

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
February 18, 1971
10 a. m.**

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on February 18, 1971, at 10 a. m. The Chairman, Mr. Douglas B. Fugate, presided.

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

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meeting of January 21, 1971, were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that permits issued from January 21, 1971, to February 17, 1971, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, cancellation of permits from January 21, 1971, to February 17, 1971, inclusive, as shown by records of the Department, was approved.

Mr. Duckworth said he had received request from industries involved in manufacture of treated poles and piling that new restrictions as to length not be imposed on blanket permits which were renewed January 31 of this year. Motion was made by Mr. Fitzpatrick, seconded by Mr. Eakin, that the newly adopted hauling permit regulations as they concern hauling of overlength poles and piling be deferred for ninety days so the Commission committee on permits could study the economic, safety, and other features of this policy and present a recommendation to the Commission as to disposition of this request. Motion carried.

Mr. Glass complimented the Department on the 1971 issue of the State Highway Map.

Moved by Judge Weaver, seconded by Mr. Duckworth,
that the Commission confirm letter ballot action on bids received January 13,
1971, on the following projects:

Route 17, Project 0017-034-101, C501

0.178 Mi. E. Int. 81 - 2.667 Mi. W. Clarke CL, Frederick County. Award
of contract to low bidder, Echols Brothers, Inc., Staunton, Va.

| | <u>Construction</u> | <u>Right of Way</u> |
|---|---------------------|---------------------|
| Bid | \$1,271,455.70 | \$1,701.00 |
| 10% for engineering and additional work | 127,145.57 | 170.10 |
| Work by State Forces | 5,962.00 | |
| Right of Way | 410,800.00 | |
| Utilities | 122,000.00 | |
| Amount chargeable to project | 1,839,234.00 | |

\$284,234.00 to be provided for in 1971-72 Primary Construction Allocation.

Route 58, Project 6058-083-104, C501

0.240 Mi. E. of Int. 65 (Banners Corner) - 0.096 Mi. E. of Rt. 71 (Dickensonville),
Russell County. Award of contract to low bidder, R. G. Pope Construction Co.,
Bristol, Va.

| | <u>Construction</u> | <u>Right of Way</u> |
|---|---------------------|---------------------|
| Bid | \$3,397,955.04 | \$740.00 |
| 10% for engineering and additional work | 339,795.50 | 74.00 |
| Work by State Forces | 12,881.00 | |
| Right of Way | 910,000.00 | |
| Utilities | 82,400.00 | |
| Amount chargeable to project | 4,743,846.00 | |

Route 617, Project 0617-062-125, C501

Int. Rt. 29 - 0.352 Mi. E. Int. 714, Nelson County. Award of contract to low
bidder, W. W. Warsing, Inc., Crews, Va.

| | |
|---|--------------|
| Bid | \$506,696.65 |
| 10% for engineering and additional work | 50,669.65 |
| Work by State Forces | 52,694.00 |
| Amount chargeable to project | 610,060.00 |

To be financed from Federal Emergency Relief Funds.

Route 628, Project 0628-073-124, C501, B612

0.378 Mi. N. Briery Creek (E. Rt. 15) - 0.375 Mi. S. Briery Creek (W. Rt. 630), Prince Edward County. Award of contract to low bidder, D. W. Lyle Corp., McKenney, Va.

| | |
|---|--------------|
| Bid | \$128,702.56 |
| 10% for engineering and additional work | 12,870.25 |
| Amount chargeable to project | 139,573.00 |

\$90,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 635, Project 0635-062-132, C501, B620

0.170 Mi. W. Int. 799 - 0.218 Mi. E. Int. 799, Nelson County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Va.

| | |
|---|--------------|
| Bid | \$118,896.00 |
| 10% for engineering and additional work | 11,889.60 |
| Amount chargeable to project | 130,786.00 |

\$130,786.00 to be provided from Extra-Ordinary Storm Damage Funds - Nelson County.

Route 663, Project 0663-081-139, C501

Int. 501 N. Glasgow - 1.55 Mi. W. Int. 501 S. Buena Vista, Rockbridge County. Award of contract to low bidder, Robertson-Fowler Co., Inc., Salem, Va.

| | |
|---|--------------|
| Bid | \$339,476.92 |
| 10% for engineering and additional work | 33,947.69 |
| Amount chargeable to project | 373,425.00 |

\$373,425.00 to be provided from Extra-Ordinary Storm Damage Funds - Rockbridge County.

Route 673, Project 0673-023-125, C501

Int. 674 - Int. 15 & 29, Culpeper County. Award of contract to low bidder, Rock Excavators, Inc., and S. Vance Wilkins, Contractor, Amherst, Va.

| | |
|---|--------------|
| Bid | \$157,685.25 |
| 10% for engineering and additional work | 15,768.52 |
| Work by State Forces | 9,223.50 |
| Remove Exist. X-ing, RR | 1,624.70 |
| Flagging | 165.00 |
| RR Warning Signs | 220.00 |
| Amount chargeable to project | 184,687.00 |

\$146,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 699, Project 0699-009-150, C501, B616, B617

Botetourt Co. Line - Int. 819, Bedford County. Award of contract to low bidder, Evans & Nash Construction Co., Appomattox, Va.

| | |
|---|--------------|
| Bid | \$329,405.10 |
| 10% for engineering and additional work | 32,940.51 |
| Amount chargeable to project | 362,346.00 |

\$292,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 710, Project 0710-091-144, C501, C502

0.052 Mi. N. Int. 608 - 1.061 Mi. N. Int. 608, Rockbridge County. Award of contract to low bidder, Robertson-Fowler Co., Inc., Salem, Va.

| | |
|---|---|
| Bid | \$205,642.20 |
| 10% for engineering and additional work | 20,564.22 |
| Work by State Forces | 330.00 |
| Railroad | 11,000.00 |
| Flagging | 86.66 |
| Amount chargeable to project | 237,623.00(\$189,598-C501 Sec.) (\$48,025-C502 Sec.) |

\$189,598.00 to be provided from Extra-Ordinary Storm Damage Funds - Rockbridge County.
\$48,025.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 718, Project 0718-081-143, C501, C502

0.364 Mi. W. Int. 81 - 0.366 Mi. E. Int. 81, Rockbridge County. Award of contract to low bidder, A. B. Torrence & Co., Inc., Elkton, Va.

| | |
|---|---|
| Bid | \$218,508.70 |
| 10% for engineering and additional work | 21,850.87 |
| Amount chargeable to project | 240,360.00(\$184,088-C501 Sec.) (\$56,272-C502 Sec.) |

\$184,088.00 to be provided from Extra-Ordinary Storm Damage Funds - Rockbridge County.
\$56,272.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 46, Project BR-13-70

Bridge Repair - Rt. 46 over Nottoway River (0046-012-0916), Brunswick & Nottoway Counties. Award of contract to low bidder, Wilkins Construction Co., Inc., Amherst, Va.

| | |
|---|--------------|
| Bid | \$143,927.40 |
| 10% for engineering and additional work | 14,392.74 |
| Amount chargeable to project | 158,320.00 |

To be financed from Richmond District Primary System Maintenance Budget Funds.

MOTION CARRIED.

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

WHEREAS this Commission did adopt a revised policy for new additions effective July 1, 1964; and

WHEREAS extensive studies by engineers of this Department, along with representatives of the Governor's office, the Division of State Planning and Community Affairs, and the Office of Civil Defense, have indicated that there is an unusual hardship problem existing in Buchanan County which involves new additions and the opportunity for school buses to serve a number of school children; and

WHEREAS the Board of Supervisors has by resolution requested an exception to the new addition policy, in that the Highway Department would allocate from the Secondary Improvement funds for Buchanan County, in addition to the normal 2% for new additions, \$50,000 for fiscal 1971-72; \$54,620 for fiscal 1972-73; and \$27,170 for 1973-74; and

WHEREAS this Commission is in complete accord with this request;

NOW, THEREFORE, BE IT RESOLVED, that the new addition policy as it affects Buchanan County be waived to the extent that an additional \$50,000 of improvement funds be allocated for new additions in 1971-72; \$54,620 for 1972-73; and \$27,170 for 1973-74; contingent upon the availability of funds and the Board's providing the necessary unrestricted rights of way as set forth in its resolution of January 4, 1971.

MOTION CARRIED.

In considering the design of Project 0066-000-102, C506, C507 (0.069 Mi. E. Washington Blvd. (Rt. 237) - 0.109 Mi. E. Lynn Street in Rosslyn), Mr. Fugate said this is an unusual type Interstate route, that this section does not have a rail commuter line in the middle but the remainder will have. He thought this could be a guide to future urban construction and joint use of right of way. He said the impact on the county and on the whole metropolitan area will be much less by combining the rail commuter line into the Interstate, and that the original selection of the route took into account the environmental effect on the county. A railroad corridor was selected which had already set patterns for residential and business development in the county. All these considerations, he said, have been present since the original selection was made in 1959 and have been a matter of concern to the Department and its design engineers ever since, and he knew of no highway that had been given as much study as this one in an effort to reduce its impact on the community. He said he unhesitatingly joined the engineering staff in recommending that the design of this segment be approved.

He said the remaining six miles is also under design but the design has not reached the stage where it can be presented at a public hearing for design approval. He was hopeful that in the fall the major design features of the remainder of the highway could be presented at a public hearing and by that time the environmental consultant should have finished his study. This remaining six miles will have the metro line in the median and this, he said, introduces a whole new set of design considerations; the railroad will have to be isolated from the highway, and the highway and the railroad will have to be isolated from the areas through which they pass to the maximum extent possible to avoid intrusion on the normal environment of the neighborhood.

