

**MINUTES**  
of  
**MEETING OF STATE HIGHWAY COMMISSION OF VIRGINIA**  
**RICHMOND, VIRGINIA**  
**MARCH 19, 1964**

The regular meeting of the State Highway Commission of Virginia was held at the Central Highway Office in Richmond, Va. on March 19, 1964, at 10 A.M. Mr. D. B. Fugate, Chairman, presided.

Present: Messrs. Fugate, Chilton, Flythe, Holland, Nelson, Sclater and Weaver. Absent: Messrs. McWane and Landrith.

On motion of Mr. Flythe, seconded by Mr. Holland, minutes of the meeting of February 13, 1964, were approved.

Motion was made by Mr. Flythe, seconded by Mr. Holland, that permits issued from February 13, 1964 to March 16, 1964, inclusive, as shown by records of the Department be approved. Motion carried.

On motion of Mr. Flythe, seconded by Mr. Holland, cancellation of permits from February 13, 1964 to March 18, 1964, inclusive, as shown by records of the Department, was approved.

Delegate Tom Frost suggested to the Commission that some of the additional money for the arterial system might well be spent on the improvement of Route 15-29 between Opal and Warrenton. He stated there is a seven-mile section there on which right of way has been bought and paid for and fenced and it is ready for work to be started.

Mr. Paul D. Scotts, Assistant Attorney General, reviewed legislation enacted by the 1964 session of the General Assembly, stating that of the 1200 bills introduced, the Department of Highways was interested directly or indirectly in 130, or approximately 10% of the legislation introduced.

Moved by Mr. Sciater, Seconded by Mr. Flythe, that the Commission confirm award of contracts on bids received March 11, 1964 on the following projects:

Route 13, Project 0013-063-101, C501, C502, C503, C504, C505, C506, PS-701  
 0.284 Mi. S. Int. 184 - 1.403 Mi. N. NCL Eastville - Northampton County. Award of contract to low bidder, Ballanger Paving Co., Inc., Greenville, South Carolina

Bid	\$1,780,584.44
10% for engineering and additional work	178,058.44
Work by State Forces	22,349.00
Flashing Signals	10,569.00
Utilities	37,700.00
Railroad	6,938.00
Flagging Protection	1,132.00
Amount chargeable to project, \$2,037,350.00	
\$396,332.00 to be provided for in 1964-65 Primary Const. Allocation.	

Route 21 & 221, Project 0021-038-001, C501

0.813 Mi. S. SCL Independence - SCL Independence - Grayson County  
 Award of contract to low bidder, Worley Ready Mix Concrete, Inc., Rocky Mt., Va.

Bid	\$157,326.40
10% for engineering and additional work	15,732.64
Work by State Forces	1,737.00
Amount chargeable to project, \$174,800.00	

Route 29, Project 0029-062-104, C504

3.517 Mi. N. Lovington - 5.518 Mi. N. Lovington - Nelson County  
 Award of contract to low bidder, D. W. Winkelman Carolina Co., Greensboro, North Carolina

Bid	\$423,972.43
10% for engineering and additional work	42,397.24
Work by State Forces	5,151.00
Utilities	12,000.00
Amount chargeable to project, \$483,500.00	

Route 64, Project 0064-003-103, B302, B633, B634, Contr. 1

1.473 Mi. E. Int. 60 (E. Callaghan) - WCL Covington - Alleghany County. Award of contract to low bidder, Robertson-Fowler Co., Inc., Salem, Va.

Bid	\$3,104,101.48
10% for engineering and additional work	310,410.14
Work by State Forces	1,241.00
Amount chargeable to project, \$3,415,750.00	

Route 64, Project 0064-003-103, C306, B611, B612, B613, B614, B620, Contr. 3  
 0.329 Mi. E. Int. 60 - 1.473 Mi. E. Int. 60 - Allegheny County  
 Award of contract to low bidder, D. S. Blount, Ethel, West Virginia

Bid	\$1,888,403.68
10% for engineering and additional work	188,840.36
Work by State Forces	1,979.00
Railroad	19,800.00
Flagging	1,100.00

Amount chargeable to project, \$2,100,100.00

Route 460, Project 0460-011-101, C503, B601, C502; 0460-009-102, C501, B601  
 0.106 Mi. E. Blue Ridge Parkway - E. Int. 802 at Villamont -  
 Botetourt and Bedford Counties - Award of contract to low bidder,  
 Adams Construction Co., Roanoke, Va.

Bid	\$833,579.96
10% for engineering and additional work	83,357.99
Work by State Forces	8,816.00
Utilities	33,700.00

Amount chargeable to project, \$959,450.00  
 \$121,666.00 to be provided for in the 1964-65 Primary Const. Alloc.

Route 608, Project 0608-007-116, C501  
 Int. Rt. 340 (Near Stuarts Draft) - 0.423 Mi. E. Int. Rr. 635  
 Augusta County - Award of contract to low bidder, Yount & Company,  
 Staunton, Va.

Bid	\$239,058.24
10% for engineering and additional work	23,905.82
Work by State Forces	194.00

Amount chargeable to project, \$285,150.00  
 \$149,150.00 to be provided for in the County's 1964-65 Matched  
 Secondary Federal Aid Funds.

Route 612, Project 0612-088-104, C501, B604  
 0.198 Mi. W. of W. End Br. N. Fork Rv. - 0.234 Mi. E. of E. End  
 Br. N. Fork Rv. - Spotsylvania County. Award of contract to low  
 bidder, W. W. Waring, Groves, Va.

Bid	\$98,227.40
10% for engineering and additional work	9,822.74
Work by State Forces	194.00

Amount chargeable to project, \$108,250.00  
 \$108,250.00 to be provided for in the County's 1964-65 & 1965-66  
 Matched Secondary Federal Aid Funds. Bridge & Approaches

Route 615, Project 0615-022-103, C501, B604  
 Br. & Approaches over Harbours Cr. - Craig County. Award of  
 contract to low bidder - Lanford Bros., Co., Inc., Roanoke, Va.

Bid	\$67,215.95
10% for engineering and additional work	6,721.59
Work by State Forces	249.00

Amount chargeable to project, \$74,200.00  
 \$40,200.00 to be provided for in the County's 1964-65 Matched  
 Secondary Federal Aid Funds. Bridge & Approaches.

Route 661, Project 0661-076-120, C501, B606; 121, C501

1.280 Mi. S. Int. 674 - Int. 234 (N. Manassas) - Prince William County. Award of contract to low bidder - Hercules Construction Corp., Annandale, Va.

Bid	\$227,341.64
10% for engineering and additional work	22,734.16
Work by State Forces	194.00
Railroad	1,225.66

Amount chargeable to project, \$251,500.00

\$119,500.00 to be provided for in the County's 1964-65 Matched Secondary Federal Aid Funds.

Route 708, Project 0708-081-102, C501

0.26 Mi. S. Int. 608 (near Gilmore's Mill) - Int. 130 (Natural Br. Sta.) - Rockbridge County - Award of contract to low bidder, Chas. W. Barger & Son Constr. Co., Inc., Lexington, Va.

Bid	\$104,299.95
10% for engineering and additional work	10,429.99
Work by State Forces	194.00

Amount chargeable to project, \$114,900.00

\$22,900.00 to be provided for in the County's 1964-65 Matched Secondary Federal Aid Funds.

Route 892, Project 0892-020-111, C501, C502, B608, B609

Int. 1 (Near duPont) - Int. 10 (S. Branch's Church) - Chesterfield County - Award of contract to low bidder - Luck Corporation, Richmond, Va.

Bid	\$442,347.86
10% for engineering and additional work	44,234.78
Work by State Forces	15,429.00
Railroad	4,944.50
Flagging	1,192.00

Amount chargeable to project, \$508,150.00 . Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Chilton, that the Commission reject the bid received March 11, 1964 on the following project and readvertise the work:

Route 66, Project 0066-000-102, EW-205, EW-206, Contr. 1

Int. N. Nash St. - Va.-D.C. Line & Washington Blvd.-N. Nash St. (In Rosslyn) - Arlington County. Low bid is 278.9% overestimate. Motion carried.

