, John R. Dos Passos, Jr., and Elizabeth H. Dos Passos, his wife, conveyed to the Commonwealth by deed dated June 15, 1962, as recorded in Deed Book 181, Page 507, certain lands for the extension of said Route 749 together with a drainage easement 10 feet in width to the Potomac River; and

WHEREAS, the said Dos Passos's, in order to more fully develop their remaining lands, have requested that the drainage easement be relocated to a more perpendicular direction from said Route 749; and

WHEREAS, the State Highway Commissioner has certified in writing that the original drainage easement shown on plat entitled "Revision of a Portion of 10-foot drainage easement at Station 7+54.02 Waterview Subdivision or upper Sandy Point, Cople District, Westmoreland County, Virginia, dated November 5, 1968, prepared by Arthur D. Whittaker, Certified Land Surveyor, Certificate No. 01008", and described as follows: beginning at a point approximately 94 feet N. 68° 52'00" E., from survey Station 7+54.02 from the point of beginning thus established, extending in the said direction approximately 241 feet to the Potomac River does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.11 of the 1960 Code of Virginia, as amended, the conveyance of said drainage easement, so certified, to the owners of the adjoining land in exchange for a deed for the new drainage easement is hereby approved and the State Highway Commissioner is hereby authorized to execute a deed of exchange accordingly.

MOTION CARRIED.

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

WHEREAS, in connection with Route 413 (now Route 496), State Highway Project 0413-029-007 (G-6), the Commonwealth acquired from J. C. Storm, By Deed dated January 8, 1960, as recorded in Deed Book 1878, Page 1, certain lands for a connection to old Route 123 (old Fairfax-Georgetown Turnpike), and in connection with Route 123, State Highway Project 0123-029-012, C-1, the Commonwealth acquired from Ethel M. Ulfelder, by Certificate No. C-1283, dated March 29, 1960, as recorded in Deed Book 1873, Page 89, in the Clerk's Office of the Circuit Court of Fairfax County, later settled by Agreement after Certificate, certain lands, including a connection to old Route 123 (old Fairfax-Georgetown Turnpike); and

WHEREAS, the connection to old Route 123 (old Fairfax-Georgetown Turnpike) was relocated by the construction of the new connection with Dulles Airport Access Highway, thereby cutting off a segment of the old Route 123 (old Fairfax-Georgetown Turnpike); and

WHEREAS, the owners of the adjoining land, in order to more fully develop their property, have requested that the land comprising the Right of Way of old Route 123 (old Fairfax-Georgetown Turnpike) and connections acquired therefore be conveyed to them; and

WHEREAS, by action of the State Highway Commission, at its regular meeting on March 21, 1968, pursuant Section 33-76.5 of the 1950 Code of Virginia, as amended, abandoned the old location of Route 123 (old Fairfax-Georgetown Turnpike) from the new location at Station 412+00 easterly 0.17 mile to the new connection with Dulles Airport Access Highway.

NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim conveying the interest of the Commonwealth in same to any person or persons agreeable to paying a consideration satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Landrith that,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Brunswick County Court House, Lawrenceville, Virginia, at 9:30 a. m., on December 18, 1968, concerning the proposed reconstruction of Route 46 from 7.303 miles south of the intersection of Route 58 to the North Carolina State Line, in Brunswick County, State Project 0046-012-103, PE101, Federal Project 8-262 () and

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

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers with minor adjustments to minimize property damage.

This proposed improvement generally follows the existing Route 46 alignment, with minor relocations at various points to improve alignment and reduce property damage.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Landrith
that,

WHEREAS, construction on Interstate Route 64, Project 0064-043-001, C502 in Henrico County, included as a part of this facility, Service Road Number 3 leading westerly from an intersection with Parham Road at Station 140+ 26.20; and

WHEREAS, an apartment complex is planned along Service Road Number 3 (English Hills Drive) and other major developments are expected to follow; and

WHEREAS, the Board of Supervisors of Henrico County adopted a resolution on January 8, 1969 agreeing to accept Service Road Number 3 into the Henrico County Road System.

NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 33-36.2 of the 1950 Code of Virginia, as amended, Service Road Number 3 (English Hills Drive) extending westerly from Parham Road at the interchange of Interstate Route 64, length 0.48 mile, be discontinued as a part of the Interstate System of Highways and future maintenance responsibilities transferred to Henrico County.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Mr. Chilton
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 by the State Board for the Department of Community Colleges that the recently constructed access roads leading to the new site of the Southwest Virginia Community College in Tazewell County be added to the Primary System of Highways; and

WHEREAS, upon inspection by our Highway Engineers, the requested road additions have been constructed by the College to conform with standards required for acceptance as a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the newly constructed entrance road leading southerly from its intersection with Route 19 in Tazewell County, length 0.38 miles, entirely within the grounds of the Southwest Virginia Community College, be added to Primary System of Highways and designated as new State Route 369.

MOTION CARRIED.

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

WHEREAS, a large percentage of Highway Hauling or Moving Permits issued by the Department are in the form of Western Union Telegram, and,

WHEREAS, the trucking industry who bears the cost of such telegrams has requested that the length of such telegrams be held to the absolute minimum, and,

WHEREAS, the Department has developed a system whereby "Cab Cards" containing normal permit restrictions and requirements would be issued for each tractor and/or trailer for a one-year period unless otherwise cancelled, and only that information pertinent to any given movement would be included in the telegram Hauling or Moving Permit.

NOW, THEREFORE BE IT RESOLVED, that a fee of five dollars (\$5.00) be assessed for each Cab Card issued by the Department.

MOTION CARRIED.

Moved by Mr. Fitzpatrick, seconded by Judge Weaver
that,

WHEREAS, the traditional and successful state-federal partnership in the highway program has been jeopardized in recent months by improper and obstructive actions by federal highway authorities; and

WHEREAS, this action has been reflected in periodic freezes on federal funds, unrealistic proposals governing location and design of new highway projects, and questionable interference in the organizational structure of an agency of the state government; and

WHEREAS, to have yielded to these actions without having sought their reversal would have been a compromise with principle;

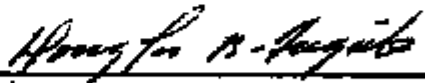
NOW, THEREFORE, BE IT RESOLVED that the Highway Commission of Virginia commends its Chairman for the positions he has taken on these issues and for the manner in which he has expressed the Commission's own views.

MOTION CARRIED.

On motion of Mr. Duckworth, seconded by Judge Weaver, the Commission approved funds estimated and distributed on attached statement for the fiscal year 1969-70.


The meeting was adjourned at 11:20 A. M.

Approved:



Chairman

Attested:



Secretary

ESTIMATE OF REVENUE AND APPROPRIATIONS
FISCAL YEAR 1969-70

February 10, 1969

INCOME FROM STATE SOURCES

Collected by Division of Motor Vehicles:

Net Motor Fuel Tax	143,500,000	
Less Approp. 2 Counties Not in Sec. System	3,500,000	
Net for Highway Department	140,000,000	
Motor Vehicle Licenses	48,750,000	
M. V. Sales and Use Tax	21,500,000	
M. V. Registration of Titles	4,850,000	
M. V. Operators' Permits	8,000,000	
M. V. Offense Assessments	1,850,000	
M. V. Misc. Permits and Fees	900,000	
Total - D.M.V. Collections		225,850,000

Collected by State Corporation Commission:

Carriers' Gross Receipts Tax	565,000	
Permits to Motor Carriers	575,000	
Total - Corp. Comm. Collections		1,140,000

Collected by Department of Highways:

Regulation of Outdoor Advertising	100,000	
Jamestown Ferry Tolls	155,000	
Hauling and Construction Permits	285,000	
Liq. Damages - Violation of Weight Limits	900,000	
Sale of Surplus Property, Rentals, Misc.	510,000	
Total - Dept. of Highways Collections		1,950,000

Total From State Sources		228,940,000
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LESS APPROPRIATIONS FOR OTHER AGENCIES