Mr. Fugate said Route 266 has also been a controversial project, not particularly in Virginia but in its entirety. It takes off of the project on Route 68, on which design had just been approved, and crosses the Potomac into the Georgetown area. The route was selected with the view of doing the least possible damage to Arlington County. The Spout Run Parkway will be converted from a park-type highway to an Interstate-type highway. He said it was hoped the natural beauty of Spout Run could be preserved as it is now, but in addition the Highway Department has agreed with the National Park Service and the Federal Highway Administration that the land to be occupied by the Interstate route will be replaced acre for acre with additional park land, and that we will end up with not only Spout Run left in essentially its present condition but there will be this much additional acreage of park land in Arlington County along the Palisades.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Washington and Lee High School Auditorium, Arlington, Virginia, on September 29, 1970, at 7:30 p. m., for the purpose of considering the proposed design of Route 66 from 0.069 mile east of Washington Boulevard (Route 237) to 0.109 mile east of Lynn Street (Rosslyn), in Arlington County, State Projects 0066-000-102, C606; 0066-000-102, C607 and Federal Project I-66-1 (3) 73; and

WHEREAS information received following said hearing indicated that some persons who had desired to attend and speak at the hearing did not have the opportunity to do so; and

WHEREAS a continuation of the hearing was then properly scheduled and held on December 7, 8 and 9, 1970, in the Washington and Lee High School Auditorium, Arlington, Virginia; 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 design of the projects, and their statements being duly recorded; and

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

BE IT RESOLVED, that the major design features of these projects be approved in accordance with the plan as proposed and presented at said design public hearing by the Department engineers modified to the extent feasible for further environmental considerations such as noise abatement, air pollution, landscaping, architectural concepts in structural and lighting design to provide for a proper highway facility through this urbanized area.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held jointly with the District of Columbia in the Department of Commerce Auditorium on December 14, 1970, and continued on December 15 and 16, in the Auditorium of the Department of Labor Building, both of which are located on 14th Street, N.W., Washington, D. C., for the purpose of considering the proposed design of Route 266, Bridge and Approaches over the Potomac River (just west of the Three Sisters Islands), in Arlington County, Virginia, and Washington, D. C., State Projects 0266-000-101, C501, B601; 0266-000-103, B605 and Federal Project I-266-2(100)1; and

WHEREAS the Commission action of August 15, 1968, approved the location of Route 266 in accordance with Plan IV; and

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

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

WHEREAS the District of Columbia has approved the major design features of this project as presented at the hearing with the Three-Span structure design over the Potomac River in the vicinity of Three Sisters Islands; now, therefore,

BE IT RESOLVED, that the major design features of these projects be approved in accordance with the plan as proposed and presented at the said Design Public Hearing by the District of Columbia and the Department engineers to include the Three-Span Structure over the Potomac River.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Duckworth,
that the Commission confirm letter ballot action adopting the following resolution:

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held on January 14, 1971, at 7:30 p. m. , in the Auditorium of the Central Highway Office Building, Richmond, Virginia, for the purpose of considering the proposed design of Route 195 from the vicinity of McCloy Street and Idlewood Avenue to the intersection of Routes 64 and 95 (near the North Corporate Limits of Richmond), in the City of Richmond, State Project 0195-127-101, PE101, RW201, Federal Projects I-195-6 (1) 82 and I-195-6 (2) 82; and

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

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

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

BE IT FURTHER RESOLVED, that this action of the Commission does not preclude consideration of any additional information brought to its attention relative to the design of this project.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Department of Highways Suffolk District Office Auditorium, Suffolk, Virginia, on December 22, 1970, at 7 p. m. for the purpose of considering the proposed design of Route 58 from 0.174 mile north of the intersection of Route 58 to 0.104 mile west of the intersection of Route 460 (Northwest Quadrant Proposed Suffolk By-pass) in Nansemond County, State Project 6058-061-105, C501; and

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

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

BE IT RESOLVED, that the major design features of this project be approved in accordance with the plans as proposed and presented at the said design public hearing by the Department engineers, amended to provide for the construction of the Route 604 interchange initially.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on January 12, 1971, at 7 p. m., in the Department of Highways District Office Assembly Room, Lynchburg, Virginia, for the purpose of considering the proposed location and design of Route 1011 from the intersection of Route 460 to 0.15 mile south of the South Corporate Limits of Lynchburg in Campbell County, State Project 1011-015-146, C501; and

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

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

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

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on November 25, 1970, at 10:30 a. m. in the Northumberland County Courthouse in Heathsville, Virginia, for the purpose of considering the proposed location and design of Route 608 (Harvey Neck Road) from 0.019 mile east of the intersection of Route 200 (Wilcomico Church) to 1.153 miles east of the intersection of Route 688 in Northumberland County, State Project 0609-086-120, C501, C502; and

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

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

BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers modified to follow nearer the existing road and designated Scheme "B".

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on January 7, 1971, at 3:30 p. m. in the Volens Elementary School located at the intersection of Route 501 and Route 603 in Halifax County, Virginia, for the purpose of considering the proposed location and design of Route 638 from the intersection of Route 40 to 1.1 miles east of the intersection of Route 639 in Halifax County, State Project 0638-041-136, C501, B626; and

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

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

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

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on January 4, 1971, at 10 a. m. in the Appomattox County Courthouse, Appomattox, Virginia, for the purpose of considering the proposed location and design of Route 613 from the intersection of Route 647 to the intersection of Route 660 in Appomattox County, State Project 0613-008-121, C501, B606; and

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

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

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

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Magruder Elementary School, Williamsburg, Virginia, on September 14, 1970, at 2 p. m. , for the purpose of considering the proposed location and design of Route 642 from 0.048 mile south of the intersection of Route 642 (on Route 677) to 0.027 mile north of the intersection of Route 668 (Custis Drive) in York County, State Project 6642-089-112, C501; 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 location and design of the project, and their statements being duly recorded; and

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

BE IT RESOLVED, that the location and major design features be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers modified to increase the pavement width to 22 feet.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Sycamore Baptist Church located at the intersection of Routes 29 and 643 north of Gretna, Virginia, on November 17, 1970, at 7:30 p. m. , for the purpose of considering the proposed location and design of Route 29 from 4.675 miles south of the Pittsylvania-Campbell County Line to 2.846 miles north of the intersection of Route 40 in Pittsylvania County, State Project 6029-071-110, C501, Federal Project F-015-1 (24); and

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

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

BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plans as proposed and presented at the said location and design public hearing by the Department engineers amended to eliminate a service road and provide direct access to the three properties served by this road.

BE IT FURTHER RESOLVED, that this project be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended, and in accordance with the Highway Commission Policy.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Old Brown's Chapel Community Center located on Route 606 (Baron Cameron Avenue) in Fairfax County, Virginia, on July 23, 1970, at 10 a. m., for the purpose of considering the proposed location and design of Route 606 (Baron Cameron Avenue) from 0.375 mile southwest of the intersection of Route 7 (Leesburg Pike) to 2.490 miles southwest of the intersection of Route 7 (Leesburg Pike) in Fairfax County, State Project 0606-02B-172, C501; and

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

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

BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plans as proposed and presented at the said location and design public hearing by the Department engineers with minor modifications to reduce disturbance of natural growth and leave maximum screening between the highway and adjacent properties.

MOTION CARRIED.

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

WHEREAS by proper resolutions, the Boards of Supervisors of Albemarle, Bedford, Carroll, Isle of Wight, Patrick, Rockbridge and Surry Counties have requested that certain roads, which no longer serve as a public necessity, be discontinued as parts of the Secondary System of Highways;

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

- Albemarle County - Sec. 5 of old location Rt. 631
Proj. 0064-002-102, P410 from
S. Corp. Limits of Charlottesville
to 0.10 Mi. S. ----- 0.10 Mile
- Bedford County - Sec. 11 of old location Rt. 750,
Budget Items 5016 & 5316 -----0.05 Mile
- Carroll County - Rt. 769 from S. Int. Route 771
to 1.65 Mi. S. -----1.65 Miles
- Isle of Wight Co. - Sec. 2 of old location Rt. 652
from Sta. 6+07.46 to Sta. 23+07.46,
Proj. 0852-046-150, C501 ----- 0.322 Mile
- Patrick County - Rt. 618, from Rt. 788 to
Rt. 680 ----- 1.10 Miles
- Patrick County - Sec. 2 of old location Rt. 608
between Rt. 748 & Rt. 639,
Budget Item No. 5002 ----- 0.04 Mile
- Patrick County - Sec. 2 of old location Rt. 712
between Rt. 717 & Rt. 715,
Budget Item No. 5315 -----0.04 Mile
- Rockbridge County - Sec. 1 and 3 of old location
Rt. 759 between Sta. 125+00
and Rt. 685, Proj. 0759-081-
125, C501 ----- 0.04 Mile
- Surry County - Sec. 1 of old location Rt. 604
from Sta. 62+00 N.E. 0.14 mt.,
Proj. 0604-090-121, C501 -----0.14 Mile

MOTION CARRIED.