Route 7, Project 0007-029-104, C501

WCL Alexandria - Int. 50 Seven Corners - Fairfax County  
NO BIDS RECEIVED.

Route 66, Project 0066-029-103, EW-202; 0066-000-101, EW-201, Contr. 1

0.425 Mi. E. Int. 495 - Arlington CL & Fairfax CL - 0.359 Mi. E. of W. Int. 29 & 211 (Sycamore St.) - Arlington & Fairfax Counties.  
NO BIDS RECEIVED. Motion carried.

In connection with the award of contracts on bids received March 11, 1964, Mr. Holland expressed concern at the number of contracts going to out-of-state bidders.

Moved by Mr. Flythe, Seconded by Mr. Holland, that the Commission confirm adoption by letter ballot of the following resolution:

WHEREAS, The State Highway Commission has authorized the prequalification of contractors who desire to bid on contracts for the construction, maintenance or repair of roads comprising the various State highway systems in order to determine the lowest responsible bidder in a resolution adopted August 18, 1960; and

WHEREAS, the Commission is desirous of obtaining professional assistance in the establishment of such a system for the prequalification of contractors; and

WHEREAS, the firm of Highway Management Associates, being a nationally recognized firm, staffed with competent personnel, has offered to establish such a system for the Virginia Department of Highways in consideration of the sum of \$15,500.00 and other good and sufficient consideration, including office space at the Highway Department Central Office and secretarial help;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission hereby authorizes the State Highway Commissioner to enter into an agreement with the firm of Highway Management Associates to develop a system of prequalification of contractors for a fee of \$15,500.00 and other good and valuable consideration. Motion carried

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Spotsylvania County Courthouse, Spotsylvania, Virginia at 2:00 p.m. on February 21, 1964, concerning the proposed construction of Route 208 from 0.308 mile east of the bridge over North Anna River to the intersection of Route 601 (Good Hope Church) in Spotsylvania County, State Project 0208-088-102, PE-101, Federal Project S-20(4).

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

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement generally follows the existing Route 208 corridor, with minor relocations to improve alignment and meet required design standards. Motion carried.

Senator Hale Collins, Mr. James E. Marshall, City Manager of Clifton Forge, and Mr. H. S. Marsh, of the Virginia Commission of Industrial Development and Planning, appeared before the Commission in regard to the location of Interstate Route 64 in the City of Clifton Forge.

Senator Collins stated the City would prefer the "Southern" route, or if this was not possible, then they would prefer Line "D".

After further discussion, the chairman stated that a decision could not be longer deferred if the Interstate System was to be completed on time.

He said that the issue appeared to be clear out - that Line D, because of its longer length and resulting penalty in added cost to the motorists over the life of the Interstate System, should not in his opinion be adopted - that the line on the south side of the river was desired by everyone but that the geological formation of the mountain had eliminated consideration of this route - that since the last meeting geologists of the University of Virginia had checked the findings of the Highway Department geologists and had found the situation even worse than previously described, that as a result of these findings he could not in good conscience recommend to the Commission other than the adoption of Line A, which he thought was the only solution, all factors considered. He also stated that if Line A was selected it would be the aim of the Department to adopt construction features which would do the least possible damage to the residential section of the city.

Moved by Mr. Flythe, Seconded by Mr. Holland, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the City Hall in Clifton Forge, Virginia, at 2:00 P.M. E.S.T. on January 22, 1963, concerning the proposed construction of Interstate Route 64 from 0.57 mile West of the West Corporate Limits of Clifton Forge to 0.16 mile East of the C. & O. Railway (East of Clifton Forge), in Allegheny County, State Project 0064-003-104, Federal Project I-64-1(4)24,

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

WHEREAS, further studies have been made of all alternate locations suggested at the public hearing or otherwise indicating possible merit and each given due consideration, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers and designated "Proposed Location". In comparison with other route corridors this "Proposed Location" has also been referred to as Line A. This proposed Interstate development leaves existing Route 60 and proposed Interstate Route 64 West of Clifton Forge, passes through the northern section of Clifton Forge, and rejoins existing Route 60 near the C. & O. Railway Underpass East of Clifton Forge. Motion carried.

Mr. Eura, Fiscal Director, presented to the Commission the attached statement of Estimated Revenue and Appropriations for the fiscal year 1964-65. In further comment on this statement, the chairman brought out the following:

Additional funds for this year from the new legislation will be approximately \$17 Million;

The amount shown as "Construction, Engineering, and Right of Way" on the Interstate System (\$91,218,932), the Construction portion of Primary System (\$51,439,145), is the money which will be allocated to specific projects in the eight districts, tentatively, at the April meeting of the Commission, and that two public hearings will be held in May, after which the Commission will confirm final allocations;

The maintenance funds (\$1,500,000 on Interstate System and \$14,500,000 on the Primary System), will be incorporated into maintenance budgets for the primary system by our Maintenance Division on a county basis and that these budgets are available in the resident and district offices and in Richmond for anyone who wishes to see them - that these funds are distributed entirely on a needs basis.

The money to the Secondary System (\$55,138,000) will be distributed to the 94 counties in the Secondary System on the basis of formulas which were adopted in legislation by the 1964 General Assembly, and county budgets showing exactly how this money will be spent - on what roads, will be prepared by the resident engineers, approved by the Board of Supervisors of each county, and these will be on file in the resident and district offices and in Richmond for anyone who wishes to learn these details.

Under the Urban System, the city street payments of \$11,980,000 will go direct to the cities at the mileage rates. On the balance of \$24,121,552, projects will have to be initiated by the cities and towns, with the aid of the Department's Urban Division the cities and towns will have to pay an additional 15%. Since initiation of urban projects is dependent upon cities and towns providing the 15% matching funds, no overall statewide budget for the urban system is possible.

On the Industrial Access Funds, requests are initiated locally by city and town councils and by the boards of supervisors and the projects are approved as requested within the availability of funds.

The chairman stated he had committed the Commission to putting under construction all available money, including the additional money provided by the 1964 session of the legislature, during the 1964-65 fiscal year.

3-19-64

VIRGINIA DEPARTMENT OF HIGHWAYS  
ESTIMATE OF REVENUE AND APPROPRIATIONS  
FISCAL YEAR 1964-65  
March 9, 1964

301

<u>REVENUE FROM STATE SOURCES</u>	<u>Original 1964-65 Budget</u>	<u>Additional Revenue-1964 Legislation</u>	<u>Total</u>
Collected by Division of Motor Vehicles:			
Net Motor Fuel Tax	105,400,000		105,400,000
Less Approp. to 2 Counties not in Sec. System	<u>2,525,000</u>		<u>2,525,000</u>
	102,875,000		102,875,000
M.V. Licenses - Fiscal Year 1964-65	27,907,000	9,800,000	37,707,000
"      "      - 1963-64 Emergency Clause		9,800,000	9,800,000
"      Registration of Titles	1,062,000	3,600,000	4,662,000
"      Operators' License Fees	1,200,000	2,400,000	3,600,000
"      Offense Assessments (SR-169)		1,450,000	1,450,000
"      Recording & Cert. Public Records	300,000		300,000
"      Misc. Permits and Fees	249,800		249,800
Collected by State Corporation Commission:			
Carriers' Passenger Gross Receipts Tax	390,000		390,000
Permits to M. V. Carriers	269,000		269,000
Collected by Department of State Police:			
Patrol of Revenue Bond Projects	210,000		210,000
Sale of Surplus Property (Cars)	210,000		210,000
Service of Electronic Equip. & Misc.	115,000		115,000
Collected by Dept. of Highways:			
Regulation of Outdoor Advertising	42,000	23,000	65,000
Hauling and Highway Permits	138,000		138,000
Liq. Damages-Violation of Wt. Limits	500,000		500,000
Sale & Rental of Property (R/W Residue)	20,000		20,000
Sale of Surplus Property (Road Equip.)	250,000		250,000
State-Owned Ferry Tolls	<u>170,000</u>		<u>170,000</u>
	135,907,800	27,073,000	162,980,800
<u>FROM GENERAL FUND OF THE TREASURY</u>			
For Industrial Access Roads		500,000	500,000
	<u>135,907,800</u>	<u>27,573,000</u>	<u>163,480,800</u>
<u>LESS APPROPRIATIONS FOR OTHER AGENCIES</u>			
Division of Motor Vehicles:			
Maintenance & Operations	5,543,334		
Capital Outlay	<u>557,920</u>	6,101,434	
Department of State Police:			
Maintenance and Operations	8,334,120		
Capital Outlay	<u>265,250</u>	8,639,370	
State Corporation Commission		543,220	
Dept. of Agriculture & Emigration		<u>56,249</u>	15,340,289
State Funds Available for Highways			148,140,511
<u>ADD FEDERAL GRANTS</u>			
Interstate Federal Aid		81,412,897	
Primary Federal Aid		8,586,623	
Secondary Federal Aid		6,658,157	
Urban Federal Aid		<u>4,198,616</u>	100,856,293
<b>Total State and Federal Funds for Highways</b>			<u><u>248,996,804</u></u>



