

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

February 20, 1975

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on February 20, 1975, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Beeton, Crowe, Fralin, Glass, Hall, Hassell, Hooper, Janney, Landes and Roos.

On motion of Mr. Hall, seconded by Mr. Landes, the minutes of the meeting of January 16, 1975, were approved.

On motion of Mr. Hall, seconded by Mr. Landes, permits issued from January 16, 1975, to February 19, 1975, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Hall, seconded by Mr. Landes, that cancellation of permits from January 16, 1975, to February 19, 1975, inclusive, as shown by records of the Department, be approved. Motion carried.

2-20-75

Moved by Mr. Hall, seconded by Mr. Landes,
that the Commission confirm letter ballot action concurring in award
of contract by the District of Columbia on the following project:

Route 95, Project 0095-000-108, B-656

Deck Replacement Northbound 14th Street Bridge over Potomac River, Arlington
County. Award of contract to low bidder, Slattery Associates, Inc., Maspeth,
New York.

Bid	\$149,537.00
10% for engineering and additional work	14,953.70
Amount chargeable to project	164,491.00

\$164,491.00 to be provided for in future Interstate Construction Allocation.

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Roos,
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 Vienna for
maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be
made to the Town of Vienna on additional streets, totaling 0.54 mile, and
meeting required standards under the aforementioned section of the Code,
effective January 1, 1975, for the quarterly payments due after March 31,
1975. The additional streets and mileage eligible for payment are described
as follows:

Follin Lane	- From South of Vega Lane to Electric Avenue	- 0.08 Mile
Electric Avenue	- From Follin Lane to E.C.L. Vienna	- 0.15 Mile
Church Street	- From Beulah Road to East Street	- 0.19 Mile
East Street	- From Ayr Hill Avenue to Church Street	- 0.12 Mile

These additions, totaling 0.54 mile, increase the total mileage in the Town
of Vienna from 52.82 miles to 53.36 miles of approved streets subject to
payment.

MOTION CARRIED

2-20-75

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

WHEREAS, Route 43 in Botetourt County has been altered and reconstructed as shown on plans for Project 0043-011-101, C-501; and

WHEREAS, one section of old road is no longer necessary as a public road, the new road serving the same citizens as the old, and one section of old road is no longer necessary for purposes of the State Highway System, and one section of old road is to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.18 mile of old location of Route 43, shown in blue and designated as Section 2 on the plat dated October 31, 1974, Project 0043-011-101, C-501, be abandoned as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.14 mile of old location of Route 43, shown in yellow and designated as Section 3 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System; and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.18 mile of old location of Route 43, shown in red and designated as Section 1 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, Route 50 in Frederick County has been altered and reconstructed as shown on plans for Project 0050-034-104, C-501; and

WHEREAS, five sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and two sections of the old road are to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.48 mile of the old location of Route 50, shown in blue and designated as Sections 1, 2, 3, 4 and 7 on the plat dated October 30, 1974, Project 0050-034-104, C-501, be abandoned as a part of the State Highway System; and

2-20-75

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.34 mile of the old location of Route 50, shown in red and designated as Sections 5 and 6 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Landes, that the Commission confirm letter ballot action concurring in award of contract by the Richmond Metropolitan Authority on the following projects:

Projects 7095-127-101, S-901; 0060-127-102, S-901

Portion of Richmond Expressway System Contract SL-2, Section II, City of Richmond. Award of contract to low bidder, Towercon Division, Bostick Foundry Co.

Bid	\$184,141.57
10% for engineering and additional work	18,414.15
Amount chargeable to project	202,556.00
Acct. Rec. City of Richmond -	\$97,354.00
\$105,202.00 to be financed from 9C Bond Funds.	