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

WHEREAS Interstate Route 77 in Bland County has been constructed on new location as shown on plans for Project 0077-010-101, C502; 102, C505; and

WHEREAS the construction of Interstate Route 77 necessitates alterations on the Interstate System and on sections of U. S. Route 21; and one (1) section of existing Route 21 is no longer necessary as a public road, the new road serving the same citizens as the old, one (1) section is no longer necessary for purposes of the State Highway System, and two (2) sections are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, a total of 0.20 mile of present Route 21, shown in blue and indicated as Section 3 on the plat dated October 28, 1970, Project 0077-010-101, C502; 102, C505, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.58 mile of present Route 21, shown in red and indicated as Sections 2 and 4 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.05 mile of the old location of Route 21, shown in yellow and indicated as Section 1 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS Route 29 (now Secondary Route 1208) in Gloucester County has been altered and reconstructed as shown on plans for Project 156-A; and

WHEREAS three sections of 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 33.1-148 of the Code of Virginia of 1950, as amended, 0.30 mile of the old location of Route 29, shown in blue and designated as Sections 2, 3 and 4 on the plat dated January 25, 1971, Project 156-A, be abandoned as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS Route 33 in Rockingham County has been altered and reconstructed as shown on plans for Project 0033-082-101, C503; 102, C501, C502;103, C501; and

WHEREAS two sections of the old road are recommended to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.47 mile of the old location of Route 33-Business east of Elkton, from the new location of Route 33 Bypass at Station 940+00 northwesterly 0.47 mile to the intersection of Route 340, shown in red and designated as Sections 8 and 9 on the plat dated July 3, 1970, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

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

WHEREAS Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1970-71 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed,"; and

WHEREAS the Board of Supervisors of Accomack County has by resolution requested the use of industrial access funds to improve a portion of Route 862 from Route 13, 500 feet west to provide proper access to the new facility being constructed by Perdue Foods, Incorporated, just north of Route 862 and west of Route 13 in Accomack County, estimated to cost \$6,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$6,000 from the industrial access fund for 1970-71 be allocated for the purpose of improving Route 862 from Route 13, 500 feet west to provide proper access to the new facility being constructed by Perdue Foods, Incorporated, just north of Route 862 and west of Route 13 in Accomack County, Project 0662-001-163, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

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

WHEREAS Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1970-71 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS the Board of Supervisors of Botetourt County has by resolution requested the use of industrial access funds to assist in providing access to the new facility of the Roanoke Gas Company, to be constructed just north of Route I-81 and west of the Route 220 and I-81 interchange in Botetourt County, estimated to cost \$210,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$180,000 from the industrial access fund for 1970-71 be allocated to assist in providing access to the new facility of the Roanoke Gas Company, just north of I-81 and west of the Route 220 and I-81 interchange in Botetourt County, Project 0816-011-137, C501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility; (2) the industry's entering into a bonded agreement with the Department of Highways to provide \$80,000 of matching funds in accordance with current Commission policy, provided the project cost \$210,000 or less, and provided further that any funds over the \$210,000 will be financed 100% by the Roanoke Gas Company; and (3) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

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

WHEREAS Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1970-71 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS the Board of Supervisors of Isle of Wight County has by resolution requested the use of industrial access funds to provide additional access to the expanding facility of Union Camp Corporation in Isle of Wight County, between Route 691 and Route 617 at its intersection with Route 1603 near Franklin, Virginia, estimated to cost \$29,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$29,000 from the industrial access fund for 1970-71 be allocated for the purpose of providing additional access to the expanding facility of Union Camp Corporation in Isle of Wight County, between Route 691 and Route 617 at its intersection with Route 1603 near Franklin, Virginia, Project 1603-046-158, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

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

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

WHEREAS the Highway Commission has selected certain streets within the Corporate Limits of the Town of Manassas for such payment; and

WHEREAS due to annexation by the Town of Manassas on January 1, 1971, and through a mutual agreement between the Town and the Department for the Town to take over maintenance of the streets within the area annexed from Prince William County, effective January 1, 1971; and

WHEREAS the Town of Manassas has requested that these streets be included with those eligible for maintenance payment; now, therefore

BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, quarterly payments, at the annual rate of \$10,000 per mile on 6.96 miles of primary route extensions within the Town of Manassas, be re-established. The re-established mileage eligible for payments is described as follows:

| | | |
|-----------|-------------------------|------------|
| Route 28 | - From: (New) WCL ----- | 4.02 Miles |
| | To : (New) NCL | |
| Route 234 | - From: (New) ECL ----- | 2.94 Miles |
| | To : (Old) WCL | |

The mileage for the Town of Manassas, due to re-establishment of the above primary route extensions, is increased by 3.08 miles, to a new total of 6.96 miles eligible for maintenance payments at the rate of \$10,000 per mile annually, effective January 1, 1971, for the quarterly payment due after March 31, 1971; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, that the section of State Route 234 within the annexed area presently being reconstructed under Project 0234-076-101, C501, a length of 0.34 mile, be eligible for maintenance payments at the annual rate of \$10,000 per mile upon completion of said project as follows:

| | | |
|-----------------|-------------------------------|-----------|
| State Route 234 | - From: (Old) WCL Manassas -- | 0.34 Mile |
| | To : (New) WCL Manassas | |

AND BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Manassas on the addition of annexed "other streets", totaling 9.71 miles and meeting standards required by this section of the Code, effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional mileage of "other streets" eligible for payment are described and listed in a tabulation dated January 1, 1971, attached hereto.

These street additions, totaling 9.71 miles, will increase the total mileage of "other streets" eligible for maintenance payments in the Town of Manassas from 23.25 miles to 32.96 miles of approved streets, and that section of Wellington Road (Route 674) within the annexed area presently being reconstructed under Project 0674-076-149, C501, a length of 0.66 mile from Route 28 to Exception East of Route 661, be eligible for maintenance payments at the annual rate of \$1,100 per mile upon completion of said project.

MOTION CARRIED.

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

MUNICIPALITY Town of Manassas

TOTAL ADDITIONAL MILEAGE REQUESTED 9.71 miles

SUBMITTED BY THE CITY OR TOWN (Date 12-22-79) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS |
|---|---|----|---------------|---------------------------|----------------------|--------------------|-----------------------|--|
| Rte. 689 Buckhall Rd. Signal Hill Rd. Wellington Rd. Rte. 674 | Old ECL to New ECL Monroe St. Prince William Dr. to Rte. 28 | | 30 30 | 16 14 | .49 .46 | Agg Agg | ST ST | |
| Wellington Rd. Rte. 674 | Rte. 28 to Exception (East of Rte. 661 East Com.) | | 60 | 34' to 16' | .69 | B.C. | B.C. | Under Construction |
| Wellington Rd. Rte. 674 | Exception (East of Rte. 661 East Com.) to WCL (New) | | 60 | 16 to 24 | .14 | B.C. | B.C. | Including short section of 1006 between 561 & WCL |
| Rte. 661 (Rte. 28 Bypass) | (North of R.R.) (Near Rte. 28) New NCL to SCL | | 200 | 20 | 1.26 | B.C. | B.C. | |
| Rte. 661 | Int. Rte. 1006 to Dirt Port R.R.) (East of | | 50 | 20 | .91 | B.C. | B.C. | |
| Rte. 668 | Int. 28 to Rte. 674 | | 30 | 16 | .41 | AGG | ST | |
| Rte. 710 | Rte. 28 to End of Hard Surface | | 30 | 14 | .12 | Agg | ST | |
| Mathis Ave. Rte. 1008 | Fort Dr. ^{to} Liberia Ave. | | 50 | 36 | .14 | Agg | B.C. | Not now a part of State system |
| Peabody St. Rte. 1009 | NCL ^{to} Dead End | | 50 | 33 | .13 | Agg | B.C. | |
| Hazel Dr. | NCL ^{to} Peabody St. | | 50 | 33 | .05 | AGG | B.C. | |
| Park St. | SCL ^{to} Park Ave. | | 50 | 36 | .02 | Agg | B.C. | Not now a part of State system |
| Park Ave. | Dead End ^{to} Dead End | | 50 | 36 | .28 | Agg | B.C. | Not now a part of State system |

SIGNED P. L. Cooper
Dept. of Highways' Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM (If widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS |
|--|---|----|--------------|--------------------------|----------------------|--------------------|-----------------------|---|
| Rte. 776 Quarry St. | Rte. 28 to ECL | | 80 & Var. | 24 | .89 | B.C. | B.C. | Bridge over R.R. Part new road not shown on ma |
| Rte. 785 | Exist ECL to Rte. 776 | | 60 | 20 | .37 | B.C. | B.C. | |
| Liberia Ave. | Rte. 28 to D.E. .12 to North of Portner Ave. | | 60 & 50 | 44 & 36 | .36 | Agg | B.C. | Not now part of State system. |
| Portner Ave. | Existed to Liberia Ave. | | 50 | 36 | .12 | Agg | B.C. | Not now part of State system |
| Rte. 670 Plantation Lane | (New) (.04 mi. S of Rte. 234 to NCL Rte. 1555) | | 50 | 29 | .65 | Agg | ST | |
| Rte. 692 | Rte. 234 to SCL (New) | | 30 | 16 | .45 | Agg | ST | |
| Rte. 702 Meadowview Dr. | Old SCL to New SCL | | 30 | 18 | .59 | Agg | ST | |
| Rte. 1003 | Rte. 702 to D.E. (East) (Meadowview) | | 50 | 20 | .32 | Agg | ST | |
| Virginia Ave. Rte. 663 | Rte. 7003 to Old SCL Old | | 50 | 18 | .04 | Agg | ST | Not now part of State system |
| Fairview Ave. Old Lake Jackson | ECL to New ECL | | 60 | 15 to 22 | .48 | B.C. | B.C. | |
| Rd. Rte. 667 | Rte. 663 to New ECL | | 30 | 16 | .46 | Agg | ST | |
| Rte. Dean Jr. High 2342 School Road | Rte. 674 to D.E. at School | | 30 | 16 | .25 | Agg | D.S. | |
| | TOTAL | | | | 10.15 | | | |

SIGNED D.L. Campbell
Dept. of Highways' Engineer

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

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

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

WHEREAS changes of approved routing and mileage due to construction render it necessary to amend the selection of such streets; now, therefore,

BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the primary route extension within the Town of Vinton be re-established as follows:

State Route 24 - Beginning at the ECL of Vinton; thence westerly along Washington Avenue and southerly along a relocation to its intersection with Hardy Road; thence westerly along Hardy Road and Virginia Avenue to the WCL of Vinton.