Division of Motor Vehicles	11,816,460	
State Corporation Commission	1,030,535	
Highway Safety Division	1,800,000	
Dept. of Agriculture and Commerce	68,210	
Dept. of Conservation and Economic Dev.	8,000	
Department of State Police:		
M. V. Inspection (From Fees Cr. to Hwy. Funds)	178,990	
Patrol of Revenue Bond Projects	125,000	
		15,027,195

State Funds Available for Highways		213,912,805
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ADD FEDERAL GRANTS

Interstate Federal Aid	93,062,800	
Primary Federal Aid (Incl. Supp. 5 (12)'68		
F.A. Act \$1,438,472)	10,881,839	
Secondary Federal Aid (Incl. Supp. 5 (12)'68		
F.A. Act \$1,119,592)	8,471,032	
Urban Federal Aid - Regular	4,767,702	
Urban Federal Aid - "Topics"	3,467,420	
		120,650,793

Total State and Federal Funds for Highways 1969-70		334,563,598
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ALLOCATIONS
FISCAL YEAR 1969-70

<u>GENERAL EXPENSE</u>	<u>State Funds</u>
Administration and Supervision	9,750,000
Grounds and Buildings:	
Capital Outlay	990,000
Maintenance and Operations	500,000
Regulation of Outdoor Advertising	100,000
Traffic and Planning Division:	
Routine Operations	375,000
Mobile Truck Weighing	210,000
Urban Area Studies	200,000
Maintenance Division:	
Weighing Station Operations -	
Interstate System	262,000
Primary System	220,000
Traffic Census Operations	330,000
Engineering Overhead Expense	1,350,000
Virginia Highway Research Council	360,000
Safety, Compensation Awards, Medical	195,000
Employee Education and Training	200,000
Insurance, Legal Expense, Advertising, Radio Communication	<u>127,000</u>
TOTAL GENERAL EXPENSE	15,169,000

ROAD FUNDS
FISCAL YEAR 1969-70

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<u>INTERSTATE SYSTEM</u>			
Construction, Eng., R/W	91,666,858	11,329,612	102,996,470
Planning - Research (HPR)	1,395,942	181,394	1,577,336
Maintenance and Replacements		<u>5,982,023</u>	<u>5,982,023</u>
	<u>93,062,800</u>	17,493,029	110,555,829
<u>PRIMARY SYSTEM</u>			
Construction, Eng., R/W	13,221,803	62,060,470	75,282,273
Planning - Research (HPR)	201,346	201,346	402,692
Access Roads to Recreation Areas		450,000	450,000
Maintenance and Replacements		<u>21,978,800</u>	<u>21,978,800</u>
	<u>13,423,149</u>	84,690,616	98,113,765
<u>SECONDARY SYSTEM</u>			
Maintenance, Replacements & Construction	5,840,777	62,531,333	68,372,110
Planning - Research (HPR)	88,945	88,945	177,890
Access Roads to Recreation Areas		<u>450,000</u>	<u>450,000</u>
	<u>5,929,722</u>	63,070,278	69,000,000
<u>URBAN SYSTEM</u>			
Construction, Eng. & R/W - Cities & Towns	4,287,620	7,812,380	12,100,000
Construction, Eng. & R/W - Arlington County	408,567	408,567	817,134
Construction, Eng. & R/W - "Topics" Program	3,467,420	3,467,420	6,934,840
Planning - Research (HPR)	71,515	71,515	143,030
Maintenance Payments to Municipalities:			
Primary Streets - 885 miles @ \$10,000		8,850,000	
Other Streets - 5,800 miles @ \$1,100		<u>6,380,000</u>	<u>15,230,000</u>
	<u>8,235,122</u>	26,989,882	35,225,004
<u>ACCESS ROADS TO INDUSTRIAL SITES</u>			
Construction, Eng., R/W		1,500,000	1,500,000
<u>ADVANCE RIGHT OF WAY REVOLVING FUND</u>			
Acts of 1968 - S.B. 80		5,000,000	5,000,000
TOTAL ALLOCATIONS - Pages 2 & 3	<u>120,650,793</u>	<u>213,912,805</u>	<u>334,563,598</u>