MOTION CARRIED

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

WHEREAS, Route 23 in Wise County has been altered and reconstructed as shown on plans for Project 6023-097-113, C-502; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.34 mile of old Route 23, shown in yellow and designated as Section 2 on the plat dated September 20, 1974, Project 6023-097-113, C-502, be discontinued as a part of the State Highway System; and

2-20-75

BE IT FURTHER RESOLVED, that pursuant to section 33.1-35 of the Code of Virginia of 1950, as amended, 0.13 mile of old Route 23, shown in red and designated as Section 1 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, Route 23 in Lee County has been altered and reconstructed as shown on plans for Project 6023-052-102, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.16 mile of old Route 23, shown in yellow and designated as Sections 2 and 5 on the plat dated September 20, 1974, Project 6023-052-102, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.57 mile of old Route 23, shown in red and designated as Sections 1, 3 and 4 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Roos,
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 Virginia State Police Headquarters Gymnasium located on Route 60 about one mile west of Richmond, Virginia, on December 4, 1974, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 647 (Walmsley Boulevard) from the intersection of Route 360 (Hull Street Road) to 0.059 mile west of the intersection of Route 650 (Turner Road) in Chesterfield County, State Project 0647-020-160, C-501; Federal Project M-5127(10); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to change the type of guard rail and adjust grades to increase design speed.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Landes, that the Commission confirm letter ballot action on bids received January 29, 1975, on the following project:

Route 95, Project 7095-964-101, C-502

Toll Booths and Related Equipment at Five Interchanges - 0.707 Mi. W. WCL Petersburg - 0.033 Mi. N. Int. Laburnum Ave., Chesterfield County and Cities of Petersburg, Colonial Heights and Richmond. Award of contract to low bidder, Automatic Toll Systems, Inc., Mt. Vernon, New York.

Bid	\$1,192,300.00
10% for engineering and additional work	119,230.00
Amount chargeable to project	1,311,530.00
\$1,311,530.00 to be financed from 9C Bond Issue Funds.	

MOTION CARRIED

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

WHEREAS, Route 29 in Greene County has been altered and reconstructed as shown on plans for Project 6029-039-103, C-501; and

WHEREAS, one section of the old road is no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof;

2-20-75

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.24 mile of the old location of Route 29, shown in yellow and designated as Section 1 on the plat dated August 2, 1974, Project 6029-039-103, C-501, be discontinued as a part of the State Highway System.

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Raos,
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 Manassas for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Manassas on additional streets, totaling 0.96 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1975, for the quarterly payments due after March 31, 1975. The additional streets and mileage eligible for payment are described as follows:

Stonewall Road	- From Forestwood Lane Northeast to Dead End	0.32 Mile
Forestwood Lane	- From Plantation Lane to Stonewall Road	0.06 Mile
Birchwood Court	- From Stonewall Road South to Cul-de-sac	0.10 Mile
Linden Court	- From Jackson Avenue Southwest to Cul-de-sac	0.05 Mile
Jackson Avenue	- From Old N.C.L. Manassas to 0.24 Mile Southeast	0.24 Mile
Weir Street	- From North Grant Avenue North to Cul-de-sac	0.17 Mile
Landgreen Street	- From Jackson Avenue to 0.02 Mile Northeast	0.02 Mile

These additions, totaling 0.96 mile, increase the total mileage in the Town of Manassas from 39.62 miles to 40.58 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Raos,
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 Radford for maintenance payments on additional streets meeting required standards;

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NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Radford on additional streets, totaling 0.49 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1975, for the quarterly payments due after June 30, 1975. The additional streets and mileage eligible for payment are described as follows:

Round Hill Drive	- From Fieldale Drive to Park Road	0.31 Mile
Seventeenth Street	- From Staples Street East to Cul-de-sac	0.09 Mile
Crestview Drive	- From Round Hill Drive South thence East to Cul-de-sac	0.09 Mile

These additions, totaling 0.49 mile, increase the total mileage in the City of Radford from 50.61 miles to 51.10 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Bedford, Hanover, Henry, Nelson, Prince William, Stafford and Westmoreland 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:

BEDFORD COUNTY	- Sections 15 and 20 of old location Route 619 between Station 53+20 and Route 839, Project 0619-009-153, C-501	0.14 Mile
HANOVER COUNTY	- Sections 2, 5 and 6 of old location Route 656 between Station 120+40 and Station 128+10, Project 0656-042-174, C-502	0.17 Mile
HENRY COUNTY	- Sections 3 and 4 of old location Route 683 between Route 1403 and Route 682, Budget Item No. 5008	0.24 Mile
NELSON COUNTY	- Section 13 of old location Route 718 from Station 54+90 northeasterly 0.03 mile, Project 0718-062-164, C-501	0.03 Mile
PRINCE WILLIAM COUNTY	- Sections 1, 2, 4, 5, 6 and 8 of old location Route 642 between Station 223+50 and Station 337+65, Project 0642-076-159, C-501	0.82 Mile