Length for payment - 2.23 Miles

The primary extension mileage for the Town of Vinton, due to new construction and rerouting re-establishes 2.23 miles eligible for maintenance payments at the rate of \$10,000 per mile annually effective January 1, 1971, for the quarterly payment due after March 31, 1971; and be it

FURTHER RESOLVED, that under the authority of Section 33.1-43 of the Code of Virginia, as amended, the other streets mileage eligible for maintenance payments at the rate of \$1,100 per mile annually be adjusted in the Town of Vinton for the addition of 1.26 miles and deletion of 0.93 mile for a net addition of 0.32 mile as described and listed on a tabulation dated January 1, 1971. This addition of 0.32 mile increases the Town's total approved other streets mileage to 31.37 miles effective January 1, 1971, for the quarterly payment due after March 31, 1971.

MOTION CARRIED.

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

MUNICIPALITY Vinton
TOTAL ADDITIONAL MILEAGE REQUESTED 1.25

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM <i>(if widths vary list each change)</i> | TO | R/W WIDTH | HAZED SURFACE WIDTH | LENGTH FEET | MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS | |
|-------------------|--|-------------------|-----------|---------------------|-------------|-------|--------------|-----------------|---------|--|
| Pollard St. | Virginia Ave. | Washington Avenue | | | 0.37 | | Mac. | B.T. | | |
| Washington Avenue | Pollard Street | Route 24 | | | 0.88 | | Mac. | B.T. | | |
| TOTAL | | | | | | | 1.25 | Mi. | | |
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SIGNED _____ Dept. of Highways' Engineer

~~RESURFACING~~ OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

Jan. 1, 1971

MUNICIPALITY Vinton, Virginia

DELETED
TOTAL ADDITIONAL MILEAGE REQUESTED 0.93

SUBMITTED BY THE CITY OR TOWN (Date 12/3/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1/2/71)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET | LENGTH MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS |
|----------------|---|--------------------|--------------|--------------------------|----------------|-----------------|--------------------|-----------------------|---------------------------------|
| Virginia Ave. | Pollard St. | Chestnut St. | 65 | 20 | 1654 | 0.31 | stone | asphalt | Rt. 24 Bypass now located here. |
| Hardy Road | Chestnut St. | Hedford Rd. | 50 | 22 | 2435 | 0.46 | stone | asphalt | " " " " |
| | Hedford Rd. | Hardy Rd. Existing | 50 | 22 | 840 | 0.16 | stone | asphalt | " " " " |
| | | | | | | | | | |
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SIGNED _____
Dept. of Highways' Engineer

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Franklin on additional streets totaling 0.42 mile and meeting standards required by the aforementioned section of the Code effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional streets and mileage eligible for payment are described as follows:

| | | |
|----------------|--|-----------|
| Morton Street | - Pretlow St. to Oak St. ----- | 0.22 Mile |
| Johnson Street | - South St. to 0.12 Mi. N.W. Dead | |
| | End ----- | 0.12 Mile |
| Woodland Drive | - Crescent Drive N. to City Limits --- | 0.08 Mile |

The above additions, totaling 0.42 mile, will increase the total mileage in the City of Franklin from 27.06 miles to 27.48 miles of approved streets.

MOTION CARRIED.

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Staunton on additional streets totaling 14.91 miles and meeting standards required by the aforementioned section of the Code effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional streets and mileage eligible for payment are described on the attached tabulation sheets Nos. 1 through 11.

These additions, totaling 14.91 miles, will increase the total mileage in the City of Staunton from 57.40 miles to 72.31 miles of approved streets.

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 City of Staunton, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED See Sheet 11

Dec. 11, 1970

19.91 Miles

SUBMITTED BY THE CITY OR TOWN (Date Oct 29, 1970) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10.29.70)

| 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 | REMARKS |
|----------------|--|------------------------------|--------------|--------------------------|----------------|-------|--------------------|--------------------|---------|
| Reverer St. | Churchville Ave. ^{to 0.05 mi. East} | (Dead End) | 35 | 16 | 420 | 0.08 | Lime-stone | Plant Mix | |
| Glen Ave. | Springhill Rd. to Selma Blvd. | | 40 | 24 | 200 | 0.04 | " | " | |
| Selma Blvd. | 100' North of Glen Ave. | 180' North of Glen Ave. | 30 | 19 | 80 | 0.02 | " | " | |
| Selma Blvd. | 130' North of Glen Ave. | 450' North of Glen Ave. | 40 | 19 | 270 | 0.05 | " | " | |
| Stearns St. | Springhill Rd. to Selma Blvd. | | 40 | 23 | 340 | 0.06 | " | " | |
| Lyle Ave. | 180' South of Spruce St. to Dead End | | 40 | 30 | 125 | 0.02 | " | " | |
| Lyle Ave. | Buckingham St. to Buckingham St. | 250' North of Buckingham St. | 40 | 30 | 250 | 0.05 | " | " | |
| Winson St. | Westover Dr. to Skymont Rd. | | 40 | 28 | 80 | 0.02 | " | " | |
| Shepherd La. | Westover Dr. to Skymont Rd. | | 40 | 18 | 210 | 0.04 | " | " | |
| Orchard La. | Skymont Rd. to Corp. Limits | | 40 | 20 | 360 | 0.07 | " | " | |
| North Dr. | Skymont Rd. to Corp. Limits | | 40 | 17 | 190 | 0.03 | " | " | |
| Terrace St. | 110' North of Cherry Hill Dr. to Skymont Rd. | | 40 | 22 | 470 | 0.09 | " | " | |
| Westover Dr. | Terrace St. to 200' East of Terrace St. | | 40 | 18 | 200 | 0.04 | " | " | |

SIGNED

APR. 1971

Dept. of Highways' Engineer

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 City of Staunton, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED See Sheet 11

Dec. 11, 1970

Oct 8 & 9, 1970

SUBMITTED BY THE CITY OR TOWN (Date Dec. 11, 1970) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date Oct 8 & 9, 1970)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET | LENGTH MILES | TYPE OF BASE | TYPE OF BASE | REMARKS |
|----------------|---|--|--------------|--------------------------|----------------|-----------------|--------------------|--------------------|---------|
| Skymont Circle | Westover Dr. to | Skymont Rd. | 40 | 20 | 410 | 0.08 | Lime- stone | Plant Mix | |
| Skymont Rd. | North Dr. to | 150' West of Ridgeway Dr. | 40 | 20 | 1060 | 0.20 | " | " | |
| Pinehurst Rd. | 150' North of Skymont Rd. to | 960' North of Skymont Rd. | 50 | 30 | 810 | 0.15 | " | " | |
| Caylor St. | Donaghe St. to | 700' East | 40 | 24 | 700 | 0.13 | " | " | |
| Overlook Rd. | Mt. Elliot to | Grasty St. | 40 | 18 | 1100 | 0.21 | " | " | |
| Baoby St. | Grasty St. to | 165' South | 40 | 20 | 165 | 0.03 | " | " | |
| Bagpy St. | 165' South of Grasty St. to | Virginia Ave. | 30 | 16 | 470 | 0.09 | " | " | |
| Virginia Ave. | Augusta St. to | Williams St. | 30 | 17 | 810 | 0.15 | " | " | |
| Oakenwold Ter. | High St. to | 450' West (0.25 Mi. South) | 40 | 16 | 450 | 0.09 | " | " | |
| Sullivan St. | Arlington St. to | Dead End 335' West of Lee St. (Dead End) | 40 | 22 | 250 | 0.05 | " | " | |
| Alexander St. | Lee St. to | 480' West of Lee St. | 50 | 16 | 335 | 0.06 | " | Surface Treat | |
| Sherandoan St. | Lee St. to | Lee St. | 50 | 23 | 540 | 0.10 | " | Plant Mix | |
| Oak Lane | College Cir. to | 635' North | 40 | 18 | 635 | 0.12 | " | Surface Treat | |

SIGNED Bill F. Smith
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY City of Staunton, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED See Sheet 11

