

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

March 21, 1974

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on March 21, 1974, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

Absent: Mr. Eakin.

On motion of Mr. Roos, seconded by Mr. Crowe, minutes of the meeting of February 21, 1974, were approved.

On motion of Mr. Roos, seconded by Mr. Crowe, permits issued from February 21, 1974, to March 20, 1974, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Roos, seconded by Mr. Crowe, that cancellation of permits from February 21, 1974, to March 20, 1974, inclusive, as shown by records of the Department, be approved. Motion carried.

Mr. Fugate introduced Mr. Alexander S. Brown, recently promoted to Secondary Roads Engineer, replacing Mr. Cecil A. Palmer, who died on February 8, 1974.

On motion of Mr. Crowe, seconded by Mr. Roos, the Commission approved preliminary budget for fiscal year 1974-75 for the Richmond-Petersburg Turnpike, as attached.

VIRGINIA DEPARTMENT OF HIGHWAYS
 RICHMOND-PETERSBURG TURNPIKE

PRELIMINARY BUDGET OF CURRENT EXPENSES
 FISCAL YEAR JULY 1, 1974 - JUNE 30, 1975

GENERAL ADMINISTRATION

Salaries & Wages	\$ 138,000.00		
Travel Expenses	4,000.00		
Stationery, Printing & Supplies	50,000.00		
Heat, Light & Water	6,300.00		
Telephone, Telegraph & Postage	22,000.00		
Public Relations	1,000.00		
Office Furniture & Equipment	3,000.00		
Dues & Subscriptions	1,500.00		
Miscellaneous	200.00	\$ 226,000.00	\$ 226,000.00

OPERATION

Accounting & Toll Audit

Salaries & Wages	\$ 116,000.00		
Materials & Supplies	7,000.00		
Equipment Maintenance	6,000.00		
Money Handling Services	58,000.00		
Miscellaneous	500.00	\$ 187,500.00	

Toll Supervision & Collection

Salaries & Wages	\$1,665,500.00		
Materials & Supplies	10,000.00		
Uniforms & Personal Supplies	17,000.00		
Heat, Light & Water	18,000.00		
Rental of Automatic Machines	124,063.50		
Miscellaneous	436.50	1,835,000.00	

Traffic Control & Safety

State Police Services	\$ 395,000.00		
First Aid Materials & Supplies	500.00		
Fire Protection & Control	1,350.00		
Safety Materials & Supplies	100.00		
Miscellaneous	50.00	397,000.00	

Highway Lighting

Salaries & Wages	\$ 19,850.00		
Materials & Supplies	5,200.00		
Energy	25,000.00		
Contractual Services	3,400.00		
Miscellaneous	50.00	53,500.00	\$2,473,000.00

MAINTENANCE

Turnpike Maintenance			
Salaries & Wages	\$305,000.00		
Materials & Supplies	100,000.00		
Equipment Rental	1,000.00		
Expendable Equipment & Tools	2,000.00		
Miscellaneous	<u>500.00</u>	\$408,500.00	
Equipment Operation & Maintenance			
Salaries & Wages	\$ 32,500.00		
Gas, Oil & Lubricants	17,500.00		
Parts & Supplies	20,000.00		
Tires & Tubes	5,000.00		
Shop Tools & Equipment	750.00		
Heat, Light & Water	5,000.00		
Miscellaneous	<u>250.00</u>	81,000.00	
Toll Equipment Maintenance			
Salaries & Wages	\$ 51,000.00		
Parts & Supplies	15,750.00		
Miscellaneous	<u>250.00</u>	67,000.00	
Grounds & Buildings			
Salaries & Wages	\$ 52,000.00		
Materials & Supplies	13,500.00		
Equipment Service & Repair	6,000.00		
Contractual Services	2,000.00		
Miscellaneous	<u>500.00</u>	74,000.00	
Radio System Maintenance			
Salaries & Wages	\$ 1,128.00		
Parts & Supplies	800.00		
Contractual Services	500.00		
Miscellaneous	<u>72.00</u>	<u>2,500.00</u>	\$ 633,000.00
OTHER COSTS			
Service by Others			
Consulting Engineers	\$ 6,000.00		
Auditor's Fees	7,000.00		
Trustee & Paying Agents	<u>500.00</u>	\$ 13,500.00	
Miscellaneous			
Social Security	\$140,000.00		
Employees' Retirement Program	36,000.00		
Employees' Insurance Program	45,000.00		
Contingencies	<u>33,500.00</u>	<u>254,500.00</u>	<u>\$ 268,000.00</u>
TOTAL OPERATION & MAINTENANCE		\$3,600,000.00	
RESERVE MAINTENANCE FUND		<u>500,000.00</u>	
GRAND TOTAL		<u>\$4,100,000.00</u>	

Moved by Mr. Roos, seconded by Mr. Crowe,
 that the Commission confirm letter ballot action on bids received
 February 20, 1974, on the following projects:

Project P000-043-101, C-503

Expansion of Fringe Parking Area (Approx. 87 Spaces) - S. E. Corner of
 Fordson & Parham Roads, Henrico County. Award of contract to low bidder,
 Warren Brothers Company, Div. of Ashland Oil, Inc., Richmond, Virginia.

Bid	\$136,414.80
10% for engineering and additional work	13,641.48
Work by State Forces	1,512.50
Amount chargeable to project	151,569.00

\$151,569.00 to be provided for in 1974-75 Primary Aid to Mass Transit.

S. Walter Reed Dr., Project U000-000-104, C-502, B-601

0.101 Mi. S. Int. S. Arlington Mill Dr. - 0.003 Mi. S. Int. S. Four Mile
 Run Dr., Arlington County. Award of contract to low bidder, Guy H. Lewis &
 Son, McLean, Virginia.

	Construction	Right of Way
Bid	\$709,821.40	\$150.00
10% for engineering and additional work	70,982.14	15.00
Work by State Forces	1,700.00	
Amount chargeable to project	782,669.00	
Acct. Rec. Washington Gas Company - \$165.00		
Acct. Rec. Arlington County - \$129,913.30		

\$547,591.00 to be provided for in future Urban Construction Allocations.

N. Van Dorn St., Project U000-100-102, C-501

0.092 Mi. S. W. Int. Tany Ave. - 0.047 Mi. N. E. Int. Kenmore Ave., City of
 Alexandria. Award of contract to low bidder, Guy H. Lewis & Son, McLean,
 Virginia.

Bid	\$330,106.00
10% for engineering and additional work	33,010.60
Work by State Forces	2,706.00
Amount chargeable to project	365,823.00
Acct. Rec. City of Alexandria - \$54,873.39	

\$32,950.00 to be provided for in future Urban Construction Allocations.

Cantrell Ave., Project U000-115-103, C-501

Int. Paul St. - Int. Reservoir St., City of Harrisonburg. Award of contract to low bidder, Garrett, Moon & Pool, Inc., Blackstone, Virginia.