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STAFFORD COUNTY	- Section 2 of old location Route 600 from Station 65+00 to Station 68+55, Project 0600-089-130, C-501	0.07 Mile
WESTMORELAND COUNTY	- Section 1 of old location Route 612 from a point 0.05 mile south of Station 123+80 southerly 0.03 mile, Project 0612-096-120, C-501	0.03 Mile

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, as a result of a request by the Board of Supervisors of Frederick County, this Commission on January 20, 1972, allocated \$42,000 from the 1971-72 industrial access fund to provide adequate access to the proposed new facility of Hemingway Transport, Incorporated, north of Route 668 and east of Route 11 near the West Virginia State Line in Frederick County; and

WHEREAS, Hemingway Transport, Incorporated, has located its facility elsewhere, and the Board of Supervisors of Frederick County has by resolution requested that the allocation be withdrawn and reassigned to the unallocated industrial access fund;

NOW, THEREFORE, BE IT RESOLVED, that the \$42,000 allocation made from the 1971-72 industrial access fund to provide adequate access to the proposed new facility of Hemingway Transport, Incorporated, north of Route 668 and east of Route 11 near the West Virginia State Line in Frederick County, Project 0668-034-146, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

2-20-75

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund of \$2,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, as a result of a request by the Board of Supervisors of Russell County and the Town Council of Honaker, this Commission on March 21, 1963, allocated \$50,000 from the 1963-64 industrial access fund to improve access to Honaker Mills, Incorporated, in the Town of Honaker in Russell County, contingent upon the necessary right of way for the project being furnished at no cost to the Commonwealth; and

WHEREAS, because of the inability to acquire the right of way, the Board of Supervisors of Russell County and the Town Council of Honaker have by resolutions agreed that the allocation should be withdrawn and returned to the unallocated industrial access fund;

NOW, THEREFORE, BE IT RESOLVED, that the \$50,000 allocation made from the 1963-64 industrial access fund to improve access to Honaker Mills, Incorporated, in the Town of Honaker in Russell County, Project 0637-083-117, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1974-75 of \$2,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Rockbridge County has by resolution requested the use of industrial access funds to provide access to the expanding facility of Hardwood Lumber Corporation of Virginia, off Route 130 near Natural Bridge Station in Rockbridge County, estimated to cost \$35,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$35,000 from the industrial access fund of 1974-75 be allocated to provide access to the expanding facility of Hardwood Lumber Corporation of Virginia, off Route 130 near Natural Bridge Station on Rockbridge County, Project 1304-081-159, C-501, contingent upon the industry's entering into a firm contract for the construction of the expansion of its facility, and upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, it has been determined by the Department of Highways and Transportation and Consulting Engineers that \$400,000 now on deposit in the State of Virginia 1965 Toll Project's Construction Fund is not needed for payment of any remaining part of the cost of initial construction of the project; and

WHEREAS, according to provisions of Section 410 of the Trust Indenture, the Consulting Engineers have approved the transfer of \$400,000 from the Construction Fund to the Reserve Account;

NOW, THEREFORE, BE IT RESOLVED, by the State Highway and Transportation Commission that the Trustee be directed to make this transfer from the Construction Fund to the Reserve Account.

MOTION CARRIED

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

WHEREAS, pursuant to Section 9-6.1 et seq of the Code of Virginia (1950) as amended, a public hearing was conducted January 30, 1975, at 9:30 a.m. in the Highway and Transportation Department Commission Room in Richmond, Virginia, presenting the revisions to the Hauling Permit Manual; and

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WHEREAS, other than Highway and Transportation Department representatives, no interested citizens appeared to offer oral statements, objections or amendments; and

WHEREAS, no written statements, objections or amendments were received by the Department within the 5 days set out in the public hearing notice;

NOW, THEREFORE, BE IT RESOLVED, that the revisions to the Hauling Permit Manual are hereby adopted as prepared and presented by the Department at the public hearing; and

BE IT FURTHER RESOLVED, that these manual revisions become effective May 1, 1975.