Dec. 11, 1970

Oct. 25, 1970

SUBMITTED BY THE CITY OR TOWN (Date) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET | MILES | TYPE OF BASE | TYPE OF BASE | REMARKS |
|-------------------|---|-------------------------------|--------------|--------------------------|----------------|---------------|--------------------|--------------------|---------|
| Oak Lane | Frazer La. to | 275' South (255' N. South) | 40 | 29 | 275 | 0.052 | Lime stone | Surface feet | |
| Skyland Dr. | Frazer La. to | 475' East (400' N. East) | 30 | 20 | 475 | 0.090 | " | Plant Mix | |
| Maxwell Dr. | 192' East of Rainbow Dr. to | Baldwin Dr. | 50 | 30 | 325 | 0.061 | " | " | |
| Woodmont Dr. | Rainbow Dr. to | East to Corp. Limits | 50 | 30 | 1885 | 0.36 0.357 | " | " | |
| Hillegubby La. | Rainbow Dr. to | Victoria Dr. | 50 | 30 | 810 | 0.151 | " | " | |
| Copeland Dr. | Rainbow Dr. to | Victoria Dr. | 60 | 30 | 520 | 0.10 0.098 | " | " | |
| Victoria Dr. | Copeland Dr. to | Woodmont Dr. | 50 | 30 | 980 | 0.19 0.186 | " | " | |
| Morrison St. | Woodmont Dr. to | Corp. Limits North Street | 50 | 30 | 455 | 0.09 0.086 | " | " | |
| Wakefield Dr. | Morrison St. to | Woodmont Dr. | 50 | 30 | 990 | 0.19 0.188 | " | " | |
| Mountain View Dr. | Augusta St. to | Coalter St. | 40 | 26 | 110 | 0.021 | " | " | |
| Roland St. | Augusta St. to | Dogwood Rd. | 40 | 20 | 300 | 0.06 0.056 | " | " | |
| Tyler St. | Coalter St. to | Randolph St. | 40 | 18 | 240 | 0.05 0.045 | " | " | |
| Tyler St. | Randolph St. to | Adams St. | 40 | 16 | 555 | 0.11 0.105 | " | " | |

SIGNED

Carl Franklin

Dept. of Highways' Engineer

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ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-31.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY City of Staunton, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED See Sheet 11

Dec. 11, 1970

Oct. 25, 1970

SUBMITTED BY THE CITY OR TOWN (Date) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

| NAME OF STREET | FROM (If widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET MILES | TYPE OF BASE | | REMARKS |
|----------------|---|----|--|--------------------------|-------------------------|--------------------|---------------|------------------|
| | | | | | | Lime Stone | Plant Mix | |
| Tyler St. | Adams St. | to | Monroe St. | 40 | 16 | 240 | 0.05 0.045 | |
| Mason St. | Tyler St. | to | Spottswood St. | 40 | 18 | 250 | 0.03 0.027 | |
| Suckerman St. | Coalton St. | to | Randolph St. | 40 | 20 | 205 | 0.01 0.053 | |
| Prospect St. | Coalton St. | to | Tams St. | 50 | 25 | 550 | 0.10 | |
| Prospect St. | Tams St. | to | 500' West of Tams St. | 60 | 20 | 500 | 0.05 | |
| Prospect St. | 500' West of Tams St. | to | Market St. | 40 | 21 | 1000 | 0.20 | |
| Market St. | Prospect St. | to | South to Dead End (<u>Cont. W. Tams</u>) | 40 | 28 | 560 | 0.11 0.106 | |
| Noble St. | Coalton St. | to | Entrance (<u>Cont. W. Suckerman</u>) | 40 | 24 | 510 | 0.12 0.05 | |
| Pleasant Ton. | Coalton St. | to | Dead End | 40 | 17 | 310 | 0.06 0.05 | |
| Sycamore St. | 300' West of Coalton St. | to | Dead End (<u>Cont. W. Tams</u>) | 35 | 16 | 340 | 0.05 | |
| Berkley Pl. | 205' East of Coalton St. | to | Beverly St. | 30 | 20 | 200 | 0.06 0.037 | |
| East Berkeley | Taylor St. | to | Abandoned Rt. 254 | 20 | 17 | 5045 | 0.05 0.05 | |
| Summer Row | Richmond Rd. | to | C. & O. R.R. | 30 | 24 | 390 | 0.07 | Surface Treat |

SIGNED APR Lowell

Dept. of Highways' Engineer

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 City of Staunton, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED See Sheet 11

Dec. 11, 1970
CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

| NAME OF STREET | FROM (If widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET MILES | TYPE OF BASE | TYPE OF BASE | REMARKS |
|----------------|---|--------------------------------|--------------|--------------------------|-------------------------|--------------------|--------------------|---------|
| Young St. | Richmond Rd. to | Jones St. | 35 | 19 | 380 0.071 | Lime stone | Surface Treat | |
| Powell St. | Richmond Rd. to | Alta St. | 50 | 20 | 290 0.054 | " | Plant Mix | |
| Alta St. | Powell St. to | Bell St. | 50 | 28 | 500 0.094 | " | " | |
| Bell St. | Alta St. to | Richmond Rd. | 50 | 16 | 320 0.060 | " | " | |
| Sterling St. | Barterbrook Rd. to | East to Corp. Limits | 35 | 17 | 1320 0.250 | " | " | |
| Mary Gray La. | Greenville Ave. to | East to Corp. Limits | 35 | 17 | 1750 0.331 | " | " | |
| Rousey St. | Powhatan St. to | Dead End (City Mill East) | 40 | 20 | 345 0.07 -665 | " | " | |
| Amherst Rd. | Greenville Ave. to | 2350' East (City Mill East) | 40 | 16 | 2350 0.45 -445 | " | " | |
| Fisher Cir. | Gaymont St. to | 300' West (City Mill East) | 60 | 30 | 540 0.102 | " | Surface Treat | |
| Phillip St. | Fisher Cir. to | Ritconle Blvd. | 50 | 30 | 740 0.140 | " | " | |
| Riechie Blvd. | 15' South of Fisher Cir. to | 500' South of Fisher Cir. | 60 | 30 | 350 0.07 -665 | " | " | |
| Gay St. | Calvert St. to | Perry St. | 35 | 19 | 1950 0.37 -369 | " | Plant Mix | |
| Amos St. | Gay St. to | Dead End (City Mill East) | 40 | 19 | 240 0.05 -645 | " | " | |

SIGNED Bill Lusk
Dept. of Highways' Engineer

Dec. 11, 1970

Oct. 8 & 9, 1970

ROAD LENGTH
 SQUARE FEET
 GRADE

(0.05 Mi. East)

Lime Plant
 stone Mix

| | | | | | | |
|----------------|-----------------------------------|----|----|-----|------|---|
| Liberty St. | Nelson St. to East End | 40 | 28 | 320 | 0.06 | " |
| Acres | Middlebrook Ave. to Blackburn St. | 35 | 18 | 290 | 0.06 | " |
| Blackburn St. | Moore St. to Mineola St. | 40 | 20 | 190 | 0.04 | " |
| Mineola St. | Blackburn St. to 215' South | 40 | 20 | 715 | 0.14 | " |
| Hall St. | Gay St. to Liberty St. | 40 | 18 | 380 | 0.07 | " |
| St. Clair St. | Federal St. to Lushbaugh St. | 42 | 20 | 300 | 0.06 | " |
| Federal St. | St. Clair St. to Fayette St. | 42 | 16 | 320 | 0.06 | " |
| Fayette St. | Stuart St. to 290' South | 30 | 20 | 290 | 0.05 | " |
| Green St. | Bridge St. to Jefferson St. | 30 | 21 | 820 | 0.16 | " |
| Cochran St. | Jackson St. to 150' North | 40 | 17 | 150 | 0.03 | " |
| Stafford St. | Jackson St. to Johnson St. | 30 | 18 | 510 | 0.10 | " |
| Richardson St. | Jackson St. to Stuart St. | 30 | 17 | 330 | 0.06 | " |
| Jackson St. | Richardson St. to Summerson St. | 35 | 19 | 567 | 0.11 | " |

A.P.K. Lovell

Dec. 11, 1970

Oct. 28th, 1970

| | | | | 15 | 305 | 0.06 | Lime | Plant |
|-----------------|-------------------------------------|----|----|------|-------|-------|---------|-----------|
| | | | | 19 | 1830 | 0.35 | source | Mix |
| Sumnerson St. | Jackson St. to Stuart St. | 30 | | | | 0.857 | " | " |
| Stuart St. | Bowling St. to Montgomery Ave. | 40 | | | | 0.346 | " | " |
| Montgomery Ave. | 250' South of Southward to Railroad | 30 | 16 | 1070 | 0.204 | " | " | " |
| Forest St. | Thompson St. to Westwood Blvd. | 30 | 16 | 1040 | 0.296 | " | " | " |
| Peck St. | Thompson St. to Hays Ave. | 40 | 26 | 600 | 0.114 | " | " | " |
| Pierce St. | Austin Ave. to Hays Ave. | 40 | 18 | 265 | 0.058 | " | " | " |
| Paige St. | Austin Ave. to Hays Ave. | 40 | 22 | 260 | 0.65 | 0.649 | " | " |
| Paige St. | Wayne Ave. to West Ave. | 40 | 22 | 300 | 0.63 | 0.656 | " | " |
| Wayne Ave. | Pierce St. to Stralath St. | 40 | 18 | 1240 | 0.231 | " | " | " |
| West Ave. | Paige St. to Buick St. | 40 | 16 | 210 | 0.04 | 0.839 | " | " |
| Stoneburner St. | Wayne Ave. to Thompson St. | 40 | 28 | 900 | 0.174 | " | " | " |
| Haverley St. | Ranson St. to 325' South | 40 | 25 | 325 | 0.061 | " | surface | treat |
| Bellview St. | Ranson St. to Beyerley St. | 40 | 30 | 1025 | 0.194 | " | " | Plant Mix |