Bid	\$225,719.94
10% for engineering and additional work	22,671.99
Railroad	1,839.29
Flagging	602.70
Amount chargeable to project	250,734.00
Acct. Rec. City of Harrisonburg -	\$64,888.47
\$105,846.00 to be provided for in future Urban Construction Allocations.	

Norview Ave., Project U000-122-110, C-501, P-402

0.006 Mi. E. Military Highway - 0.713 Mi. E. Military Highway, City of Norfolk. Award of contract to low bidder, Ames & Webb, Inc., Norfolk, Virginia.

Bid	\$595,217.32
10% for engineering and additional work	59,521.73
Work by State Forces	5,488.00
Amount chargeable to project	649,227.00
Acct. Rec. City of Norfolk -	\$97,384.06
\$551,843.00 to be provided for in future Urban Construction Allocations.	

Route 14, Project 0014-049-102, C-502

1.726 Mi. N. of N. Int. 33 - 3.222 Mi. N. of N. Int. 33, King & Queen County. Award of contract to low bidder, Henry S. Branscome, Inc., Williamsburg, Virginia.

Bid	\$465,922.17
10% for engineering and additional work	46,592.21
Work by State Forces	1,045.00
Amount chargeable to project	513,559.00
\$381,559.00 to be provided for in 1974-75 & 1975-76 Primary Construction Allocations.	

Routes 21 & 52, Project 0021-098-101, C-501, B-501

6.916 Mi. S. Wythe-Bland Co. Line - 6.571 Mi. S. Wythe-Bland Co. Line, Wythe County. Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Virginia.

Bid	\$292,058.19
10% for engineering and additional work	29,205.81
Work by State Forces	1,512.50
Amount chargeable to project	322,777.00
\$182,577.00 to be provided for in 1974-75 & 1975-76 Primary Construction Allocations.	

Route 28, Project 0028-155-101, C-501

Int. E. Quarry Rd. - 0.011 Mi. W. of Liberia Ave., Town of Manassas. Award of contract to low bidder, Martin & Gass, Inc., Merrifield, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,395,556.50	\$12,000.00
10% for engineering and additional work	139,655.65	1,200.00
Work by State Forces	6,385.50	
Amount chargeable to project	1,554,698.00	
Acct. Rec. Town of Manassas - \$233,204.65		
\$371,494.00 to be provided for in future Urban Construction Allocations.		

Route 43, Project 0043-011-101, C-501

0.079 Mi. N. Conn. 739 - 1.1 Mi. N. Conn. 739, Botetourt County. Award of contract to low bidder, Robertson-Fowler Company, Inc., Salem, Virginia.

Bid	\$294,926.15
10% for engineering and additional work	29,492.61
Work by State Forces	2,640.00
Amount chargeable to project	327,059.00
\$208,059.00 to be provided for in 1974-75 & Subsequent Years' Primary Construction Allocations.	

Route 95, Project 0095-076-105, C-501, C-502, B-628, B-629; 108, C-501

From: 0.298 Mi. S. Int. 642 To: 0.413 Mi. N. Int. 642 and 1.200 Mi. N. Int. 234, Prince William County. Award of contract to low bidder, Raymond C. Hawkins and Raymond C. Hawkins Construction Co., Inc., Nokesville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,659,152.44	\$13,925.00
10% for engineering and additional work	165,915.24	1,392.50
Work by State Forces	7,920.00	
Utilities	1,900.00	
Amount chargeable to project	1,850,205.00	
\$1,850,205.00 to be provided for in future Interstate Construction Allocations.		

Route 95, Project 7095-127-101, C-505, B-655

Widening and Improving Richmond-Petersburg Turnpike - 0.118 Mi. N. Int. 161 (The Blvd.) - 0.313 Mi. S. Int. Laburnum Ave., City of Richmond. Award of contract to low bidder, Warren Brothers Company, Div. of Ashland Oil, Inc., Richmond, Virginia.

Bid	\$751,768.47
10% for engineering and additional work	75,176.84
Amount chargeable to project	826,945.00
Acct. Rec. City of Richmond - \$9,891.75	
\$826,945.00 to be financed from 9C Bond Funds.	

Route 195, Project 0195-127-101, S-901

Traffic Signs - 0.011 Mi. S. Idlewood Ave. (near McCloy St.) - 0.035 Mi. S. Int. 95, City of Richmond and Henrico County. Award of contract to low bidder Lewhite Construction Company, Inc., Richmond, Virginia.

Bid	\$658,676.73
10% for engineering and additional work	65,867.67
Amount chargeable to project	724,544.00

\$724,544.00 to be provided for in 1974-75 & Subsequent Years' Interstate Construction Allocations.

Route 220, Project 0220-011-101, C-504

0.797 Mi. S. SCL Fincastle - 0.940 Mi. N. MCL Fincastle, Botetourt County. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,415,794.08	\$18.00
10% for engineering and additional work	141,579.40	1.80
Work by State Forces	8,800.00	
Amount chargeable to project	1,566,193.00	

\$1,566,193.00 to be provided for in 1974-75 & 1975-76 Primary Construction Allocations.

Route 501, Project 0501-041-101, C-501, B-607, B-608, B-609

0.057 Mi. S. Rte. 96 - 1.209 Mi. N. Rte. 96, Halifax County. Award of contract to low bidder, H. W. Carter Construction Company, Inc., Chase City, Virginia.

Bid	\$ 992,316.31
10% for engineering and additional work	99,231.63
Work by State Forces	10,147.50
Railroad	3,422.37
Flagging	4,222.65
Amount chargeable to project	1,109,340.00

\$613,840.00 to be provided for in 1974-75 & 1975-76 Primary Construction Allocations.

Route 603, Project 0603-061-158, C-501, M-501

0.021 Mi. E. Isle of Wight C. L. - 0.264 Mi. E. Int. 604, City of Nansemond. Award of contract to low bidder, The Blair Brothers, Inc., Suffolk, Virginia.

Bid	\$17,349.30
10% for engineering and additional work	1,734.93
Amount chargeable to project	19,084.00

\$6,000.00 to be provided for in 1974-75 & Subsequent Years' Budgets.

Routes 623, 634, 657 & 722, Project 0623-062-AG6-017; 0634-062-AG6-032;
0657-005-AG6-238; 0722-002-AG6-906

Repairs to 4 Bridges - Rte. 623, Rte. 634 & Rte. 722 over Rockfish River & Rte. 657 over Harris Creek, Albemarle, Nelson & Amherst Counties. Award of contract to low bidder, Donald H. Salvage, Inc., Amherst, Virginia.

Bid	\$135,125.00
10% for engineering and additional work	13,512.50
Amount chargeable to project	148,638.00

\$38,247.00 to be provided from Extraordinary Storm Damage Funds - Amherst Co.
\$40,297.00 to be provided from Extraordinary Storm Damage Funds - Nelson Co.
\$36,054.00 to be financed from State funds set aside for extraordinary storm damage.