MOTION CARRIED

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

WHEREAS, the custom prevails of naming certain highways of the Commonwealth after illustrious men; and

WHEREAS, the route which General George Washington and France's General Comte de Rochambeau took from Mount Vernon to Yorktown is significant in American history; and

WHEREAS, the opportunity now arises to commemorate such a historic journey; and

WHEREAS, the Highway and Transportation Commission has been requested to designate a highway routing as the "Washington-Rochambeau Highway" for the duration of the nation's Bicentennial celebration; and

WHEREAS, the Highway and Transportation Commission has authority under Section 33.1-12 of the Code of Virginia to name this highway;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission considers it a fitting tribute to designate the part of the State Highway System of the Commonwealth of Virginia, leading from Mount Vernon westerly along State Route 235 to its intersection with U. S. Route 1, thence in a westerly direction along U. S. Route 1 to its intersection with Secondary Route 611 at Pohick, thence in a southerly direction along Secondary Route 611 to its intersection with U. S. Route 1 near the Fairfax-Prince William County Line, thence in a southerly direction along U. S. Route 1 passing the Fairfax-Prince William County Line, Woodbridge, Dumfries, the Prince William-Stafford County Line, Stafford Court House, the Stafford-Spotsylvania County Line to its intersection with U. S. Route 17 Business near the North Corporate Limits of Fredericksburg;

THENCE, in a southeasterly direction along U. S. Route 17 Business and beginning an overlap of State Route 2 through Fredericksburg to the intersection of U. S. Route 17 at New Post, thence continuing along State Route 2 passing the Spotsylvania-Caroline County Line to its intersection with Secondary Route 626 in Caroline County, thence in a southerly direction along Secondary Route 626 to its south intersection with Secondary Route 609, thence in a southeasterly direction along Secondary Route 609 to its intersection with State Route 2, thence in a southerly direction along State Route 2 to its intersection with Secondary Route 631, thence in a southwesterly and southeasterly direction along Secondary Route 631 to its intersection with State Route 2 north of Bowling Green;

THENCE, in a southerly direction along State Route 2 overlapping a portion of U. S. Route 301 Business and U. S. Route 301 to its intersection with Secondary Route 695 south of Bowling Green, thence in a southerly direction along Secondary Route 695 to its intersection with U. S. Route 301 and State Route 2, thence in a southerly direction along Route 301 and 2 to its intersection with Secondary Route 721 south of Antioch Fork, thence in a southeasterly direction along Secondary Route 721 to its intersection with Secondary Route 627, thence in a southerly direction along Secondary Route 627 to its intersection with Secondary Route 623, thence in a southerly direction along Secondary Route 623 to its intersection with Secondary Route 654, thence in a westerly direction along Secondary Route 654 to Secondary Route 601, thence in a northwesterly direction along Secondary Route 601 to Secondary Route 654, thence westerly and southwesterly along Secondary Route 654 crossing U. S. Route 301 and State Route 2 to Secondary Route 656, thence in a southeasterly direction along Secondary Route 656 to its intersection with U. S. Route 301 and State Route 2, thence crossing U. S. Route 301 and State Route 2 and in a southerly direction along Secondary Route 648 to its intersection with Secondary Route 649, at Lorne, thence in a southerly direction along Secondary Route 649 to its intersection with Secondary Route 600, thence in a southwesterly direction along Secondary Route 600 and crossing U. S. Route 301 and State Route 2 to its intersection with Secondary Route 602, thence in a southeasterly direction along Secondary Route 602 to its intersection with U. S. Route 301 and State Route 2, thence crossing U. S. Route 301 and State Route 2 and in a southerly direction along Secondary Route 651 crossing State Route 30 and crossing U. S. Route 301 and State Route 2 three times to the intersection of U. S. Route 301 and State Route 2 near the north end of Little Page Bridge over the Pamunkey River;

THENCE, southerly along U. S. Route 301 and State Route 2 passing the Caroline-Hanover County Line and Hanover Court House to its intersection with Secondary Route 605 south of Hanover Court House, thence in a southeasterly direction along Secondary Route 605 to its intersection with Secondary Route 604, thence in a southerly direction along Secondary Route 604 to its intersection with Secondary Route 606 east of Studley, thence in a southeasterly direction along Secondary Route 606 by way of Old Church in Hanover County, the Hanover-New Kent County Line, and Tunstall in New Kent County, to its intersection with Secondary Route 609, thence in a southerly