**APPROPRIATIONS  
FISCAL YEAR 1964-65**

<u>GENERAL EXPENSE</u>	<u>Original 1964-65 Budget</u>		<u>Additional</u> 1964 <u>Legislation</u>	<u>Total</u>
	<u>Federal</u> <u>Funds</u>	<u>State</u> <u>Funds</u>	<u>State Funds</u>	
Administration & Supervision		6,658,175		6,658,175
Grounds and Buildings -				
Capital Outlay		676,000		676,000
Maintenance and Operations		375,000		375,000
Traffic and Planning -				
Routine Operations & Truck Weighing		505,000		505,000
Engineering Overhead -				
Not distributable to Projects		700,000		700,000
Va. Council of Highway				
Investigation & Research		175,000		175,000
Accident Prevention, Compensation				
Awards and Medical		150,000		150,000
Employee Training & Education		150,000		150,000
Insurance, Legal Expense,				
Advertising & Miscellaneous		125,000		125,000
Regulation of Outdoor Advertising		<u>42,000</u>	<u>23,000</u>	<u>65,000</u>
Total General Expense		9,556,175	23,000	9,579,175
* (5.73% of Net Funds)				

## \* Footnote:

Total Funds for Highways-Sheet 1	248,996,804
Less - Interstate Fed. Aid	81,412,897
" - Industrial Access	
from General Fund	500,000
" - Additional Outdoor	
Adv. Funds	<u>23,000</u>
"Net Funds" for % distribution	<u><u>167,060,907</u></u>

**ROAD FUNDS  
FISCAL YEAR 1964-65**

	<u>Original 1964-65 Budget</u>		Additional 1964 Legislation	
	<u>Federal Funds</u>	<u>State Funds</u>	<u>State Funds</u>	<u>Total</u>
<b><u>INTERSTATE SYSTEM</u></b>				
Construction, Engr. & R/W	81,412,897	9,806,035		91,218,932
Maintenance & Replacements		1,500,000		1,500,000
<b>Total</b>	<u>81,412,897</u>	<u>11,306,035</u>		<u>92,718,932</u>
<b><u>PRIMARY SYSTEM</u></b>				
Construction, Engr. & R/W:				
Primary Fed. Aid-Matched	8,586,623	8,586,623		17,173,246
30% of Sec. Fed. Aid-Matched	1,997,447	1,997,447		3,994,894
State Construction		<u>15,934,505</u>	<u>14,336,500</u>	<u>30,271,005</u>
<b>Total (30.8% of net funds)</b>	<u>10,584,070</u>	<u>26,518,575</u>	<u>14,336,500</u>	<u>51,439,145</u>
Maintenance & Replacements		<u>14,500,000</u>		<u>14,500,000</u>
<b>Total Primary System</b>	<u>10,584,070</u>	<u>41,018,575</u>	<u>14,336,500</u>	<u>65,939,145</u>
<b><u>SECONDARY SYSTEM</u></b>				
70% of Secondary Fed. Aid:				
To Counties in Sec. System				
-Matched	4,538,641	4,538,641		9,077,282
To Henrico County	122,069			122,069
Maintenance, Replacements & Constr.		<u>37,012,149</u>	<u>8,926,500</u>	<u>45,938,649</u>
<b>Total (33% of net funds)</b>	<u>4,660,710</u>	<u>41,550,790</u>	<u>8,926,500</u>	<u>55,138,000</u>
<b><u>URBAN SYSTEM</u></b>				
Construction, Engr. & R/W:				
Urban Federal Aid:				
To Cities-Matched				
50% Fed. - 35% State	3,833,840	2,683,688		6,517,528
To Arlington Co. Matched				
50% Fed. - 50% State	364,776	364,776		729,552
State Funds		<u>1,107,472</u>	<u>3,787,000</u>	<u>4,894,472</u>
<b>Total Construction</b>	<u>4,198,616</u>	<u>4,155,936</u>	<u>3,787,000</u>	<u>12,141,552</u>
Municipality Street Funds:				
Primary - 802 miles @ \$10,000		8,020,000		
Other Streets - 4,950 miles @ \$800		<u>3,960,000</u>		<u>11,980,000</u>
<b>Total (14% of Net Funds plus Arlington Co.)</b>	<u>4,198,616</u>	<u>16,135,936</u>	<u>3,787,000</u>	<u>24,121,552</u>
<b><u>ACCESS ROADS TO INDUSTRIAL SITES</u></b>				
Construction:				
From Highway Funds		1,000,000		1,000,000
From General Fund of the Treasury			<u>500,000</u>	<u>500,000</u>
<b>Total</b>		<u>1,000,000</u>	<u>500,000</u>	<u>1,500,000</u>
<b>Total Allocations</b>	<u>100,856,293</u>	<u>120,567,511</u>	<u>27,573,000</u>	<u>248,996,804</u>
Pages 2 and 3				

Moved by Mr. Sciater, Seconded by Mr. Flytha, that  
WHEREAS, the Highway Commission made an allocation for  
improvements at Lewinsville on Route 123, Fairfax County, Culpeper  
District, in the year 1955-56

WHEREAS, there is a balance of \$19,576.76 from this  
allocation;

WHEREAS, Route 123 has now been constructed on a new  
location and the old roadway is to be transferred to the Secondary  
System, and when the Dulles access road is completed Old Route 123  
may be severed just south of Lewinsville;

WHEREAS, a study has been made by the Traffic and Planning  
Division and they have concluded that there is no need for further  
improvement in this area due to the changed conditions and they  
recommend that any other work be deferred indefinitely, and this  
recommendation is concurred in by the Location and Design Division;

THEREFORE, BE IT RESOLVED, that the balance of \$19,576.76 be  
transferred to the Culpeper District Construction Reserve so that  
it may be available for other more urgent needs in the Culpeper  
District. Motion carried.

Moved by Judge Weaver, Seconded by Mr. Chilton, that  
WHEREAS, Route 17 in Fauquier County has been altered and  
reconstructed as shown on plans for Project 0017-030-009,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  
33-76.1 of the Code of Virginia of 1950, as amended, 0.12 mile of  
old Route 17, shown in yellow and designated as Sections 1-A and 3  
on the plat dated October 31, 1963, Project 0017-030-009,C-501, be  
discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of  
the Code of Virginia 1950, as amended, 2.33 miles of old Route 17,  
shown in red and designated as Sections 1, 2 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. Sciater, Seconded by Mr. Holland, that  
WHEREAS, pursuant to a request from the states of Maryland  
and West Virginia, the Highway Department has made a study of  
Secondary Route 698 in Frederick County to determine whether the  
traffic characteristics and volume would warrant placing this road  
in the Primary System; and

WHEREAS, this study has been completed and the results show  
that it meets seven of the established nine point criteria; be it

RESOLVED, that existing Secondary Route 698 beginning at  
the intersection of Route 522 and extending northwesterly 3.40 miles  
to the West Virginia line be added to the Primary System of  
Highways. Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Holland, that  
WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads 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 Pittsylvania County has requested industrial access funds for providing proper access to the new facility of the Dibrell Brothers, Incorporated, near Danville in Pittsylvania County, estimated to cost \$50,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds, including the guaranteeing of right of way; and

WHEREAS, unusual interest has been expressed by the authorities of this area in the establishment of this new facility.