Route 625, Project 0625-053-153, C-501, B-627, B-628; 166, C-501

From: 0.737 Mi. W. Int. 28 To: 0.044 Mi. W. Int. 28 and From: 0.052 Mi. E. Int. 28 To: 0.031 Mi. E. Int. 637, Loudoun County. Award of contract to low bidder, Richard F. Kline, Inc., Frederick, Maryland.

Bid	\$451,962.95
10% for engineering and additional work	45,196.29
Utilities	24,288.55
Amount chargeable to project	521,448.00

Acct. Rec. Loudoun County - \$7,015.24
\$242,000.00 to be provided for in 1974-75 & Subsequent Years' Budgets.

Route 639, Project 0639-080-AG8-200; AG6-049

Bridge and Approaches over Roanoke River, Roanoke County. Award of contract to low bidder, B & F Company, Salem, Virginia.

Bid	\$169,098.50
10% for engineering and additional work	16,909.85
Work by State Forces	770.00
Utilities	2,354.00
Amount chargeable to project	189,132.00

Route 643, Project 0643-024-AG7-001; 0643-024-AG6-099

0.092 Mi. N. Mill Creek - 0.079 Mi. S. Mill Creek, Cumberland County. Award of contract to low bidder, Pearson & White Construction, Inc., Appomattox, Virginia.

Bid	\$66,537.45
10% for engineering and additional work	6,653.74
Utilities	1,028.00
Amount chargeable to project	74,219.00

\$74,219.00 to be provided for from Extraordinary Storm Damage Funds - Cumberland County.

Route 654, Project 0654-032-123, C-501, B-612

0.001 Mi. W. Int. 656 - 0.516 Mi. W. Int. 656, Fluvanna County. Award of contract to low bidder, Pearson & White Construction, Inc., Appomattox, Virginia.

Bid	\$164,438.85
10% for engineering and additional work	16,443.88
Work by State Forces	5,006.10
Amount chargeable to project	185,889.00

\$182,000.00 to be provided for in 1974-75 & Subsequent Years' Budgets.

Route 655, Project 0655-062-160, C-501

0.126 Mi. N. Int. 654 - 0.027 Mi. N. Int. 722, Nelson County. Award of contract to low bidder, Evans & Nash Construction Company, Appomattox, Virginia.

Bid	\$187,499.90
10% for engineering and additional work	18,749.99
Amount chargeable to project	206,250.00

\$122,000.00 to be provided for in 1974-75 & Subsequent Years' Budgets.

Route 660, Project 0660-046-164, C-501, N-501

Int. 10 - Int. 620, Isle of Wight County. Award of contract to low bidder, The Blair Brothers, Inc., Suffolk, Virginia.

Bid	\$46,160.00
10% for engineering and additional work	4,616.00
Amount chargeable to project	50,776.00

\$50,776.00 to be provided for in 1974-75 & Subsequent Years' Budgets.

Route 665, Project 0665-087-157, B-632

Bridge over Terrara Cr., Southampton County. Award of contract to low bidder, Malpass Construction Company, Inc., Chesapeake, Virginia.

Bid	\$117,289.00
10% for engineering and additional work	17,728.90
Amount chargeable to project	129,018.00

\$95,000.00 to be provided for in 1974-75 & Subsequent Years' Budgets.

Route 666, Project 0666-005-AG6-908; AG8-008; 0666-062-AG8-112

Bridge and Approaches over Piney River, Amherst and Nelson Counties. Award of contract to low bidder, Vecalio & Associates, Inc., Salem, Virginia.

Bid	\$176,554.10
10% for engineering and additional work	17,655.41
Amount chargeable to project	194,210.00

Route 711, Project 0711-020-140, C-501, C-503

Int. 147 - 0.246 Mi. E. Int. 902 (Salisbury Rd.), Chesterfield County. Award of contract to low bidder, Warren Brothers Company, Div. of Ashland Oil, Inc., Richmond, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$610,437.85	\$66,525.00
10% for engineering and additional work	61,043.78	6,652.50
Utilities	3,319.00	
Railroad	13,296.80	
Amount chargeable to project	761,276.00	
Acct. Rec. Chesterfield County - \$2,805.00		
\$446,000.00 to be provided for in 1974-75 & Subsequent Years' Budgets.		

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe, that the Commission confirm letter ballot action rejecting bids received February 20, 1974, and authorize readvertisement of these projects:

Route 1, Project 0001-123-101, C-501, B-601, B-602

0.075 Mi. E. Grayson St. - Sycamore St., City of Petersburg. Low bid - 17.2% over estimate.

Route 94, Project 0094-098-101, C-501

0.330 Mi. N. N. End Br. over Cripple Creek - 0.557 Mi. N. N. End Br. over Cripple Creek, Wythe County. Low bid - 65.7% over estimate.

Route 520, Project 0620-097-128, C-502

N. Corp. Limits Norton - 0.017 Mi. S. E. Int. 738, Wise County. Low bid - 12% over estimate.

Project P-RP-74

Painting Radio Tower at Richmond-Petersburg Turnpike Headquarters, Chesterfield County. Low bid - 294.7% over estimate.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policies, a location and design public hearing was held in the King George County Courthouse, King George, Virginia, on January 15, 1974, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 3 from 1.696 miles west of the intersection of Route 205 to 0.976 mile west of the intersection of Route 205 in King George, Virginia, State Project 0003-048-104, C-501, and,

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

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

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

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-80 of the Code of Virginia of 1950, as amended, request is made by the Town of Altavista for maintenance payments at the annual rate of \$1600 per mile on an additional street meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Altavista on an additional street of 0.16 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1974, for the quarterly payments due after March 31, 1974. The additional street mileage eligible for payment is described as follows:

16th Street - From 470' N. E. of School St. to 400' S. W. of
School Street 0.16 Mile

This addition of 0.16 mile increases the total mileage in the Town of Altavista from 13.63 miles to 13.79 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Luray for maintenance payments on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Luray on additional streets, totaling 0.60 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1974, for the quarterly payments due after June 30, 1974. The additional streets and mileage eligible for payment are described as follows:

Sixth Avenue	- From Fourth Street to Fifth Street	0.07 Mile
Ninth Avenue	- From Fourth Street to Sixth Street	0.13 Mile
Fifth Street	- From Luray Avenue to Eighth Street	0.27 Mile
Eighth Avenue	- From Eighth Avenue Extended Southeast	0.13 Mile

These additions, totaling 0.60 mile, increase the total mileage in the Town of Luray from 21.07 miles to 21.67 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Cecil Albert Palmer joined the Virginia Department of Highways June 16, 1950, and served successively in the graduate engineer training program and as Assistant Resident Engineer, District Engineering Assistant, Resident Engineer, and Assistant Secondary Roads Engineer; and

WHEREAS, the ability he demonstrated in these positions was recognized by his promotion to Secondary Roads Engineer on April 1, 1971, and in this higher position he continued to serve with devotion and high levels of competence; and

WHEREAS, in addition to directing matters related to the 43,000-mile state secondary road system, he administered the industrial access and recreational access roads programs; and

WHEREAS, in these capacities he worked closely with the State Highway Commission, and members of the Commission developed respect and appreciation for Cecil Albert Palmer and for the manner in which he carried out his responsibilities; and

WHEREAS, Cecil Albert Palmer had served as a deacon in his church and as president of the Richmond Branch of the American Society of Civil Engineers, and his life was a credit to his community and to his profession, as well as to the Virginia Department of Highways; and

WHEREAS, the members of this Commission and his associates in the Department share with many others a deep sense of loss in the untimely death of Cecil Albert Palmer on February 8, 1974.