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direction along Secondary Route 609 to its intersection with State Route 249 at Talleyville, thence in an easterly direction along State Route 249 by way of New Kent Court House to its intersection with State Routes 33 and 168 at Angelview Church, thence in a southerly direction along State Route 168 by way of Barhamsville in New Kent County and the New Kent-James City County Line to its intersection with U. S. Route 60 at Anderson's Corner;

THENCE, continuing in a southerly direction along U. S. Route 60 by way of Toano, Norge and Lightfoot to its intersection with State Route 132 in the City of Williamsburg, thence continuing in a southerly direction along State Route 132 to its intersection with State Routes 5 and 31 in the City of Williamsburg, thence continuing in an easterly direction along State Routes 5 and 31 to an intersection with U. S. Route 60 in the City of Williamsburg, thence continuing along U. S. Route 60 southeastward passing the East Corporate Limits of Williamsburg, the York-James City County Line and the West Corporate Limits of the City of Newport News to its intersection with State Route 238, thence continuing in a northerly direction along State Route 238 past the Newport News-York County Line to the Bicentennial Victory Center in Yorktown for the duration of the nation's Bicentennial celebration, the "Washington-Rochambeau Highway," and directs that appropriate signs be erected.

MOTION CARRIED

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

WHEREAS, Chapter 681 of the Acts of the General Assembly of 1974, approved by the Governor on April 8, 1974, directs that the Highway and Transportation Commission set aside certain funds to aid regional transportation commissions or local governments in the payment of capital costs of mass transportation; and

WHEREAS, the City of Suffolk, by resolution dated August 7, 1974, requested \$147,878 which is 85% of the capital cost of establishing a mass transportation system in the city; and

WHEREAS, this commission did on August 15, 1974, allocate \$147,878 to the City of Suffolk from the funds established as aid to mass transportation by Chapter 681 of the Acts of the General Assembly of 1974 approved on April 8, 1974; and

WHEREAS, after further study and consultations with the Urban Mass Transportation Authority and the Tidewater Transportation Commission, the City of Suffolk did on February 6, 1975, become a member of the Tidewater Transportation Commission, thus eliminating the need for the \$147,878 allocation;

2-20-75

NOW, THEREFORE, BE IT RESOLVED, that the allocation of \$147,878 for use by the City of Suffolk is hereby withdrawn; and

BE IT FURTHER RESOLVED, that the \$147,878 be returned to the fund established by Chapter 681 of the Acts of the General Assembly of 1974 approved on April 8, 1974.

MOTION CARRIED

Mr. Fugate told the Commission of two actions taken by the Legislature affecting the Highway Department. One, whereas the Department had been getting the titling tax on mobile homes, a change in legislation will in the future channel the revenue to the localities where the mobile homes are permanently located. Mr. Fugate said he thought that was fair to the communities. Two, special trucking groups were given higher axle and gross weight limits. This was opposed by the Highway Department in the House and Senate Committees. Pictures showing damage done to Secondary Roads due to increased weight of trucks, allowed by the last Legislature, were passed around to the members of the Commission.

Mr. Robert L. Groom, owner of Stuckey's at Anderson's Corner, who had previously made request for logo motorist services signing on I-64, was heard by the Commission. He had requested signs now being used on I-95 only to be placed on I-64, designating his business. Mr. Fugate explained that the logo signing had so far been made only on I-95, but that the Commission would consider extensions to other Interstate routes in the future. He pointed out that the named Food, Lodging and Gas signs were in place at the interchange on I-64 serving Mr. Groom's gas station and restaurant.

Mr. Roos, Chairman of the Commission Committee to Review Financing of Norfolk-Virginia Beach Toll Road Improvement Program, presented the following report:

The Committee which Mr. Fugate appointed on December 19, 1974, to study financing improvements to the Norfolk-Virginia Beach Toll Road met at 11:00 a.m. on January 29, 1975, at the Hampton Roads Bridge Tunnel Office. Present at the meeting were William T. Roos, Member of the Commission, Suffolk District; Charles S. Hooper, Jr., Member of the Commission, At Large - Rural; C. C. Cole, Corporate Trust Officer, Virginia National Bank; L. E. Busser III, Management Services Officer, E. H. Orange, Toll Facilities Manager; and J. K. Brookshire, Assistant Toll Facilities Manager, VDH&T.