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the industrial access fund for 1963-64 be allocated for the providing of access to the plant of the Dibrell Brothers, Incorporated, near Danville, Virginia, in Pittsylvania County, Project 1220-071-147, C-501; provided that the right of way for this project be furnished at no cost to the Commonwealth, and provided further that this allocation is contingent upon a certificate from the industry stating that it has entered into firm contract with a builder for the construction of its facility. Motion carried.

Moved by Judge Weaver, Seconded by Mr. Chilton, that  
WHEREAS, Route 460 and Route 153 in Hottoway County have been altered and reconstructed as shown on plans for Project 0460-067-008, C-501; and

WHEREAS, three sections of old location are no longer necessary as public roads, the new roads serving the same citizens as the old roads;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended 0.47 mile of the old location of Route 460 and 0.08 mile of the old location of Route 153, shown in blue and designated as Sections 1, 2 and 3 on the plat dated October 31, 1963, Project 0460-067-008, C-501, be abandoned as a part of the State Highway System. Motion carried.

Moved by Mr. Holland, Seconded by Mr. Flythe, that  
WHEREAS, the State Highway Commission by a resolution passed on February 11, 1963, adopted a policy relative to the transfer of resident and district engineers whereby resident engineers would be transferred after eight years' service in one location and that district engineers would be transferred at the discretion of the Department;

BE IT RESOLVED, that the resolution of February 21, 1963 is hereby rescinded and that the policy of the Commission in the future will not specify a number of years' service at one location but will permit both resident and district engineers to remain at one location regardless of the number of years' service. However, such engineers may be transferred by the Department whenever it is considered advantageous to do so. Motion carried.

Moved by Mr. Flytha, Seconded by Senator Nelson, that  
WHEREAS, by proper resolution, the Boards of Supervisors  
of Albemarle, Fauquier, Buckingham, Carroll, Hanover, Madison,  
Stafford, Shenandoah, Roanoke and Warren Counties have requested that  
certain roads which no longer serve as a public necessity, be dis-  
continued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section  
33-76.7 of the Code of Virginia of 1950, as amended, the following  
roads be discontinued as parts of the Secondary System of Highways,  
effective this date.

- ALBEMARLE COUNTY** - Old location of Route 745, Section 1, from  
old location of Route 29 northeasterly 0.07  
mile to the new connection opposite Station  
1008+70, Project 0029-002-019,C-501
- FAUQUIER COUNTY** - Route 663, from old location of Route 17  
east 0.03 mile to a new connection, Project  
0017-030-009,C-501
- BUCKINGHAM COUNTY** - Old location of Route 678, Section 2, from  
Station 21+90 easterly 0.263 mile to  
Station 36+50; Section 4, from Station 47+  
00 southeasterly 1.263 miles to Station  
81+90; Section 5, from Station 87+30 south-  
easterly 0.175 mile to Station 96+40,  
Project 0678-014-103,C-501,B-502.
- CARROLL COUNTY** - Old location of Route 690, Sections 4, 5  
and 6 between Route 831 and Route 520,  
Project 0690-017-130, C-501, length 0.13 Mi.
- CARROLL COUNTY** - Old location of Route 705, Sections 10, 11  
12, 13, 14, 15, 16, 17 and 18 between  
Route 702 and Route 685, Project 0705-017-  
110, C-501, length 0.84 mile.
- CARROLL COUNTY** - Old location of Route 693, Sections 4, 5 and  
6 between Route 750 and Route 751, Project  
0693-017-131, C-501, length 0.30 mile.
- CARROLL COUNTY** - Old location of Route 792, Sections 4, 5  
and 6 between Route 728 and the S.G.L.  
Gaize, Project 0792-017-127, C-501,  
Length 0.21 Mi.

- CARROLL COUNTY** - Old location of Route 608, Section 2, from the new location of Route 608 southerly 0.04 mile to Route 815.
- HANOVER COUNTY** - Route 605, from intersection of Route 360 southeast to present end of maintenance, length 0.80 mile.
- MADISON COUNTY** - Old location of Route 670, Section 1, from Station 31+60 northerly 0.14 mile to Station 40+60, Project 0670-056-101, C-501, B-601,
- RAFFAHAMMOCK COUNTY** - Old location of Route 628, Section 3, from Station 26+60 northerly 0.04 mile, Project 0628-078-102, C-501.
- ROANOKE COUNTY** - Old location of Route 613, Section 1, from Route 615 westerly 0.08 mile to a point opposite Station 15+90, Project 0613-080-103, C-501, B-603.
- WARREN COUNTY** - Old location of Route 639, Section 2, from a point 1.20 mile south of Route 522 south-easterly 0.13 mile, Project 0639-099-103, C-501.

Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Holland, that  
**WHEREAS**, it has been determined that a hazardous grade crossing is now existing on Route 617, Back Lick Road in Fairfax County at the crossing with the main line of the Southern Railway; and

**WHEREAS**, this portion of Route 617 is a heavily travelled highway; and

**WHEREAS**, the Highway Commission has sufficient sums available in the funds previously allocated to the Secondary Highway System to pay its portion of the construction of such an overpass;

**NOW, THEREFORE, BE IT RESOLVED**, that the Commission hereby agrees to allocate the necessary funds to Route 617, Project 0617-029-036, to cover the Commonwealth's portion of the cost of constructing a grade separation overpass over the Southern Railway.

Motion carried.

Moved by Mr. Sclater, Seconded by Mr. Holland, that  
**WHEREAS**, under authority of Section 33-113.2 of the Code of Virginia of 1950, as amended, request is made by the Town of Richlands for payment at the base rate of \$300 per mile annually on additional streets meeting required standards;

**NOW, THEREFORE, BE IT RESOLVED**, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Richlands on additional streets totaling 5.68 miles that have been brought up to standards required by this section of the Code, effective beginning April 1, 1964, with the first quarterly payment due after June 30, 1964. The additional mileage of streets eligible for payment, described as follows:

Sixth St.	- From Route 67 to Suffolk Ave.	- 0.07 M.
Suffolk Ave.	- From McDowell St. to Sixth St.	- 0.13 M.
Alleghany St.	- From Second St. to Fourth St.	- 0.14 M.
Hill Creek Road	- From Junction Rt. 84 to Corp. Limit	- 0.49 M.
Bedford Avenue	- From South Front St. to Brown St.	- 0.13 M.
Franklin Ave.	- From South Front St. to Chestnut St.	- 0.10 M.
Augusta Ave.	- From South Front St. to Alley	- 0.07 M.
So. First St.	- From Kents Ridge Rd. to So. Center St.	- 0.06 M.
So. Center St.	- From 250' N. So. First St. to Dead End	- 0.19 M.
So. Second St.	- From Kents Ridge Rd. to So. Center St.	- 0.06 M.
Farmer St.	- From Kents Ridge Road to Rimmer St.	- 0.11 M.
Boysall St.	- From Farmer St. to Dead End	- 0.07 M.
North St.	- From Ridge St. to Farmer Ave.	- 0.17 M.
Virginia Ave.	- From 200' So. of 4th St. to Farmer Ave.	- 0.12 M.
Virginia Ave.	- From North St. to Corp. Limits	- 0.14 M.
Fairfax Ave.	- From Fourth St. to Dead End	- 0.03 M.
Lake Park Drive	- From Route 460 to Oriola Street	- 0.32 M.
Third Street	- From Lake Park Drive to Dead End	- 0.08 M.
Second Avenue	- From Lake Park Drive to Hull St.	- 0.13 M.
First Ave.	- From Lake Park Drive to Hull St.	- 0.13 M.
Ridge Ave.	- From Lake Park Drive to Ratcliff St.	- 0.12 M.
Ratcliff St.	- From Ridge Ave. to Bower Ave.	- 0.07 M.
Clinch St.	- From R. R. Crossing to East End	- 0.09 M.
Hill St.	- From Route 460 to Lake Park Drive	- 0.13 M.
Praeter Drive	- From Franklin Ave. to Cole St.	- 0.43 M.
Burnett St.	- From Kents Ridge Rd. to West 1280'	- 0.24 M.
Cliff St.	- From Burnett St. to Praeter Drive	- 0.08 M.
Jones Chapel Rd.	- From Suffolk Ave. to Corp. Limit	- 0.48 M.
Locust St.	- From Willow St. to East End	- 0.09 M.
Willow Ave.	- From Praeter Drive to Locust St.	- 0.06 M.
So. Farmer St.	- From Henderson St. to Corp. Limit	- 0.18 M.
Charles St.	- From Henderson St. to East End	- 0.09 M.
Bilmore St.	- From Henderson St. to East End	- 0.06 M.
Henderson St.	- From Kents Ridge Road to So. Farmer St.	- 0.18 M.
Fairview St.	- From Hyatt St. to East End	- 0.21 M.
Brown Ave.	- From North St. to South End	- 0.08 M.
Farmer Ave.	- From North End to South End	- 0.08 M.
Farmer St.	- From End Maint. to 350' NW	- 0.07 M.
Oak St.	- From Farmer St. to Hyatt St.	- 0.17 M.
Hyatt St.	- From Oak St. to Fairview St.	- 0.05 M.

The above additions totaling 5.68 miles will increase the total mileage in the Town of Richlands from 10.00 miles to 15.68 miles of approved streets. Motion carried.

Moved by Mr. Sclater, Seconded by Mr. Holland, that  
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Waynesboro for payment at the base rate of \$300 per mile annually on additional streets meeting required standards; also for deletion of a certain street no longer eligible for payment:

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Waynesboro on additional streets totaling 0.39 mile that have been brought up to standards required by this section of the Code. The additional mileage of streets eligible for payment, described as follows:

Rath Avenue	- From 3rd Street to 2nd Street	- 0.12 Mile
Elm Street	- From King Avenue to Loudoun Avenue	- 0.06 Mile
East Avenue	- E. Main Street to Broad Street	- 0.06 Mile
Ohio Street	- New Hope Road to Poplar Avenue	- 0.15 Mile

BE IT FURTHER RESOLVED, that one street be deleted from the present allocation of mileage for maintenance payments due to a portion of this street being closed for a shopping center. The street to be deleted, described as follows:

Ohio Street	- Church Street to .07 Mi. S. E. New Hope Road	- 0.15 Mile
-------------	--	----------------

The above additions, totaling 0.39 mile and deletions totaling 0.15 mile to a net addition of 0.24 mile, will increase the total mileage in the City of Waynesboro from 55.24 miles to 55.48 miles of approved streets, effective beginning April 1, 1964 for the quarterly payment due after June 30, 1964. Motion carried.

Moved by Senator Nelson, Seconded by Mr. Chilton, that  
WHEREAS, it is deemed necessary to provide a connecting highway between U. S. Route 11 in the Town of Edinburg and the interchange of Interstate Route 81, in Shenandoah County, the proposed connection to be made a part of the Primary System of Highways, and designated as State Route 185;

NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 33-26 of the 1950 Code of Virginia, as amended, a connecting road be added to the Primary System of Highways, beginning at an intersection with U. S. Route 11 in the Town of Edinburg and following generally along existing Secondary Route 675 to the end of ramps on the northwest side of the interchange of Interstate Route 81 in Shenandoah County, a distance of approximately 1.00 mile, to be designated as State Route 185. Motion carried.





# COMMONWEALTH of VIRGINIA

COMMONWEALTH TRANSPORTATION BOARD  
Post Office Box 1475  
RICHMOND, VIRGINIA 23219

WHITTINGTON W. CLEMENT  
CHAIRMAN

*Agenda Item # 22*

## RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

June 19, 2003

### MOTION

Made By: Mr. Bowie Seconded By: Mr. Mitchel Action: Motion Carried

Title: Reenactment of Prior Action and Memoranda  
Relating to Arterial Networks

WHEREAS, Chapter 260 of the 1964 Acts of Assembly authorized the Commonwealth Transportation Board's predecessor, the State Highway Commission, to establish within the State Highway System an Arterial Network of Highways to supplement and complement the Interstate System; and

WHEREAS, on March 19, 1964, the State Highway Commission approved a resolution which established the criteria for a road to become part of the Arterial Network; addressing traffic volumes, distribution of truck, automobile, and bus use, and the degree to which the Arterial System supplements or complements the Interstate System; and

WHEREAS, the resolution is the basis for a policy in the Virginia Department of Transportation's (VDOT) Department Policy Memoranda (DPM) Manual designated as DPM 8-2, "Arterial Networks," and is also an Administrative Process Act-exempt regulation designated as 24 VAC 30-480-10; and

WHEREAS, Chapter 302 of the 2003 Acts of Assembly repealed all provisions in the *Code of Virginia* referring to the Arterial Network of highways, and repealed the Acts of Assembly that designate certain highways as part of the Arterial Network; and

WHEREAS, the Office of the Attorney General (OAG) has advised VDOT that the regulation will become unenforceable on July 1, 2003, when Chapter 302 becomes effective, and that it should be repealed; and

**Resolution of the Board  
Rescindment of Prior Action and Memoranda  
June 19, 2003  
Page Two**

---

**WHEREAS**, the OAG also advised the Commonwealth Transportation Board (CTB) to formally rescind the Commission's resolution, though there is no legal obligation to do so;

**NOW, THEREFORE, BE IT RESOLVED**, that that the Commonwealth Transportation Board:

- rescinds the resolution of March 19, 1964, concerning the Arterial Network to coincide with the effective date of Chapter 302;
- authorizes VDOT to rescind DPM 8-2 and repeal 24 VAC 30-480-10 to coincide with the effective date of Chapter 302; and
- directs that the 1964 State Highway Commission minutes be annotated to reflect the CTB's rescission.

###

The proposed Arterial Network was described to the Commission by Mr. H. E. Perkinson, of the Traffic and Planning Division.

The chairman stated that when the arterial network was first proposed, in the 1962 Needs Study, it was planned that it should be completed in a 12 year period. However, funds to do the work in this period of time had not been provided and unless the funds will do more than projected in 1962, or the 1966 Session of the General Assembly may provide additional funds, this time would have to be extended. He said we may hopefully place the completion at 12 years but must be practical and say that we do not have the money in sight now to build it by 1976.

Moved by Mr. Holland, Seconded by Mr. Sclater, that  
WHEREAS, this Commission has been presented a report by the department's engineers covering the establishment of an Arterial Network of Highways throughout the Commonwealth and further that this need was evidenced in a report submitted to the Governor of Virginia and the General Assembly by the Highway Study Commission, and;

WHEREAS, the General Assembly, as a result of this Study Commission's recommendations, did amend the Code of Virginia Section 23.1, authorizing the State Highway Commission to establish within the State Highway System an arterial network of highways to supplement and complement the Interstate System, and;

WHEREAS, according to the Code of Virginia, as amended, highways qualifying for inclusion in the Arterial Network must meet the following criteria:

- (1) Supplement and complement the Interstate System to form a complete network of through highways to serve both interstate and principal intrastate traffic flow;
- (2) Carry a sufficient volume of traffic by 1975 to warrant a minimum of four lanes;
- (3) Carry a substantial volume of heavy trucks and buses in through traffic;
- (4) Serve as the principal routes of major traffic corridors;
- (5) Provide reasonable connections to or between the major cities and towns in the State; and
- (6) Have been declared by resolution of the State Highway Commission to be portions of the Arterial Network of the State Highway System, and;

WHEREAS, this Commission has previously endorsed the Study Commission's recommendations as well as those of the Department's engineers in the 1962 Highway Needs Report.