NOW, THEREFORE, BE IT RESOLVED, that we, the members of this body, express our grief upon the death of Cecil Albert Palmer, and extend our sympathy to his widow, Evelyn Rison Palmer, to his daughter, Sally Ann Palmer, and to other members of his family.

MOTION CARRIED

Moved by Mr. Frahn, seconded by Mr. Glass,
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 National Guard Armory, 33 Reserve Avenue, Roanoke, Virginia, on December 12, 1973, at 7:30 p.m., for the purpose of considering the proposed bridge and approaches over the Roanoke River and the Norfolk and Western Railway on Jefferson Street from 0.087 mile north of McClanahan Street to the intersection of Reserve Avenue in the City of Roanoke, Virginia, State Project U000-128-106, C-501, B-606; Federal Project T-5501 (8), and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to delete the walks from the proposed structure and construct a pedestrian bridge across Roanoke River near the existing bridge.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Blacksburg for maintenance payments on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets, totaling 0.85 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1974, for the quarterly payments due after March 31, 1974. The additional streets and mileage eligible for payment are described as follows:

Progress Street	- From Broce Drive North to Dead End	0.30 Mile
Hunt Club Road	- From Stonegate Drive to Progress Street	0.28 Mile
Clay Street	- From Jefferson Street East to Dead End	0.05 Mile
Carrol Drive	- From Craig Drive to Primrose Drive	0.22 Mile

These additions, totaling 0.85 mile, increase the total mileage in the Town of Blacksburg from 64.77 miles to 65.62 miles of approved streets subject to payment.

MOTION CARRIED

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

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 Middlesex County Courthouse, Saluda, Virginia, on January 7, 1974, at 10:30 a.m., for the purpose of considering the proposed dual laning of Route 33 from 0.131 mile east of the intersection of Route 227 (Cooks Corner) to 1.352 miles west of the intersection of Route 227 (Cooks Corner) in Middlesex County, Virginia, State Project 0033-059-106, C-501; Federal Project S-1561(), and

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

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

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

MOTION CARRIED

Moved by Mr. Fralin, seconded by Mr. Crowe,
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 William Fleming High School Cafeteria, 3649 Cove Road, Roanoke, Virginia, on January 23, 1974, at 7:30 p.m., for the purpose of considering the proposed relocation of Route 118 from 0.178 mile north of the intersection of Route 11 (Williamson Road) - and Route 101 (Hershberger Road) to the intersection of Route 11 at Hearthstone Road in the City of Roanoke, Virginia, State Project 0118-128-101, C-501; Federal Project T-5501(12), and

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

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

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

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe,
that the Commission confirm letter ballot action on bids received
February 27, 1974, on bituminous surface treatment schedules listed below:

Salem District, Schedules C-21-74, C-22-74, C-23-74, C-24-74 and C-25-74

Award of contract to low bidder, Adams Construction Company, Roanoke,
Virginia.

Bid (Alternate)	\$1,703,978.74
10% for engineering and additional work	170,397.87
Amount chargeable to project	1,874,377.00
To be financed from Salem District Interstate, Primary and Secondary Systems Maintenance Budget Funds.	

Lynchburg District, Schedules B-31-74, C-32-74, C-33-74, C-34-74 and C-35-74

Award of contract to low bidder, Marvin B. Templeton & Sons, Inc., Lynchburg,
Virginia.

Bid (Alternate)	\$1,320,075.87
10% for engineering and additional work	132,007.58
Amount chargeable to project	1,452,083.00
To be financed from Lynchburg District Primary and Secondary Systems Maintenance Budget Funds.	

Richmond District, Schedules C-41-74, C-42-74, C-43-74 and C-44-74

Award of contract to low bidder, Whitehurst Paving Company, Inc., Richmond,
Virginia, and Burton P. Short & Son, Inc., Petersburg, Virginia.

Bid (Alternate)	\$2,096,755.03
10% for engineering and additional work	209,675.50
Amount chargeable to project	2,306,431.00
To be financed from Richmond District Primary and Secondary Systems Maintenance Budget Funds and Richmond-Petersburg Turnpike Toll Funds.	

Suffolk District, Schedules C-51-74, C-52-74, C-53-74, C-54-74 and C-55-74

Award of contract to low bidder, Whitehurst Paving Company, Inc., Richmond,
Virginia, and Burton P. Short & Son, Inc., Petersburg, Virginia.

Bid (Alternate)	\$1,610,852.94
10% for engineering and additional work	161,085.29
Amount chargeable to project	1,771,938.00
To be financed from Suffolk District Primary and Secondary Systems Maintenance Budget Funds.	

Fredericksburg District, Schedules C-61-74, C-62-74, C-63-74 and B-64-75

Award of contract to low bidder, Whitehurst Paving Company, Inc., Richmond, Virginia.

Bid (Alternate)	\$1,306,578.52
10% for engineering and additional work	130,657.85
Amount chargeable to project	1,437,236.00

To be financed from Fredericksburg District Interstate Primary and Secondary Systems Maintenance Budget Funds.

Culpeper District, Schedule C-71-74

Award of contract to low bidder, Whitehurst Paving Company, Inc., Richmond, Virginia.

Bid	\$676,529.27
10% for engineering and additional work	67,652.92
Amount chargeable to project	744,182.00

To be financed from Culpeper District Primary and Secondary Systems Maintenance Budget Funds.

Staunton District, Schedule C-81-74, C-82-74 and C-83-74

Award of contract to low bidder, Valley Paving, Inc., Staunton, Virginia.

Bid (Alternate)	\$ 913,678.90
10% for engineering and additional work	91,367.89
Amount chargeable to project	1,005,047.00

To be financed from Staunton District Interstate, Primary and Secondary Maintenance Budget Funds.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe, that the Commission confirm letter ballot action rejecting bids received February 27, 1974, on the following bituminous surface treatment schedules:

Bristol District, Schedules C-11-74, C-12-74 and C-13-74

Low bid - 13.6% over estimate.