The Committee members, with the VDH&T representatives, made an inspection tour of the Norfolk-Virginia Beach Toll Road. During the tour, the location, the extent and the schedule for carrying out the proposed improvements and those already underway were pointed out and described to the Committee as were the extent and location of improvements, underway and proposed, adjacent to the facility which are financed with regular highway funds. The nature and location of the traffic congestion which requires expansion of the facility's traffic-carrying capacity was also pointed out and described.

Subsequent to the inspection of the facility, Mr. Cole and the VDH&T representatives explained to the Committee the requirements of the Trust Indenture as it pertains to the use of toll revenues for operating and maintenance costs, debt service sinking fund requirements, the improvement fund, and the use of the unexpended balance in the original construction fund. The bond redemption schedule as set forth in the Trust Indenture, as carried out to date, and as required in the future, was reviewed and discussed. The role and the responsibilities of the Commission, the Trustee, and the Consulting Engineers as prescribed in the Trust Indenture were also explained and discussed. It was also pointed out to the Committee that justification of the need for the improvements had been established by Wilbur Smith and Associates, Traffic Engineering Consultants, in a report dated October 1970, and subsequently confirmed by Howard, Needles, Tammen, and Bergendoff, the Consulting Engineers for the project, in accordance with the provisions of the Trust Indenture.

Based upon the information we have been provided, the Committee concludes that the actions which have been taken in regards to financing the improvements to the Norfolk-Virginia Beach Toll Road are proper and are in accordance with the requirements of the Trust Indenture. The only change we recommend from current procedure is that it be indicated on the Monthly Financial Statement the approximate amount of the Improvement Fund balance which is reserved for payment of contracts awarded and additional right of way acquired.

Therefore, it is the Committee's recommendation that the Department continue to carry out the improvement program as recommended by the Consulting Engineers in accordance with the provisions of the Trust Indenture.

Motion was made by Mr. Roos, seconded by Mr. Glass, that the Commission accept this report. Motion carried.

2/20/75

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

WHEREAS, in connection with the drainage easement required for Lower Tuckahoe Road West, a 20-foot wide drainage easement was conveyed to the Commonwealth across Lot 19, Lower Tuckahoe, Section One, in the Dover District of Goochland County by deed dated December 4, 1967 as recorded in Deed Book 110, Page 590, in the Office of the Clerk of the Circuit Court of the said County; and

WHEREAS, in order to more fully develop Lot 19, the ditch was re-located in the northwestern direction and the landowner is willing to convey, by deed, the new easement in exchange for a deed to the old easement; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 20-foot wide drainage easement across Lot 19, Lower Tuckahoe, Section One in the Dover District of Goochland County, as acquired by deed recorded in Deed Book 110, Page 590, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said easement in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying the said easement to the adjoining landowner in exchange for the easement required.

Motion carried.

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

WHEREAS, in connection with Route 58, State Highway Project 6058-087-102, RW-202, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from James C. Everett and Fay B. Everett by deed dated May 29, 1973 as recorded in Deed Book 208, Page 148 in the Office of the Clerk of the Circuit Court of Southampton County; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land, with improvements thereon, so acquired, lying south of and adjacent to the south proposed right of way line of Route 58 from a point 73 feet opposite approximate Station 785+85 (proposed E.B.L. centerline) to a point 73 feet opposite approximate Station 787+10 (proposed E.B.L. centerline) is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the land and improvements, so certified, is in the public interest and the State Highway and Transportation 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, subject to such restrictions as may be deemed requisite.

Motion carried

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

WHEREAS, in connection with Route 220, State Highway Project 6220-044-111, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Cecil W. Dillard and Coleman Dillard by deed dated November 5, 1973 and recorded in Deed Book 248, Page 661 in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land, so acquired, lying southwest of and adjacent to the southwest proposed right of way and limited access line of Route 220 from a point approximately 89 feet opposite approximate survey Station 672+90 (centerline S.B.L.) to a point approximately 89 feet opposite approximate survey Station 681+40 (centerline S.B.L.) is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the land, so certified, is in the public interest and the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to any person or persons agreeable to paying a consideration that is satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, in connection with Route 603, State Highway Project 1344-K2 in Powhatan County, the Commonwealth acquired certain lands from Christine S. Wagner, et al by Omnibus Deed dated February 11, 1947 as recorded in Deed Book 59, Page 170 in the Office of the Clerk of the Circuit Court of Powhatan County; and