NOW, THEREFORE, BE IT RESOLVED, that a system of highways hereafter designated as the Arterial Network be established consisting of approximately 1,672 miles and comprising the primary highways as described by the attached listing by highway construction districts and indicated on the accompanying map. Motion carried.

**DESCRIPTION OF ARTERIAL SYSTEM  
BRISTOL DISTRICT**

<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
19	From Int. Route 460 (Claypool Hill) To Int. Route 81 (Abingdon)	45
23	From Ky. State Line north of Pound To ALT. 58 (Norton)	20
	From ALT. 58 (Big Stone Gap) To Tennessee State Line (S. of Weber City)	38
ALT 58	From Int. Route 19 (Hansonville) To Route 421 (Pannington Gap)	52
460	From Bluefield to Ky. State Line north of Grundy	70
381	From I-381 To Routes 11, 58 & 421 (Bristol)	1
	<b>Total Arterial Mileage</b>	<b>226</b>

**DESCRIPTION OF ARTERIAL SYSTEM  
SALEM DISTRICT**

<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
58	From Pittsylvania County Line To Route 220-Martinsville	9
220	From Alleghany County Line To Rt. I-81 (N. of Hollins)	32
	From Route I-581 (Roanoke) To N. C. State Line	57
297	From Campbell County Line To Route 460 (Bedford)	13
460	From Route 297 (Bedford) To Route I-581 (Roanoke)	24
	From Route I-81 (Christiansburg) To W. Va. State Line (West of Glen Lyn)	47
<b>Total Arterial Mileage</b>		<b>182</b>

DESCRIPTION OF ARTERIAL SYSTEM  
LYNCHBURG DISTRICT

<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
29, 29 ALT	From Albemarle County Line To N. C. State Line	102
58	From Mecklenburg County Line To Henry County Line	55
297	From Lynchburg To Bedford County Line	7
304	From Route 360 To Route 58	8
360	From Nottoway County Line To Route 304	51
460	From Nottoway County Line To Route 29 (at S.C.L. Lynchburg)	60
Total Arterial Mileage		283

**DESCRIPTION OF ARTERIAL SYSTEM  
RICHMOND DISTRICT**

<b>Route</b>	<b>Description</b>	<b>Approx. Mileage</b>
58	From Greensville County Line To Halifax County Line	62
360	From King William County Line To Route I-64 (E. of Richmond)	16
	From Richmond To Prince Edward County Line	53
460	From Sussex County Line To Route I-95 (Petersburg)	13
	From Route I-85 (W. of Petersburg) To Prince Edward County Line	47
	<b>Total Arterial Mileage</b>	<b>191</b>

**DESCRIPTION OF ARTERIAL SYSTEM  
SUFFOLK DISTRICT**

<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
13	From Maryland State Line To Route I-64 (Norfolk)	68
13,460	From Route I-264 (Bowers Hill) To Route 460 (Near Elephant Fork)	12
17	From N. C. State Line To Route I-64 ( In Chesapeake)	14
17	From I-64 & I-264 (Near Bowers Hill) To Route I-64 (Hampton)	29
17	From I-64 (Newport News) To Gloucester County Line (Yorktown)	13
58	From Route 460 (Near Elephant Fork) To Brunswick County Line	65
60	From Route 13 (Bridge-Tunnel Interchange) To Route 58 (Virginia Beach)	12
104	From I-64 (Chesapeake) To Route 17 (Chesapeake)	6
460	From Route 58 (Near Elephant Fork) To Prince George County Line	43
<b>Total Arterial Mileage</b>		<u>262</u>



**DESCRIPTION OF ARTERIAL SYSTEM  
FREDERICKSBURG DISTRICT**

<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
17	From York County Line To Route I-95 (S. of Fredericksburg)	112
	From Route I-95 (Falmouth) To Fauquier County Line	11
207	From Route 301 (Bowling Green) To Route I-95	11
301	From Maryland State Line To Route 207 (Bowling Green)	30
360	From Reedville To Route 17 (Tappahannock)	39
	From Route 17 (Brays Fork) To Hanover County Line	24
	<b>Total Arterial Mileage</b>	<b>227</b>

**DESCRIPTION OF ARTERIAL SYSTEM  
CULPEPER DISTRICT**

<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
7	From Falls Church (I-66) To Clarke County Line	42
17	From Stafford County Line To Route 15 & 29 (Opal)	17
29	From Route I-66 (Gainesville) To Nelson County Line	98
33	From Route 29 (Buckersville) To Rockingham County Line	15
211	From Warrenton To Page County Line	34
<b>Total Arterial Mileage</b>		206

**DESCRIPTION OF ARTERIAL SYSTEM  
STAUNTON DISTRICT**

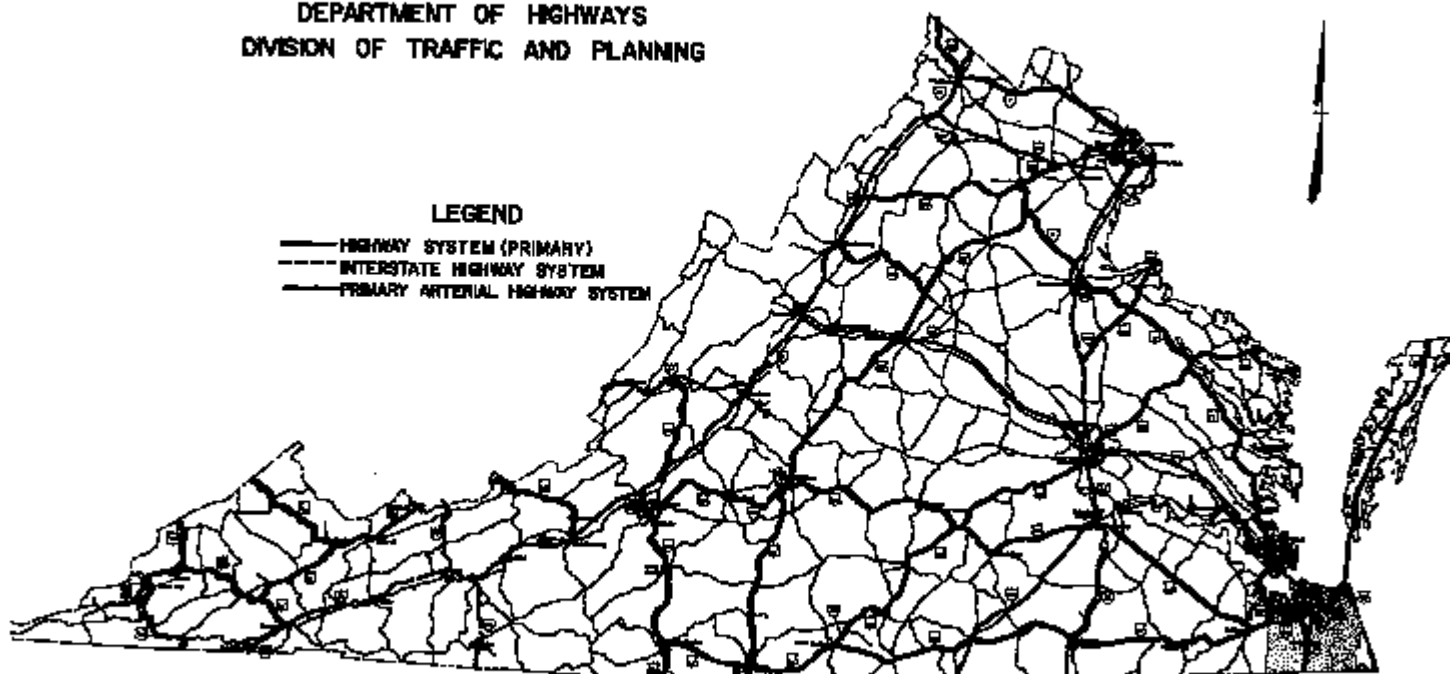
<u>Route</u>	<u>Description</u>	<u>Approx. Mileage</u>
7	From Loudoun County Line To Winchester (I-81)	17
33	From Greene County Line To Route I-81 (E. of Harrisonburg)	22
211	From Rappahannock County Line To Route I-81 (New Market)	23
220	From Botetourt County Line To Route I-64 (Clifton Forge)	3
522	From I-81 (Winchester) To West Virginia State Line (Including Winchester By-Pass)	<u>30</u>
	Total Arterial Mileage	95