A. P. Lowell

Dec. 11, 1970

Oct 28, 1970

| | | | | | | | | | | Lime-Plant stone | Plant Mix |
|----------------|--|----|----|------|------|--|--|--|--|------------------------------------|--------------|
| Hoover St. | Park Hill Rd. to Moon St. (Parkersbury Ave) | 30 | 18 | 590 | 0.11 | | | | | | |
| Foxe Dr. | Moon St. to Beverley St. | 30 | 20 | 360 | 0.07 | | | | | | |
| Mulberry St. | Chesapeake St. to Park Hill Rd. (Over Hill East) | 50 | 18 | 330 | 0.06 | | | | | | |
| Chesapeake St. | Mulberry St. to East End | 35 | 22 | 360 | 0.07 | | | | | Surface Treated Plant Mix | |
| Bath St. | Mulberry St. to Miller St. (Parkersbury Ave) | 35 | 18 | 600 | 0.11 | | | | | | |
| Cherry St. | Moon St. to Beverley St. | 30 | 19 | 250 | 0.05 | | | | | | |
| Sheets St. | Beverley St. to Blair St. | 30 | 16 | 550 | 0.10 | | | | | | |
| Blair St. | East St. to 720' West | 35 | 16 | 720 | 0.14 | | | | | | |
| Harover St. | East St. to Sheets St. | 30 | 18 | 320 | 0.06 | | | | | | |
| Ashby St. | Summerson St. to Hill St. | 40 | 17 | 380 | 0.07 | | | | | | |
| Fox Hill Dr. | Essex Dr. to Hill St. Corp. Limits (Over Hill North) | 50 | 30 | 1205 | 0.22 | | | | | | |
| Fox Hill Pl. | Fox Hill Dr. to End 150' North of | 50 | 30 | 550 | 0.10 | | | | | | |
| Essex Dr. | Fox Hill Dr. to Fox Hill Dr. | 60 | 30 | 370 | 0.07 | | | | | | |

APK Lovell

Dec. 16, 1970

Oct. 8 & 9, 1970

| | | | 50 | 30 | 520 | 0.10 -098 | Lime stone | Surface Treated |
|-----------------|------------------|------------------------------|----|----|------|--------------|---------------|--------------------|
| Craig Dr. | Marshall St. to | Whitehall Ave. | 50 | 30 | 520 | 0.10 -098 | " | " |
| Marshall St. | Craig Dr. to | 310' West (0.00 mi. West) | 50 | 30 | 310 | 0.06 -050 | " | " |
| Ridgecrest Ctr. | Craig Dr. to | End | 50 | 30 | 190 | 0.04 -035 | " | " |
| Hudson Ave. | Ann St. to | End C&G | 50 | 30 | 1120 | 0.21 | " | " |
| Thomas Ave. | Ann St. to | 260' East of Audubon | 50 | 30 | 1570 | 0.30 -297 | " | Plant Mix |
| Audubon St. | Thomas St. to | Oriole St. | 60 | 30 | 525 | 0.10 -099 | " | " |
| Tuxedo Dr. | Thomas St. to | 225' South (See Mt. Leaf) | 50 | 30 | 225 | 0.04 | " | " |
| Monument Dr. | Tuxedo Rd. to | End | 50 | 30 | 1150 | 0.30 -277 | " | Surface Treated |
| Overbrook St. | Garland Dr. to | Monument Dr. (0.09 mi.) | 50 | 30 | 365 | 0.07 -069 | " | " |
| Eston Dr. | Dennison Ave. to | A West | 50 | 30 | 470 | 0.09 -089 | " | Plant Mix |
| Hickory | "F" St. to | Grubert Ave. | 50 | 20 | 225 | 0.04 | " | " |
| "A" St. | Poplar St. to | Hickory St. | 40 | 16 | 1060 | 0.20 | " | " |
| Fourth St. | Grubert Ave. to | "D" St. | 40 | 20 | 220 | 0.04 | " | " |

APR Lovell

Dec. 11, 1970

Oct. 8 & 9, 1970

| "D" St. | Fourth St. to Fifth St. | 40 | 18 | 500 | 0.11 | " | Lime - stone | Plant | | | |
|---------------|-------------------------------|----|----|-----|------|---|--------------|-----------------|--|--|--|
| Fifth St. | "D" St. to Grubert Ave. | 30 | 20 | 300 | 0.06 | " | | Mix | | | |
| Grey Ave. | Fifth St. to Third St. | 35 | 20 | 920 | 0.17 | " | | | | | |
| Maverley St. | Third St. to 640' North | 40 | 23 | 640 | 0.12 | " | | | | | |
| Orange St. | Maverley St. to Oak Ave. | 40 | 20 | 270 | 0.05 | " | | | | | |
| Oak St. | Orange St. to 420' North | 40 | 17 | 420 | 0.08 | " | | Surface Treated | | | |
| Myrtle St. | Third St. to 335' South | 40 | 20 | 335 | 0.06 | " | | | | | |
| Olive St. | Third St. to 570' South | 40 | 17 | 570 | 0.10 | " | | Plant | | | |
| Peyton St. | Third St. to Second St. | 40 | 23 | 400 | 0.08 | " | | Mix | | | |
| Second St. | Peyton St. to Park Blvd. | 40 | 18 | 250 | 0.05 | " | | | | | |
| Guilford St. | Dupont Ave. to Lancaster Ave. | 40 | 15 | 300 | 0.06 | " | | | | | |
| Dupont Ave. | Alleghany Ave. to Floyd St. | 40 | 26 | 175 | 0.03 | " | | | | | |
| Jefferson St. | Alleghany Ave. to Locust St. | 40 | 18 | 720 | 0.14 | " | | | | | |

R. P. Howell

City of Staunton, Virginia

~~###~~ / 4.91

Dec. 11, 1970

Oct. 8 & 9, 1970

| | | | | | 0.07 | Lime- stone | Plant Mix |
|------------------|-------------------|--------------|----|----|------|----------------|--------------|
| Jefferson St. | Frederick St. to | Beverley St. | 40 | 28 | 350 | | |
| Institute St. | Alleghany Ave. to | Baldwin St. | 40 | 16 | 1060 | 0.20 | " |
| Baldwin St. | Fillmore St. to | Lewis St. | 40 | 26 | 270 | 0.05 | " |
| Third St. | Grubert Ave. to | 340' West | 40 | 26 | 340 | 0.06 | " |
| Westmoreland Dr. | Edgewood Dr. to | Prospect St. | 40 | 27 | 1450 | 0.27 | " |

TOTAL ~~###~~ 14.91

A. P. Lovell

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

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

WHEREAS the Highway Commission has selected certain streets within the Corporate Limits of the Town of Farmville for such payment; and

WHEREAS due to annexation by the Town of Farmville on January 1, 1971, and through a mutual agreement between the Town and the Highway Department for the Town to take over maintenance of the streets within the area annexed from Prince Edward and Cumberland Counties, effective January 1, 1971; and

WHEREAS the Town of Farmville has requested that these streets be included with those eligible for maintenance payment; now, therefore,

BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, quarterly payments, at the annual rate of \$10,000 per mile on 7.01 miles of Primary Route Extensions within the Town of Farmville, be re-established. The re-established mileage eligible for payments is described as follows:

| | | |
|-----------|-------------------------------------|------------|
| Route 45 | - From New NCL to High Street ----- | 1.38 Miles |
| Route 15 | - From Rt. 460 to New SCL ----- | 2.29 Miles |
| Route 460 | From New ECL to New WCL ----- | 3.34 Miles |

The mileage for the Town of Farmville, due to re-establishment of the above Primary Route Extensions, is increased by 3.15 miles, to a new total of 7.01 miles eligible for maintenance payments at the rate of \$10,000 per mile annually, effective January 1, 1971, for the quarterly payment due after March 31, 1971; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Farmville on the addition of annexed "other streets," totaling 10.83 miles and meeting standards required by this section of the Code, effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional mileage of "other streets" eligible for payment and the deletions are described and listed on attached tabulation sheets dated January 1, 1971.

These street additions, totaling 11.88 miles, and deletions, totaling 0.50 mile, will increase the total mileage of "other streets" eligible for maintenance payments in the Town of Farmville from 14.85 miles to 25.68 miles of approved streets.

MOTION CARRIED.

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

Jan. 1. 1971
MUNICIPALITY Farmville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 11.33 - ~~11.33~~

SUBMITTED BY THE CITY OR TOWN (Date 12/15/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET | MILES | TYPE OF BASE | TYPE OF BASE | REMARKS |
|----------------|---|------------------|--------------|--------------------------|----------------|-------|--------------------|--------------------|------------------------------------|
| Rt. 638 | E. C. L. | Rt. 450 | 30 | 16 | 0.83 | | stone | st | |
| Rt. 1101 | Rt. 638 | to 0.16 MI. N | 40 | 18 | 0.16 | | stone | st | |
| Rt. 1111 | Rt. 638 | to 0.08 MI. S | 40 | 18 | 0.08 | | stone | st | |
| Rt. 638 | Rt. 450 | to Rt. 15 | 30 | 16 | 1.55 | | stone | st | |
| Rt. 685 | Rt. 15 | to Rt. 638 | 30 | 18 | 0.16 | | stone | st | |
| Rt. 749 | Rt. 638 | to S. C. L. | 40 | 16 | 0.09 | | stone | st | Existing dropped on deletion sheet |
| Rt. 1103 | Rt. 638 | to Longwood Ave. | 30 | 18 | 0.95 | | stone | st | Existing dropped on deletion sheet |
| Barber St. | Longwood Ave. | to Church St. | 50 | 18 | 0.16 | | stone | st | Existing dropped on deletion sheet |
| Catlin St. | Longwood Ave. | to Church St. | 50 | 22 | 0.42 | | stone | st | Existing dropped on deletion sheet |
| Tubney St. | Old Corp. Limits | to Catlin Street | 50 | 22 | 0.06 | | stone | st | |
| Bedford St. | Rt. 15 | to Hill Street | 60 | 30 | 0.36 | | stone | st | Existing dropped on deletion sheet |
| Hill St. | Old Corp. Limits | to Bayrow St. | 50 | 18 | 0.14 | | soil | st | |
| 1st Ave. | Old Corp. Limits | to Sandford St. | 50 | 18 | 0.26 | | stone | st | |