Culpeper District, Schedule C-72-74

Low bid - 28.9% over estimate.

Culpeper District, Schedule C-73-74

Low bid - 26.8% over estimate.

MOTION CARRIED

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

WHEREAS, Route 17 in Fauquier County has been altered and reconstructed as shown on plans for Project 0017-030-104, C-503; 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 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, 0.24 mile of old Route 17, shown in yellow and designated as Sections 1 and 4 on the plat dated August 28, 1973, Project 0017-030-104, C-503, be discontinued as 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, 0.36 mile of the old Route 17, shown in red and designated as Section 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, Route 205 in King George County has been altered and reconstructed as shown on plans for Project 0205-048-104, C-502; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.26 mile of old location of Route 205, shown in blue and designated as Sections 1 and 3 on the plat dated January 8, 1974, Project 0205-048-104, C-502, be abandoned 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, 0.40 mile of old location of Route 205, shown in red and designated as Section 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

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

WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Bristol for such payment; and

WHEREAS, due to annexation by the City of Bristol effective January 1, 1974, and through mutual agreement between the City and the Highway Department for the City to take over maintenance of the streets within the area annexed from Washington County, effective January 1, 1974, the City of Bristol has requested that these streets be included with those eligible for maintenance payment.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, quarterly payments on 3.08 miles of the Primary Route Extension within the area annexed by the City of Bristol, be included in the City's mileage for maintenance payments. The additional mileage eligible for payment is described as follows:

Route 11 (Lee Highway) - from old NCL Bristol to new NCL Bristol - 3.08 Miles

The above mileage for the City of Bristol, due to annexation of the Primary Route Extension, is increased by 3.08 miles to a new total of 10.76 miles eligible for maintenance payments effective January 1, 1974, for the quarterly payments due after March 31, 1974; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments be made to the City of Bristol on additions of "other streets" annexed by the City, totaling 36.76 miles and meeting standards required by this section of the Code, effective January 1, 1974, for the quarterly payments due after March 31, 1974. The additional mileage of "other streets" eligible for payment is described and listed on attached tabulation sheets numbered 1 through 8, dated January 1, 1974.

These street additions, totaling 36.76 miles, will increase the total mileage of "other streets" eligible for maintenance payments in the City of Bristol from 53.71 miles to 90.47 miles of approved streets.

MOTION CARRIED

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol,

TOTAL ADDITIONAL MILEAGE REQUESTED 36.95
36.76 Miles

SUBMITTED BY THE CITY OR TOWN (Date 2-13-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-19-74)

Federal Aid	NAME OF STREET State	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
							RT. (Yes or No)	LT. (Yes or No)			
	637 637	Rt. 58	NCL Bristol	Var. I-81	20	0.28	No	No	08	Bit. Pl. Mix	2
	0638	Rt. 645	Rt. 58	Var. I-81	20	4.72	No	No	08	Bit. Pl. Mix	2
Surface Treat.	0639	NCL Bristol Rt. 659	Rt. 782	40'	10	0.01	No	No	06	Bit. Sur. Tr.	2
1296	0640	Rt. 641	Rt. 638	40'	18	0.03	No	No	08	Bit. Mix	2
	0643	Old NCL Bristol-	Rt. 11	30' & Var.	20	1.22	No	No	08	Bit. Pl. Mix	2
1295	0645	Rt. 11	Rt. 781	30' & Var.	18	0.64 0.64	No	No	06	Bit. Pl. Mix	2
	0646	Rt. 1007	East D. E.	30'	12	0.41	No	No	04	Bit. Sur. Tr.	2
0234	0647	Old ECL Bristol-	New ECL Br.	50'	18	1.45	No	No	10	Bit. Pl. Mix	2
	0658	Rt. 895	S. Ramp I-81	66'	24	0.78	No	No	05	Bit. Pl. Mix	2
	0658	S. Ramp I-81 -	Rt. 11	66'	24	0.12	No	No	08	Bit. Pl. Mix	2
2248	0659	Rt. 11	NCL Bristol	50' & Var.	20	0.13	No	No	09	Bit. Pl. Mix	2
	0680	Old NCL Bristol-	New NCL Br.	30' & Var.	20	0.37	No	No	08	Bit. Pl. Mix	2
	0695	Rt. 11	NCL Bristol	40'	16	0.44	No	No	05	Bit. Sur. Tr.	2

SIGNED [Signature] No
Dept. of Highways' Engineer 20

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol,

TOTAL ADDITIONAL MILEAGE REQUESTED 36.76

SUBMITTED BY THE CITY OR TOWN (Date 2-22-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-19-76)

Fed. Aid	State	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
								Rt. (Yes or No)	Lt. (Yes or No)			
		0761	Rt. 58	Town, S. E.	Var. Built I-81 3	18' 20'	1.35	No	No	08	Bit. Sur. Tr.	2
1296		0776	Old ECL Bristol -	Rt. 638	30'	20'	0.61	No	No	06	Bit. Pl. Mix	2
		0782	Rt. 680 -	.50 NW Rt. 1106 <i>N.W. C. L.</i>	Var. I-81	18'	0.94	No	No	08	Bit. Sur. Tr.	2
		0828	Rt. 895	<i>South</i> D. E.	30'	18'	0.30	No	No	06	Bit. Sur. Tr.	2
		0844	Rt. 895	D. E.	30' & Var.	20'	0.30	No	No	06	Bit. Sur. Tr.	2
		0853	Rt. 647 -	.17 M N Rt. 647	50'	20'	0.17	No	No	05	Bit. Sur. Tr.	2
NOT INCLUDED		0887	Rt. 781	Town, S. E.	30'	10'	0.30	No	No	04	Gravel	2
		0877	Rt. 647 -	.4 M N Rt. 647	40'	16'	0.40	No	No	06	Bit. Sur. Tr.	2
*0333		0895	Old ECL Bristol -	Rt. 11	30' & Var.	18' & var.	2.93	No	No	06	Bit. Pl. & Sur. Tr.	2
		1001	Old ECL Bristol -	<i>South</i> D. E.	50'	18'	0.10	No	No	06	Bit. Sur. Tr.	2
		1002	Rt. 1003 -	Old ECL Bristol, <i>North</i>	50'	20'	0.39	No	No	06	Bit. Sur. Tr.	2
		1003	Old ECL Bristol -	<i>S.E. *</i> D. E.	50'	18'	0.29	No	No	06	Bit. Sur. Tr.	2
		1004	Old ECL Bristol -	<i>N.E. *</i> D. E.	50'	20'	0.08	No	No	04	Bit. Sur. Tr.	2

SIGNED 
Dept. of Highways Engineer

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09
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Form U-1 (7-1-72)

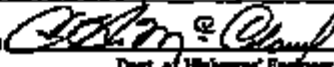
ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 39.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol,

TOTAL ADDITIONAL MILEAGE REQUESTED 32.25 35.75

SUBMITTED BY THE CITY OR TOWN (Date 2-22-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-19-74)