# COMMONWEALTH OF VIRGINIA

DEPARTMENT OF HIGHWAYS  
DIVISION OF TRAFFIC AND PLANNING

## LEGEND

- HIGHWAY SYSTEM (PRIMARY)
- - - INTERSTATE HIGHWAY SYSTEM
- PRIMARY ARTERIAL HIGHWAY SYSTEM



Moved by Mr. Flythe, Seconded by Mr. Chilton, that  
WHEREAS, due to changing conditions and increased costs, the policy for the acceptance of rural additions into the State-maintained Secondary System which became effective July 1, 1949 is no longer serving the intended purpose; and

WHEREAS, there are old subdivisions which were developed prior to the establishment of the Department's subdivision policy and where the developer is no longer at interest, thus leaving the residents therein without public service; and

WHEREAS, in many counties subdivisions were developed subsequent to the Department's subdivision policy but prior to the establishment of a subdivision control ordinance in the county and where the developer is no longer at interest, thus again leaving the residents therein without public service; and

WHEREAS, it is the sense of this Commission that the rural addition policy should be revised to provide for the changing conditions, increased costs and to aid in providing relief to the property owners in the aforementioned subdivisions.

NOW, THEREFORE, BE IT RESOLVED, that all previous policies regarding rural additions be and hereby are rescinded and the following is adopted as the rural addition policy of the Highway Commission for the acceptance of roads into the Secondary System under the provisions of Section 33-141 and subsequent sections of the 1930 Code, as amended, effective July 1, 1964.

#### RURAL ADDITION POLICY

1. Rural additions to the State-maintained Secondary System will be considered when requested by resolution of the Boards of Supervisors of the several counties where the proposed roads provide sufficient public service to warrant the expenditure of highway funds for maintenance and improvement thereof; provided, however, that a minimum 40' unrestricted right of way plus additional widths for cuts and fills where necessary, along with adequate drainage easements are established and recorded in the deed book of the county at no cost to the Commonwealth; except that a lesser right of way width, but not less than 30', may be considered where buildings or permanent structures (not including fences) were in place prior to December 31, 1961 (date of Commission's policy on right of way for Secondary System). Where a county has a policy requiring greater widths of right of way, its policy becomes the policy of the Highway Commission in that county.
2. Rural additions to the Secondary System will be limited during any one fiscal year to not more than 1% of each county's Secondary mileage at the end of the preceding calendar year, provided that the total mileage added to the system can be improved to a minimum standard for rural roads as established by the Highway Department and maintained with a maximum expenditure of not more than a sum equal to 2% of the initial allocation of funds for use on the Secondary System in such county.

3. Streets within subdivisions developed prior to July 1, 1949 may be considered as rural additions in accordance with Sections 1 and 2 aforementioned, provided that not more than 5% of the lots along such street or streets belong to a developer, land speculator, and/or subdivider. The Board of Supervisors requesting the addition of such subdivision streets meeting the requirements of Sections 1 and 2 shall submit with its resolution of request a certified copy of a plat of the area involved indicating street right of way, drainage assessments, and place of recordation of the plat, including a detailed listing of the lot ownership at the time of submission.
4. The addition of streets in subdivisions developed subsequent to July 1, 1949 and prior to the adoption of a subdivision control ordinance, the street requirements of which are equal to or greater than the requirements of the Department of Highways for subdivision streets, or prior to November 15, 1959 (date of revised Commission policy on subdivision additions), whichever occurred first, may be considered under Sections 1 and 2 aforementioned provided all of the following are complied with:
  - (a) The county has passed a subdivision control ordinance having street requirements meeting or exceeding the Department of Highways' standards for subdivision streets.
  - (b) Not more than 15% of the lots along such street or streets are owned by a subdivider, developer, and/or land speculator.
  - (c) One-half of the Department of Highways' estimate of cost of developing the streets to minimum rural standards as established by the Department of Highways is donated through the county; and further, if initial surface-treatment is desired, 75% of the estimated cost thereof shall also be donated through the county.
  - (d) A certified copy of the plat indicating street right of way, drainage assessments, and place of recordation and a detailed record of lot ownership, along with the required donation, shall be furnished with the submission of the resolution requesting the addition.
5. Where a county policy requires that a rural addition meeting the requirements of Section 1 be graded, drained, and surfaced to minimum standards for rural additions as established by the Department of Highways or where this work has been accomplished by the property owners living thereon prior to recommendation for acceptance into the highway system, consideration may be given to the waiving of the mileage requirements. However, no consideration may be given to the waiving of the monetary limitations as set forth in Section 2 above, except with the express permission of the Commissioner of Highways by and with the approval of this Commission.
6. Requests for approval of additions to the Secondary System may be submitted to the State Highway Commissioner at any time during the year. However, the approval of such additions by the Commissioner will be effective only at the beginning of the fiscal year following the year in which the application is made.

7. The Commissioner of Highways, through the Deputy Commissioner and Chief Engineer, is directed to set up standards and administrative procedures to see that the provisions of this policy are adhered to and complied with.
8. All portions of the policy for acceptance of subdivision streets into the Secondary System, as approved by this Commission on October 29, 1959, in conflict with this policy are rescinded only to the extent of such conflict.

and

**BE IT FURTHER RESOLVED:** that the Boards of Supervisors of the several counties are urgently requested to instruct their appointed viewers or road engineer to give careful consideration to the public necessity for any requested addition, and to carefully weigh the need for the addition against other road needs in the county, so that the program of improving existing Secondary roads not be hindered by expenditures upon roads of questionable public service, in view of the fact that the funds for improvement and maintenance thereof must of necessity be deducted from funds available for needed improvements to the routes of the existing system. Motion carried.

Moved by Mr. Holland, Seconded by Judge Weaver, that  
**WHEREAS,** the need for a bridge across the James River from Glass House Point to Surry County has long been recognized by this Commission, and

**WHEREAS,** Joint Resolution No. 55 of the 1964 General Assembly requested the Commission to construct such a bridge to further the economic welfare at this most historic area of Virginia, and

**WHEREAS,** extensive traffic studies conducted in 1940 and 1956, and brought up to date this year, have shown conclusively that such a project is not feasible as a toll project, and

**WHEREAS,** sufficient funds are not available at present or in sight in the future to construct such a facility as a free bridge, and

**WHEREAS,** latest estimates reveal that only four million dollars or less could be financed in bonds for a toll bridge which would cost in excess of nine million dollars.

**NOW, THEREFORE, BE IT RESOLVED,** that the Commission would be most willing to accept a donation toward construction of such a bridge if offered by any public or private organization and in an amount sufficient to permit the Commission to proceed with the construction of a bridge; and

**BE IT FURTHER RESOLVED,** that periodic restudies of the question be made and the Commission made aware of any feasible financing arrangement which would result in the construction of a bridge. Motion carried.