29
28
29

L. W. ...

SIGNED _____
Dept. of Highways' Engineer

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

Jan. 1, 1961
MUNICIPALITY Farmville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 2/15/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS |
|-----------------------------|---|----|--------------|--------------------------|----------------------|--------------------|-----------------------|---------|
| Hurd St. | Old Corp Limit to 2nd Ave. | | 60 | 32 | 0.03 | soil | st | |
| 2nd Ave | 0.02 Mi. S. Hurd St. to Old Corp. Limits | | 70 | 40 | 0.05 | soil | st | |
| Irving St. | Old Corp Limits to 3rd Ave. | | 60 | 36 | 0.02 | soil | st | |
| 3rd Ave. | Old Corp Limits to Hurd St. | | 50 | 16 | 0.10 | stone | st | |
| Hurd St. (Pinecrest rd.) | 3rd Ave to (Pinecrest rd.) | | 60 | 16 | 0.14 | stone | st | |
| 5th Ave. | Hurd St. to 0.07 Mi. N. Pinecrest St. | | 60 | 16 | 0.17 | stone | st | |
| 4th Ave. | Hurd St. to Gilliam Dr. | | 60 | 16 | 0.49 | stone | st | |
| Rt. 1118 | Rt. 15 to 0.13 Mi. N. Rt. 15 | | 40 | 16 | 0.13 | stone | st | |
| Gilliam Dr. | Rt. 15 to 4th Ave | | 50 | 20 | 0.97 | stone | st | |
| Lee Dr. | 4th Ave. to 0.08 Mi. S. Gilliam Dr. | | 50 | 20 | 0.36 | stone | st | |
| 7th Ave. | Lee Dr. to 0.06 Mi. W. Gilliam Dr. | | 50 | 20 | 0.12 | stone | st | |
| 6th Ave. | Lee Dr. Gilliam Dr. N to Gilliam Dr. E | | 50 | 20 | 0.25 | stone | st | |
| 5th Ave. | Gilliam Dr. E to Lee Dr. | | 60 | 20 | 0.12 | stone | st | |

SIGNED L. W. Byrd
Dept. of Highways' Engineer

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

Jan. 1, 1971

MUNICIPALITY Farmville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 12/15/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET | LENGTH MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS |
|----------------|---|---|--------------|--------------------------|----------------|-----------------|--------------------|-----------------------|---|
| High St. | Fayett St. <i>to</i> | New W. C. L. | 50 | 24 | 0.53 | 0.53 | stone | st. | Old road dropped on detachment sheet |
| Rt. 628 | High St. <i>to</i> | S. C. L. & 0.04 Mi. N. High St. | 30 | 16 | 0.69 | 0.69 | stone | st. | |
| Rt. 711 | High St. <i>to</i> | High St. | 50 | 22 | 0.04 | 0.04 | stone | st. | |
| River Road | Rt. 45 <i>to</i> | E.C.L. | 30 | 16 | 0.55 | 0.55 | stone | st. | |
| Old Plank Road | Rt. 45 <i>to</i> | H. C. L. | 50 | 16 | 0.58 | 0.58 | stone | st. | |
| Madison St. | Old Plank Road <i>to</i> | Virginia St. | 50 | 16 | 0.20 | 0.20 | stone | st. | |
| Spring St. | Bizzarre St. <i>to</i> | Cumberland St. <i>Rd.</i> | 50 | 16 | 0.08 | 0.08 | stone | st. | |
| Bizzarre St. | Spring St. <i>to</i> | Wilson St. | 50 | 16 | 0.29 | 0.29 | stone | st. | |
| Wilson St. E | Rt. 45 <i>to</i> | Madison St. | 50 | 16 | 0.14 | 0.14 | stone | st. | |
| Jefferson St. | Bizzarre St. <i>to</i> | Cumberland St. <i>Rd.</i> | 50 | 16 | 0.08 | 0.08 | stone | st. | |
| Lee Ave. | Rt. 45 <i>to</i> | Rt. 1003 | 30 | 16 | 0.15 | 0.15 | stone | st. | |
| Rt. 1003 | Lee Ave. <i>to</i> | Rt. 45 0.16 Mi. N. Rt. 1003 | 30 | 16 | 0.23 | 0.23 | stone | st. | |
| Rt. 1004 | Rt. 1003 <i>to</i> | Rt. 1003 | 30 | 16 | 0.16 | 0.16 | stone | st. | |

SIGNED _____
Dept. of Highway Engineer

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

Streets requested to be deleted from the Towns secondary Highway System

Jan. 1, 1971
MUNICIPALITY Farmville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 2.50 Miles

SUBMITTED BY THE CITY OR TOWN (Date 12/15/70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

| NAME OF STREET | FROM (if widths vary list each change) | TO | R/W WIDTH | HARD SURFACE WIDTH | LENGTH FEET MILES | TYPE OF BASE | TYPE OF SURFACE | REMARKS |
|----------------|---|-------------------|--------------|--------------------------|-------------------------|--------------------|-----------------------|----------|
| Rt. 1103 | Longwood Ave. ^{to} | Longwood Gate | 90 | 16 | 0.03 0.03 | stone | s.t. | |
| Barber Street | Longwood Ave. ^{to} | Present S.C.L. | 50 | 30 | 0.02 0.02 | stone | s.t. | |
| Catlin | Longwood Ave. ^{to} | Present S.C.L. | 50 | 30 | 0.09 0.09 | stone | s.t. | |
| High Street | High Street | Buffalo R. Bridge | 40 | 18 | 0.14 | soil | s.t. | Old Road |
| Redford Street | Pine Street | Ray Street | 60 | 16 | | | | |
| | Ray Street | Hill Street | 40 | 18 | 0.18 | soil | s.t. | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

SIGNED _____
Dept. of Highways' Engineer

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Marion on an additional street, 0.14 mile in length, and meeting standards required by the aforementioned section of the Code effective beginning January 1, 1971, for the quarterly payment due after March 13, 1971. The additional street mileage eligible for payment is described as follows:

Staley Street - Sayers Street to Park Blvd. ---- 0.14 Mile

The above addition of 0.14 mile will increase the total mileage in the Town of Marion from 24.69 miles to 24.83 miles of approved streets.

MOTION CARRIED.

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Pulaski on additional streets totaling 0.70 mile and meeting standards required by the aforementioned section of the Code effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional streets and mileage eligible for payment are described as follows:

| | | |
|-----------------|--|-----------|
| Arbutus Dr. | - O'dell St. to 0.12 Mi. S. Dead End-- | 0.12 Mile |
| Pulaski St. | - Valley Rd. to Maple St. ----- | 0.09 Mile |
| Columbia Dr. | - Wash. Ave. to .05 Mi. N. ----- | 0.05 Mile |
| Second St. S.W. | - Wash. Ave. to .05 Mi. W. ----- | 0.05 Mile |
| O'dell St. | - Dillon St. to Monte Vista Dr. ----- | 0.20 Mile |
| Hix St. | - Monte Vista Dr. to Arbutus Dr. ---- | 0.09 Mile |
| Elkins St. | - Pico Terr. to Pico Dr. ----- | 0.10 Mile |

The above additions, totaling 0.70 mile, will increase the total mileage in the Town of Pulaski from 40.77 miles to 41.47 miles of approved streets.

MOTION CARRIED.

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Elkton on additional streets totaling 0.95 mile and meeting standards required by the aforementioned section of the Code effective beginning July 1, 1970, for the quarterly payment due after September 30, 1970. The additional streets and mileage eligible for payment are described as follows:

| | | | |
|-----------------|---|------------------------------------|-----------|
| Summit Ave. | - | 8th St. to C. & W. Rwy. ----- | 0.09 Mile |
| 6th St. | - | Fairfax Ave. to Summit Ave. ----- | 0.06 Mile |
| Wirt Ave. | - | 5th St. to Shenandoah Ave. ----- | 0.12 Mile |
| Shenandoah Ave. | - | Wirt Ave. to Rt. 33----- | 0.05 Mile |
| Terrace Ave. | - | Rt. 33 to Water Ave. ----- | 0.04 Mile |
| Bank St. | - | Rt. 33 to Water Ave. ----- | 0.04 Mile |
| Harnsbarger St. | - | Rt. 33 to Elk Creek ----- | 0.08 Mile |
| Water Ave. | - | Harnsbarger St. to Terrace Ave.-- | 0.14 Mile |
| Henry Ave. | - | "A" St. to "B" St.----- | 0.06 Mile |
| "A" St. | - | Warren St. to Ashby Ave. ----- | 0.10 Mile |
| 7th St. | - | Marshall Ave. to Washington Ave.-- | 0.17 Mile |

The above additions, totaling 0.95 mile, will increase the total mileage in the Town of Elkton from 9.70 miles to 10.65 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, in connection with Route 401 (Now Route 95), State Highway Project 8040-13, the Commonwealth acquired by instruments as recorded in the Office of the Clerk of the Circuit Court of Greenville County, certain lands from the following landowners: R. J. Green and Anna C. Green by deed dated September 26, 1957, as recorded in Deed Book 74, Page 47; James R. Gordon and Mary Ailsan Gordon by deed dated August 1, 1957, as recorded in Deed Book 73, Page 400; Elsie Walker and Jeff Walker by deed dated July 30, 1957, as recorded in Deed Book 72, Page 319; and W. E. Richardson, Jr. and Fannie B. Richardson by Certificate No. A 1038 dated September 3, 1957, as recorded in Deed Book 72, Page 96, case for which has been concluded; and

WHEREAS, under Route 401 (Now Route 95), State Highway Project 8040-13, the connection of Route 627 with said route was relocated southeastwardly from survey Station I+85.70 (centerline Route 627) to survey Station 22+24.47 (centerline Route 627); and

WHEREAS, a parcel of land lying between Route 627 and old Route 627 (Renumbered Route 688) has been requested by various landowners; and

WHEREAS, the plans are being revised to show a northwest existing right of way line along relocated Route 627 and a southeast existing right of way line along Route 688; and

WHEREAS, in order to secure the best offer, the land is to be advertised for sale by the receipt of sealed bids, with the right reserved to reject any and all bids and, provided the high bid received is not satisfactory to the Department, we propose to negotiate a sale for the land with anyone willing to pay a consideration satisfactory to this Department; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the northwest existing right of way line of Route 627 and the southeast existing right of way line of Route 688 from approximate survey Station 5+10 (centerline Route 627) to approximate survey Station 17+60 (centerline Route 627) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, the sale of said land, so certified, is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed to convey same, without warranty, subject to such restrictions as he may deem requisite.