Fed. Aid	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
							RT. (Yes or No)	LT. (Yes or No)			
	1005	Rt. 1005 ¹⁰⁰³	D. E.	50'	18	0.10	No	No	06	Bit. Sur. Tr.	2
	1006	Rt. 1003	Rt. 1005	50'	18	0.07	No	No	06	Bit. Sur. Tr.	2
	1007	Old ECL Bristol -	Rt. 11	30'	18	0.78	No	No	05	Bit. Sur. Mix	2
	1008	N. Rt. 1009	.24 M EW 1009	50'	20	0.49	No	No	05	Bit. Pl. Mix	2
	1009	^{Inter.} S. 1008 & 1010	^{Inter.} N. Rt. 1008	50'	20	0.29	No	No	05	Bit. Pl. Mix	2
	1010	Rt. 11	.19 N. W. 1008	50'	20	0.24	No	No	05	Bit. Pl. Mix	2
	1011	1003	1013	50'	20	0.26	No	No	06	Bit. Pl. Mix	2
	1012	1011	East Thence So-thence West D. E.	50'	20	0.28	No	No	06	Bit. Pl. Mix	2
	1013	1012	North Thence West D. E.	50'	20	0.23	No	No	05	Bit. Pl. Mix	2
	1014	1012	North to D. E.	50'	20	0.17	No	No	06	Bit. Sur. Tr.	2
	1015	NCL Bristol, Tn.	.10 M.N.	50'	28	0.10	No	No	06	Bit. Sur. Tr.	2
	1016	NCL Bristol, Tn.	Rt. 1017	50'	20	0.02	No	No	06	Bit. Sur. Tr.	2
	1017	NCL Bristol, Tn.	Rt. 1016	50'	28	0.02	No	No	06	Bit. Sur. Tr.	2

SIGNED 
 Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol

TOTAL ADDITIONAL MILEAGE REQUESTED 36.76

SUBMITTED BY THE CITY OR TOWN (Date 2-13-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-19-76)

Fed. Aid	State	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
								RT. (Yes or No)	L.T.			
		1018	Rt. 1007 ^{East of} D. E.	Former ava. Rd.	I-81 R/W	18	0.46	No	No	06	Bit. Sur. Treatment	2
		1101	Rt. 638 - Old NCL Bristol		var. I-81 R/W	12	0.18	No	No	06	Bit. Sur. Tr.	2
		1102	Rt. 638	Rt. 1105	30'	12	0.06	No	No	04	Bit. Sur. Tr.	2
		1103	Rt. 638	Rt. 778	30'	14	0.07	No	No	06	Bit. Sur. Tr.	2
		1104	Rt. 680	.20 M.W. 680	30'	14	0.20	No	No	05	Tit. Sur. Tr.	2
		1105	Rt. 1102	Old NCL Bristol	30'	12	0.14	No	No	04	Bit. Sur. Tr.	2
		1106	Rt. 782	NCL Bristol	30'	20	0.01	No	No	05	Bit. Sur. Tr.	2
		1108	Old NCL Bristol	.46 Mi. W.	50' Rt. 1110	20	0.60	No	No	06	Bit. Sur. mix	2
		1109	Old NCL Bristol	.11 M. W.	50' Rt. 1110	20	0.17	No	No	06	Bit. Pl. Mix	2
		1110	Old NCL Bristol-Rt. 1108		50'	20	0.26	No	No	06	Bit. Pl. Mix	2
		1115	Beg. on Rt. 638 thence branching N. under I-81-N. rd. I-81 var.	E. SW.	30' I-81 R/W	18	0.92	No	No	06	Bit. Sur. Tr.	2
		1401	Rt. 11	.03 MS Rt. 1403	40'	20	0.23	No	No	06	Bit. Sur. Tr.	2
		1402	1401	1415	40'	20	0.10	No	No	06	Bit. Sur. Tr.	2

SIGNED 
Dept. of Highways Engineer

Form U-1 (7-1-72)

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 1,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol

TOTAL ADDITIONAL MILEAGE REQUESTED 36.75

SUBMITTED BY THE CITY OR TOWN (Date 2-3-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-19-76)

Fed. Aid	NAME OF STREET	FROM (If width vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
							RT. (Yes or No)	L.T. (Yes or No)			
	1403	1401	1415	40'	20	0.09	No	No	06	Bit. Sur. Treatment	2
	1404	Rt. 658 - .80 ME	Rt. 658	var. 1-81R/W	20	0.80	No	No	06	Bit. Sur. Tr.	2
	1405	Rt. 895	Rt. 11	30'	20	0.28	No	No	06	Bit. Sur. Tr.	2
	1406	895	.09 MN 1407	50'	28	0.43	No	No	05	Bit. Sur. Tr.	2
	1407	895	Rt. 1406	50'	28	0.41	No	No	04	Bit. Sur. Tr.	2
	1408	0.07 MS 895 <u>1414</u>	1406	50'	20	0.38	No	No	06	Bit. Sur. Tr.	2
	1409	895	W. Rt. 1419	50'	26	0.57	No	No	05	Bit. Sur. Tr.	2
	1410	895	1412	40'	20	0.13	No	No	05	Bit. Sur. Tr.	2
	1411	1410	.05 MN 1412	80'	20	0.18	No	No	06	Bit. Sur. Tr.	2
	1412	1411	.05 MS Rt. 1410 <u>1412</u>	40'	20	0.16	No	No	06	Bit. Sur. Tr.	2
	1413	Rt. 895	D. 51 MS Rt. 895	40'	22	0.31	No	No	10	Bit. Pl. Mix	2
	1414	1408	East Lane South D. E.	50'	20	0.15	No	No	05	Bit. Sur. Tr.	2
	1415	1402	1403	40'	20	0.08	No	No	05	Bit. Sur. Tr.	2

SIGNED

C. M. Campbell
Dept. of Highways Engineer

Form U-1 (7-1-72)

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol

TOTAL ADDITIONAL MILEAGE REQUESTED 36.75

SUBMITTED BY THE CITY OR TOWN (Date 2-13-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-14-74)