WHEREAS, Route 603 was relocated in an eastern direction under Projects 0603-020-155, C-501, 0603-072-117, C-501 and 0603-020-156, B-640 from approximate survey Station 107+00 to approximate survey Station 119+00; and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Powhatan County held on April 9, 1973, a resolution was passed abandoning 0.03 mile of old Route 603 from the center of Skinquarter Creek to a point north of the center of the creek, and at its meeting of August 12, 1974, the said Board of Supervisors abandoned 0.16 mile of old Route 603 from a point 0.03 mile north of Skinquarter Creek to the intersection of relocated Route 603 in Powhatan County; and

WHEREAS, in order to more fully develop her lands, the owner of the lands adjacent to the abandoned portion of Route 603 has requested that the

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old roadway be conveyed to her; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising the right of way of old Route 603 from a point approximately 110 feet southwest of survey Station 109+50 (centerline relocated Route 603) to a point 30 feet opposite survey Station 116+50 (centerline relocated Route 603) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said parcel of land in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record, at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

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

WHEREAS, in connection with Route 64, State Highway Project 0064-131-102, RW-202, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Tommy H. Cain and Eleanor L. Cain by deed dated May 26, 1964 and recorded in Deed Book 1405, Page 427 in the Office of the Clerk of the Circuit Court of the City of Chesapeake; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land lying outside of and adjacent to the northeast revised proposed right of way and limited access line of Route 64 from a point approximately 35 feet opposite approximate Station 14+50 (baseline Outer Connection "D") to a point approximately 35 feet opposite approximate Station 15+10 (baseline Outer Connection "D") is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the parcel of land, so certified, is in the public interest and the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowners of record for a consideration acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, in connection with Route 44, State Highway Project 0044-134-101, RW-206, the Commonwealth acquired certain lands and a temporary easement from Terry H. Bower and Barbara J. Bower by deed dated August 21, 1973 as recorded in Deed Book 1390, Page 218 in the Office of the Clerk of the Circuit Court of Virginia Beach; and

WHEREAS, due to a plan revision made on July 16, 1974, the Roadway "H" centerline was relocated, thus changing the area of acquisition in both fee and easement; and

WHEREAS, Mr. and Mrs. Bower are agreeable to conveying by deed the additional land required, provided the Commonwealth will convey to them the excess land and easement area which now lies outside the revised proposed right of way line and the revised proposed easement line; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the west revised proposed right of way line and the west original proposed right of way line from a point 37.63 feet opposite Station 111+61.42 (Roadway "H" centerline) to a point 37.63 feet opposite Station 111+51.5 (Roadway "H" centerline) and the temporary easement area lying between the west revised easement line and the west original easement line from a point 50.0 feet opposite Station 111+71.0 (Roadway "H" centerline) to a point 50.0 feet opposite Station 111+26.5 (Roadway "H" centerline) 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 land and temporary easement area, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowners in exchange for additional right of way and easement area required from them.

Motion carried.


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Following a request made by Mr. Beeton for consideration by the Commission to hold a second District Engineer's Preliminary Allocation Hearing in the Culpeper District in Northern Virginia, there was a general discussion among the Commission members. It was pointed out that people throughout the district need to attend one meeting in order that they might hear what the others have to say and thus be able to evaluate the overall district situation and needs of the district. Mr. Fugate said that the present method made it possible to cover each of the district hearings in about one-half day and that he thought eight meetings were enough. He said that it meant keeping a good many of the staff away from the office to attend the present arrangement of eight meetings. However, he said that he realized Mr. Beeton had a problem that is somewhat unique in that Northern Virginia is more thickly populated and always feels that they are not quite being given a fair shake. Mr. Beeton stated that he had had requests from members of the Legislature, as well as many others, suggesting that perhaps rotation of the meetings once in a while would give him more of an opportunity to answer some of the questions. He said they just will not drive 50 miles down to Culpeper. Mr. Fugate said that the district offices are the central geographical locations of each district and that we felt we would not be showing favoritism to anyone. Mr. Roos commented that he found the present method very satisfactory. Mr. Fugate added that the people in Northern Virginia don't even want to come to Richmond to the Annual Hearing for one-half of the State. It was suggested that since it is too late for this year's hearings, it might be considered in time for next year.

The next Commission meeting will be March 20, 1975.

The meeting was adjourned at 11:55 a.m.

Approved:


Chairman

Attested:


Secretary