Motion Carried.

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

WHEREAS, in connection with the construction of Route 57, State Highway Project 0057-044-108, RW-203, the Commonwealth acquired certain lands from the Heirs at Law of Henry Clay Eames by Certificate No. C-14964, dated May 17, 1968, as recorded in Deed Book 210, Page 672, and from Jesse Louis Shelton and Lucille R. Shelton by Certificate No. C-14970, dated May 15, 1968, as recorded in Deed Book 210, Page 800; both cases are completed and are of record in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, the new location of Route 57 between survey Station 604+50 (centerline Route 57) to survey Station 611+10 (centerline Route 57) serves the same citizens as the old location, and the said new location has been approved by action of the State Highway Commission; and

WHEREAS, pursuant to Section 33-76.5 of the 1950 Code of Virginia, as amended, the old location between the aforementioned stations was abandoned by action of the State Highway Commission at their meeting on January 29, 1970; and

WHEREAS, the owners of the adjoining lands, in order to more fully develop their property, have requested that the lands lying between the new southeast revised proposed right of way line (1-28-71) and the center of old Route 57 from a point 55 feet opposite survey Station 604+50 (centerline Route 57) to a point 55 feet opposite survey Station 607+76 (centerline Route 57) and from a point 55 feet opposite survey Station 610+17 (centerline Route 57) to a point 55 feet opposite survey Station 611+00 (centerline Route 57) be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands lying between the new southeast revised proposed right of way line (1-28-71) and the center of old Route 57 from a point 55 feet opposite survey Station 604+50 (centerline Route 57) to a point 55 feet opposite survey Station 607+76 (centerline Route 57) and from a point 55 feet opposite survey Station 610+17 (centerline Route 57) to a point 55 feet opposite survey Station 611+00 (centerline Route 57) 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 of land and old right of way, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds conveying same without warranty to the adjoining landowners of record at a consideration or considerations satisfactory to the State Right of Way Engineer, subject to any restrictions he may deem requisite.

Motion Carried.

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

WHEREAS, in connection with Route 264, State Highway Project 0264-122-101, RW-202, in the City of Norfolk, the Commonwealth acquired certain lands from the following landowners: Sue W. Thomas and W. O. Thomas by Certificate No. C-9130 dated March 25, 1966, as recorded in Deed Book 1052, Page 520, case for which has been completed; James A. Walker, et al, by deed dated January 25, 1965, as recorded in Deed Book 1031, Page 629; Stella Jones by deed dated February 25, 1965, as recorded in Deed Book 1019, Page 637; and Lee R. Parham and Josephine P. Parham by deed dated February 25, 1965, as recorded in Deed Book 1014, Page 264; these instruments are recorded in the Clerk's Office of the Corporation Court of the City of Norfolk; and

WHEREAS, portions of the lands, so acquired, were not needed in connection with the construction of the said project and the Norfolk Redevelopment and Housing Authority has requested that we convey the unneeded portions of the lands to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the portions of the said lands lying north of and adjacent to the north proposed right of way and limited access line of Route 264 from a point 55.90 feet opposite survey Station 10+32.55 (centerline Ramp A-5) to a point 54.83 feet opposite survey Station 10+52.67 (centerline Ramp A-5), from a point 51.82 feet opposite survey Station 11+09.39 (centerline Ramp A-5) to a point 46.87 feet opposite survey Station 11+92.33 (centerline Ramp A-5) and from a point 15 feet opposite survey Station 13+25.77 (centerline Ramp A-5) to a point 264.42 feet opposite survey Station 116+34.86 (centerline Route 264) are not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgement of this Commission that the sale of the parcels of land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed, conveying same without warranty, to the Norfolk Redevelopment and Housing Authority for such consideration as may be satisfactory to the State Right of Way Engineer and subject to such restrictions as he may deem requisite.

Motion Carried.

Moved by Mr. Duckworth seconded by Mr. Baughan
that

WHEREAS, the Commonwealth is the apparent owner of the right of way of existing Route 624; and

WHEREAS, in connection with Route 624, State Highway Project 0624-025-118, C-501, the Commonwealth acquired certain lands needed for the connection to Route 631 from Billy A. Mullins and Myrtle J. Mullins by Certificate No. C-17050 dated November 19, 1969, as recorded in Deed Book 143, Page 688, in the Office of the Clerk of the Circuit Court of Dickenson County; and

WHEREAS, the above mentioned landowner is agreeable to executing an Agreement after Certificate in partial exchange for a portion of Route 624, lying between the east revised proposed right of way line (12-31-70) and the east existing right of way line from a point opposite survey Station 142+40 (office revised centerline Route 624) to a point opposite survey Station 143+52 (office revised centerline Route 624); and

WHEREAS, the State Highway Commissioner has certified, in writing, that the land lying between the east revised proposed right of way line (12-31-70) of Route 624 and the east existing right of way line of Route 624 from a point 25 feet opposite survey Station 142+40 (office revised centerline Route 624) to a point 44 feet opposite survey Station 143+52 (office revised centerline Route 624) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, 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 adjoining landowner of record in partial exchange for an Agreement after Certificate of the lands acquired from them, and subject to any restrictions he may deem requisite.

Motion Carried.

Moved by Mr. Duckworth seconded by Mr. Baughan
that

WHEREAS, in connection with Route 311, State Highway Project 0311-129-102, RW-201, the Commonwealth acquired certain lands and easements from Ezra E. Thornhill and Lorraine W. Thornhill by deed dated April 10, 1969, as recorded in Deed Book 7, Page 392, in the Office of the Clerk of the Circuit Court for the City of Salem; and

WHEREAS, a permanent easement was acquired to use the lands at the intersection of Route 311 and Clay Street for the construction, operation and maintenance of drainage facilities; and

WHEREAS, the present owner of the adjoining property has, at his expense, installed the necessary underground drainage facilities to eliminate the necessity of maintaining the open ditch easements as originally acquired; and

WHEREAS, the State Highway Commissioner has certified in writing that the easement on the land acquired by the aforementioned deed and lying on the west side of Route 311 from a point opposite approximate survey Station 12+35 (centerline Route 311) to the south right of way line of Clay Street at a point opposite approximate survey Station 12+85 (centerline Route 311) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of said drainage easement, so certified, to the owners of record of the adjoining land is approved and the State Highway Commissioner is hereby authorized to execute a deed without warranty conveying same for a consideration to the State Right of Way Engineer and subject to any restrictions he may deem requisite.

Motion Carried.

Moved by Mr. Duckworth seconded by Mr. Baughan
that

WHEREAS, in connection with Route 7, State Highway Project 0007-021-102, RW-201, the Commonwealth acquired certain lands by Certificate No. C-15355, dated August 26, 1968, from Edgar M. Kackley, as recorded in Deed Book 82, Page 126, in the Office of the Clerk of the Circuit Court of Clarke County, which matter has now been concluded; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, so acquired, lying south of and adjacent to the south proposed right of way line of Route 7 from a point 55 feet opposite survey Station 212+67 (centerline E.B.L. Route 7) to a point 65 feet opposite survey Station 214+67 (centerline E.B.L. Route 7) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the portion of land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth, conveying same, without warranty, to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer.

Motion Carried.

Moved by Mr. Duckworth seconded by Mr. Baughan
that

WHEREAS, the Virginia Electric and Power Company wishes to construct, operate and maintain a high-tension utility line across the property belonging to the Commonwealth of Virginia, known as Convict Camp No. 22, located in Norfolk County, now the City of Chesapeake; and

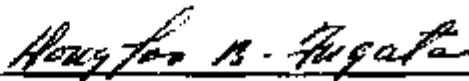
WHEREAS, the State Highway Commissioner has certified to the Commission that he deems it expedient to convey to the Virginia Electric and Power Company an easement for said overhead high-tension utility line.

NOW, THEREFORE, in accordance with the provisions of Section 2.1-6 of the 1950 Code of Virginia, as amended, the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth, conveying such easement to the Virginia Electric and Power Company in such form and subject to such restrictions and conditions as he may deem proper.

Motion Carried.

The meeting was adjourned at 10:50 a. m.

Approved:



Chairman

Attested:



Secretary