Moved by Mr. Chilton, Seconded by Judge Weaver, that  
WHEREAS, a number of requests have been received during  
the past several years for an access road in King George County  
which would connect Route 205 near Hinde and Route 301 near  
Dahlgren and

WHEREAS, studies have shown that such access road is  
justified and would provide great benefits to civilian and military  
personnel living in the Colonial Beach area commuting daily to the  
Proving Grounds, other motorists traveling between Route 205 and  
Route 301 north and to operations within the U. S. Naval Proving  
Grounds and

WHEREAS, the cost of constructing this proposed access  
road in its entirety is not possible with the limited primary or  
secondary funds available and,

WHEREAS, this Commission is of the opinion that the major  
benefits from such road will be derived by the U. S. Naval Proving  
Grounds and

WHEREAS, as a result, it is this Commission's opinion  
that the major cost of such access road should be borne by the  
U. S. Naval Proving Grounds

NOW, BE IT RESOLVED, that this Commission is willing to  
cooperate with the U. S. Naval Proving Grounds in making this  
proposed access road a reality

BY, constructing a two-lane primary highway along the  
general location of Route 618 from Route 205 near Hinde north to  
the limits of the U. S. Proving Grounds - a distance of approximat-  
ely 2.3 miles provided that--

- (a) The Naval Proving Ground (Federal Government) will provide  
a comparable road from this point to connect with one of our  
present roads in Dahlgren and
- (b) That, this proposed access road will be open to travel by  
all motorists.

Motion carried.

Copies of Senate Bill No. 111 of the 1964 Session of the  
General Assembly were distributed to the Commission members and  
attention called to Item 7. The chairman asked for Commission  
approval of the formation of a subcommittee of the Commission to  
examine the mandate of the legislature as set forth in this bill  
and to determine ways and means of carrying this out, and to write  
this down in more specific language. He also asked that in the  
meanwhile the subcommittee consult and advise with the Department  
and the Commissioner on several matters of policy which have arisen  
and on which he needs aid. He asked that Mr. S. S. Flythe, Secretary  
of the Commission, head a three man subcommittee and that he select  
two other members of the Commission to aid him in this task.  
Mr. Flythe accepted the assignment and asked that Mr. Chilton and  
Mr. Solater serve with him.

Resolution of the Chesapeake Bay Bridge and Tunnel  
Commission of March 18, 1964, asking the Highway Department to pro-  
vide a dual-lane highway on Route 13 between Accomac and the bridge  
tunnel system as soon as possible, was read to the Commission and  
the chairman stated the Department could assure them that this  
would be carried out to the extent of finances available.



Mr. J. E. Harwood, Assistant Chief Engineer, reported on the public hearing held on January 23, 1964 on the proposed Interchange on Interstate Route 95 at Hanover County Route 660.

He stated there was no evidence presented that would change the opinion of the engineering staff of the Department and that it is still their opinion that the interchange is justified. He pointed out that there may well be other locations on sections of the Interstate System that have been completed where interchanges can be justified based on traffic, benefit-cost ratio, and spacing. He stated the engineers are now engaged in preparing the third cost estimate of the Interstate System and in connection with this estimate are reviewing all possible interchange locations on the entire system in Virginia and that if other locations such as this one are found, it is their intention to request the approval of the Bureau of Public Roads for interchanges at these points.

Judge Weaver stated that inasmuch as the report of the Highway Department, after a full public hearing at Hanover Courthouse in connection with this particular interchange, states that there are probably several points on the Interstate System throughout the state where traffic needs would seem to indicate the desirability of interchanges to promote the general public good, when funds may be available to construct these interchanges, it would seem that any decision as to the financing of construction of the proposed interchange in Hanover County would involve a state-wide policy; and he moved that a subcommittee be appointed from the Commission to study carefully what policy the Commission should adopt as to interchanges on the Interstate System in Virginia, including the financing of these interchanges, public hearings, etc., and that this subcommittee report in writing to the Highway Commission; also that the construction of the interchange at Route 660 in Hanover County be tied into this overall policy.

The motion was seconded by Mr. Flythe and carried.

The Chairman appointed to this committee Messrs. Holland, Weaver and Landrith, with Mr. Holland serving as chairman. He asked that this committee, in fairness to the applicants in the case in question, recommend a policy as soon as possible, giving due time for the deliberations and the investigations necessary to arrive at a just and reasonable conclusion.

The following resolution, prepared in accordance with action taken at the meeting of the Commission on February 13, 1964, was read:

WHEREAS, Francis Atwell Davis has been in the service of the Commonwealth and more specifically the Virginia Department of Highways for a period of 44 years; and

WHEREAS, he took over his duties as deputy commissioner and chief engineer on July 1, 1955, and thereafter did carry out his many assignments with skill, sound judgment and complete devotion; and

WHEREAS, on November 22, 1963, for the second time in his career, he was called upon to perform the duties of Commissioner, and upon appointment by Governor Alburtis S. Harrison, Jr., he did take over and fulfill to the utmost degree those obligations and responsibilities;

NOW, THEREFORE, BE IT RESOLVED, that we, the members of the Highway Commission, take this opportunity to record our high regard and esteem for him and to advise him of our deep gratitude for his expert counsel and guidance while serving as acting chairman of this Commission from November 22, 1963 until February 1, 1964.

BE IT FURTHER RESOLVED, that this resolution be spread upon the official minutes of the Commission and a suitably engraved copy be transmitted to Deputy Commissioner and Chief Engineer Francis Atwell Davis. Motion carried.

Moved by Mr. Flythe, Seconded by Judge Weaver, that

WHEREAS, State Senator William F. Stone of Martinsville was appointed by Governor Alburtis S. Harrison, Jr., in May, 1962, to serve as chairman of the Virginia Highway Study Commission; and

WHEREAS, Senator Stone did provide leadership and direction to the Study Commission during more than 20 months of arduous investigation and appraisal of Virginia's highway needs; and

WHEREAS, he did further become the chief patron and sponsor of legislation aimed at furthering the highway program of this state; and

WHEREAS, the Virginia General Assembly of 1964 did enact into law vital portions of legislation enabling the Virginia Department of Highways and the Commonwealth to undertake vast improvements with regard to its highway policies and construction program, thereby enhancing the safety and welfare of all citizens;

NOW, THEREFORE, BE IT RESOLVED, that this Highway Commission offer an expression of its deep appreciation and sincere thanks to Senator Stone and his Commission for their efforts in this regard, and for his tireless and complete devotion to the cause of better highways.

BE IT FURTHER RESOLVED, that this resolution be spread upon the official minutes of the Commission and a suitable copy be transmitted to Governor Alburtis S. Harrison, Senator William F. Stone and to the following members of the Virginia Highway Study Commission: John H. Daniel, William P. Griffin, W. Wright Harrison, A. G. Lively, James B. Martin, Joseph A. Massie, Jr., Lawrence H. McWane, Charles T. Moses and A. Robbins, Jr. Motion carried.

The chairman recalled the instruction of the Commission at its February, 1964 meeting that he determine if a \$6.00 book of commuter tickets for the James River Bridge could be substituted for the \$10.00 book which the consultants' report had recommended. He said this has been done, that the consultants had agreed to the \$6.00 book and that the Department had also thought it well to extend this to the York River Bridge, and that the \$6.00 books will be available at both bridges as soon as books can be secured from the printers.

The Commission set the date for the next meeting as April 16 at Richmond, the May meeting at Natural Bridge on May 14 in connection with the Spring Engineers' Conference.

The dates for Public Hearings on tentative construction allocations were set for May 28 at Roanoke and May 29 at Richmond.

The Commission considered an invitation of the Marion, Va. Chamber of Commerce to hold its June meeting in Marion. It was decided that the June meeting should be held in Richmond but on recommendation of Mr. Solater the Commission voted on motion of Mr. Flythe, seconded by Mr. Chilton, to hold their meeting of August 20, 1964 at Marion, to be followed by a trip to the Breaks Interstate Park, in line with an invitation extended in 1963 by the Dickenson County Chamber of Commerce.

The meeting was adjourned at 1:10 P.M.

Approved:

  
\_\_\_\_\_  
Chairman

Attested:

  
\_\_\_\_\_  
Secretary