Fed. Aid	State	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
								KT. (Yes or No)	LT. (Yes or No)			
		1416	558	1407	50'	26	0.18	No	No	05	Bit. Sur. Tr.	2
		1417	1407	.10 MS 1407	50'	26	0.10	No	No	05	Bit. Sur. Tr.	2
		1418	E. 1409	W Rt. 1409	50'	20	0.32	No	No	06	Bit. Sur. Tr.	2
		1419	E 1409	.07 M W 1409	50'	26	0.41	No	No	05	Bit. Sur. Tr.	2
		1420	1409	1419	50'	26	0.10	No	No	05	Bit. Sur. Tr.	2
		1421	1409	1419	50'	26	0.07	No	No	05	Bit. Sur. Tr.	2
		1422	1406	1423	50'	26	0.13	No	No	05	Bit. Sur. Tr.	2
		1423	1407	1422	50'	26	0.09	No	No	05	Bit. Sur. Tr.	2
		1426	895	<i>N.W. of Rte. 1429</i>	40'	20	0.12	No	No	05	Bit. Sur. Tr.	2
		1427	895	<i>West of Rte. 1429</i>	40'	20	0.11	No	No	05	Bit. Sur. Tr.	2
		1428	1426	1427	40'	20	0.10	No	No	05	Bit. Sur. Tr.	2
		1429	1426	1427	40'	20	0.12	No	No	05	Bit. Sur. Tr.	2
		1430	558	1433	40'	20	0.23	No	No	06	Bit. Sur. Tr.	2

SIGNED *C. M. ...*
Dept. of Highways' Engineer

Form D-1 (7-1-72)

ADDITIONS TO OTHER STREET MILEAGES
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol,

TOTAL ADDITIONAL MILEAGE REQUESTED 36.35

SUBMITTED BY THE CITY OR TOWN (Date 2/3/74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/19/74)

Fed. Aid	NAME OF STREET		FROM	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	State							Kt.	Lt.			
		1431	1430	1432	40'	20	0.20	No	No	06	Bit. Sur. Treatment	2
		1432	1430	.06 M E 1431	40'	20	0.17	No	No	05	Bit. Sur. Tr.	2
		1433	1430	North Inter. Be. 1434	50'	28	1.20	Parking one side		05	Bit. Sur. Tr.	2
		1434	658	South to Be. 1433	50'	28	0.30	Parking one side		05	Bit. Sur. Tr.	2
		1435	1433	1433	50'	28	0.17	Parking one side		05	Bit. Sur. Tr.	2
		1436	1435	Northeast to D. E.	50'	28	0.05	Parking one side		05	Bit. Sur. Tr.	2
		1437	1433	No. Inter. to 1433	50'	28	0.11	Parking one side		05	Bit. Sur. Tr.	2
		1438	1433	South to D. E.	50'	28	0.04	Parking one side		05	Bit. Sur. Tr.	2
		1439	1433	No. Inter. to 1433	50'	28	0.12	Parking one side		05	Bit. Sur. Tr.	2
		1440	1433	South to D. E.	50'	28	0.07	Parking one side		05	Bit. Sur. Tr.	2
		1441	1433	Southeast to D. E.	50'	28	0.07	Parking one side		05	Bit. Sur. Tr.	2
		1460	895	1461	50'	22	0.08	No	No	10	Bit. Sur. Tr.	2
		1461	1460	End Cir. 1461	50'	20	0.88	No	No	08	Bit. Sur. Tr.	2

SIGNED [Signature]
 Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Bristol

TOTAL ADDITIONAL MILEAGE REQUESTED 36.76

SUBMITTED BY THE CITY OR TOWN (Date 2-23-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-19-74)

Fed. Aid	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
							BT. (Yes or No)	LT. (Yes or No)			
	1470	Rt. 695 Inc. Service Road Valley Terrace & Spring Lake Rte. 695 to Rte. 1493		50'	20	0.76	No	No	08	Bit. Pl. Mix	2
	1471	Not in existing log due Rte. 1470 to Rte. 1494		50'	20	0.22	No	No	08	Bit. Sur. Tr.	2
	1472	to recent acceptance in Rte. 1470 to Rte. 1471		50'	20	0.15	No	No	08	Bit. Sur. Tr.	2
	1473	State System Rte. 1490 to Rte. 1491		50'	20	0.11	No	No	08	Bit. Sur. Tr.	2
	1474	Built to Minimum Rte. 1491 West to End		50'	28	0.37	Parking one side		08	Bit. Sur. Tr.	2
	1475	existing Subdivision Rte. 1494 North thence West to End		50'	28	0.37	No	No	08	Bit. Sur. Tr.	2
	1476	Standards Rte. 1494 to Rte. 1495		50'	28	0.07	No	No	08	Bit. Sur. Tr.	2
	1477	Rte. 1494 to Rte. 1479 South of		50'	28	0.18	No	No	08	Bit. Sur. Tr.	2
	1478	Rte. 1494 to Rte. 1479		50'	28	0.11	No	No	08	Bit. Sur. Tr.	2
						36.76					
		73.52 Lane miles									

SIGNED

[Signature]
Dept. of Highways Engineer

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policies, a location and design public hearing was held in the George Washington High School Auditorium, Danville, Virginia, on December 5, 1973, at 7:00 p.m., for the purpose of considering the proposed improvement of Route 86 from Watson Street to Randolph Street in the City of Danville, Virginia, State Project 0086-108-102, C-501, B-606, and

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

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

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

BE IT FURTHER RESOLVED, that this project, including necessary interchange ramps, loops, connections, et cetera, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and Highway Commission policy.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-B, a location and design public hearing was held in Mallory Hall at the Virginia Military Institute, Lexington, Virginia, on October 30, 1973, at 10 a.m., for the purpose of considering the proposed bridge and approaches over Maury River on Route 631 northeast of Lexington in Rockbridge County, Virginia, State Project 0631-081-145, C-501, B-641; Federal Project S-835(), and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented for Line "A" at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

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

WHEREAS, Route 75 in Washington County has been altered and reconstructed as shown on plans for Project 0075-095-101, C-501; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and five sections of the old road are no longer necessary for purposes of the State Highway System and three 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, 0.07 mile of old location of Route 75, shown in blue and designated as Sections 5 and 8 on the plat dated August 14, 1973, Project 0075-095-101, 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, 0.49 mile of old location of Route 75, shown in yellow and designated as Sections 1, 4, 6, 9 and 14 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, 0.60 mile of old location of Route 75, shown in red and designated as Sections 2, 3 and 7 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policies, a location and design public hearing was held in the Smithfield Town Hall, Smithfield, Virginia, on January 9, 1974, at 7 p.m., for the purpose of considering the proposed dual laning of Route 32 from the intersection of Route 10 (Benns Church) to the intersection of Route 17 (Bartlett) in Isle of Wight County, State Project 0032-046-101, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1973-74 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 Council of the City of Lynchburg has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by American Hofmann Corporation on John Capron Road in the City of Lynchburg, estimated to cost \$25,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$25,000 from the industrial access fund for 1973-74 be allocated to assist in providing access to the new facility of American Hofmann Corporation, to be located on John Capron Road in the City of Lynchburg, Project 9999-118-105, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) the completion of an agreement with the City of Lynchburg covering project costs over and above those eligible from the industrial access fund and for the future maintenance of the proposed extension.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1973-74 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 Council of the City of Lynchburg has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by General Electric Company off Odd Fellows Road in the City of Lynchburg, estimated to cost \$25,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$25,000 from the industrial access fund for 1973-74 be allocated to assist in providing access to the new facility of General Electric Company, to be located off Odd Fellows Road in the City of Lynchburg, Project 9999-118-105, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) the completion of an agreement with the City of Lynchburg covering project costs over and above those eligible from the industrial access fund and for the future maintenance of the proposed extension.

MOTION CARRIED

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

WHEREAS, Route 7 in Clarke County has been altered and reconstructed as shown on plans for Project 6007-021-107, C-501; and

WHEREAS, three 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, 0.44 mile of the old location of Route 7, shown in blue and designated as Sections 1, 4 and 5 on the plat dated October 10, 1973, Project 6007-021-107, C-501, be abandoned 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, 1.40 miles of the old location of Route 7 shown in red and designated as Sections 2 and 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Chesapeake for maintenance payments on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Chesapeake on additional streets, totaling 9.29 miles, and meeting required standards under the aforementioned section of the Code, effective April 1, 1974, for the quarterly payments due after June 30, 1974. The additional streets and mileage eligible for payment are described on attached tabulation sheets numbered 1 through 9, dated April 1, 1974.

These additions, totaling 9.29 miles, increase the total mileage in the City of Chesapeake from 471.66 miles to 480.95 miles of approved streets subject to payment.

MOTION CARRIED

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 1,000
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (If width vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	LT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	GOREGATORY EAST, SECTION I and II									
Longdale Cres	150' South Crown Cres	1020' West of Dent Place	50'	30'	1.15	NO	NO	Soil Cement	Asphalt	2
Crown Cres	190' West Longdale Cres	720' North White Haven Cres	50'	30'	.52	NO	NO	Soil Cement	Asphalt	2
Lance Ct.	Sir Lance Dr.	1100' East Cul-de-sac	50'	30'	.03	NO	NO	Soil Cement	Asphalt	2
Sir Lance Dr.	240' South Crown Cres	200' North Longdale Cres	50'	30'	.22	NO	NO	Soil Cement	Asphalt	2
Whitehaven Cres	250' West Delta Ct.	250' West Bero Ct.	50'	30'	.47	NO	NO	Soil Cement	Asphalt	2
Dunbarton Dr.	Providence Rd.	Longdale Cres	60'	40'	.42	NO	NO	Soil Cement	Asphalt	2
Dunbarton Dr.	Longdale Cres	450' North Longdale Cres	50'	30'	.09	NO	NO	Soil Cement	Asphalt	2
Longdale Ct.	Longdale Cres	Northwest Cul-de-sac	50'	30'	.04	NO	NO	Soil Cement	Asphalt	2
Shield Lane	140' North Longdale Cres	290' South Longdale Cres	50'	30'	.08	NO	NO	Soil Cement	Asphalt	2
Armor Lane	290' North Crown Cres	240' South Crown Cres	50'	30'	.10	NO	NO	Soil Cement	Asphalt	2
Delta Ct.	Whitehaven Cres	South Cul-de-sac	50'	30'	.04	NO	NO	Soil Cement	Asphalt	2
Whitehaven Ct.	Whitehaven Cres	Northwest Cul-de-sac	50'	30'	.10	NO	NO	Soil Cement	Asphalt	2

SIGNED R. F. [Signature]
Dept. of Highway Engineer

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ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT. (Yes or No)			
Crown Ct.	Crown Cres	Gul-de-sac <i>South West 78</i> Gul-de-sac	50'	30'	.07	NO	NO	Soil Cement	Asphalt	2
Sero Ct.	Whitehaven Cres	Gul-de-sac <i>North 78</i> Gul-de-sac	50'	30'	.07	NO	NO	Soil Cement	Asphalt	2
Dont Place	Whitehaven Cres	Longdale Cres <i>240' East</i> Longdale Cres	50'	30'	.09	NO	NO	Soil Cement	Asphalt	2

SIGNED *B. E. Russell* **2/1/74**
Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-76)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	MORCOVA ESTATES, SECTION VI									
Sharon Drive	100' North Morcova Drive	<i>North to</i> Cul-de-sac	50'	30'	.28	NO	NO	Crushed Agg	Asphalt	2
Cogliandro Dr.	160' South Morcova Dr.	150' North Sharon Drive	50'	30'	.15	NO	NO	Crushed Agg	Asphalt	2
Morcova Drive	Gagliandro Dr.	150' East Cogliandro Dr.	50'	30'	.03	NO	NO	Crushed Agg	Asphalt	2
	GREEN-O-RANCH									
Jule Drive	Hillwell Road	<i>East to</i> Cul-de-sac	50'	30'	.45	NO	NO	Crushed Agg	Asphalt	2
	GEORGETOWN POINT, SECTION III									
Rock Creek Dr.	Providence Rd.	150' N. to Dead End	50'	30'	.03	NO	NO	Crushed Agg	Asphalt	2

SIGNED

R. C. Reynolds

Dept. of Highways' Engineer

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ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED R. (Yes or No)	LT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
GEORGETOWN COLONY, SECTION VI										
Rock Creek Dr.	130' South Bedbrick Dr.	120' North Lloyd Drive	50'	30'	.20	NO	NO	Crushed Agg	Asphalt	2
Berwick Lane	Rock Creek Dr.	North to Cul-de-sac	50'	30'	.12	NO	NO	Crushed Agg	Asphalt	2
CITY OF CHESAPEAKE SCHOOL BOARD										
Dunbarton Rd.	Providence Rd.	350' South Providence Rd.	50'	30'	.07	NO	NO	Crushed Agg	Asphalt	2
Dunbarton Rd.	Providence Rd.	350' South Rte. 13	60'	40'	.58	NO	NO	Crushed Agg	Asphalt	2
Dunbarton Ct.	Dunbarton Rd.	West to Cul-de-sac	50'	30'	.03	NO	NO	Crushed Agg	Asphalt	2
RALEIGH PLACE, SECTION VIII.										
Aves Circle East	Raleigh Rd.	250' North Raleigh Road	60'	30'	.05	NO	NO	Crushed Agg	Asphalt	2

SIGNED R. E. Rowlett
Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
	CASTLEWOOD TERRACE, SECTION III AND IV								
Hassell Drive	Millwood Road -	^{North 75'} Gul-de-sec	50'	30'	.16	NO	NO	Crushed Agg Asphalt	2
Unser Drive	170' West Hassell Drive -	^{920' East} Hassell Drive	50'	30'	.20	NO	NO	Crushed Agg Asphalt	2
Unser Court	Unser Drive -	^{East to} Dead End	100'	80'	.02	NO	NO	Crushed Agg Asphalt	2
	ROBERT ORTON RESUBDIVISION OF LOT V								
Jeck Court	Old Mill Road -	^{North 75'} Gul-de-sec	50'	30'	.08	NO	NO	Crushed Agg Asphalt	2
	HOLLY COVE, SECTION III								
Holly Cove Dr.	760' North Airline Blvd. -	Schooner Tr.	60'	40'	.12	NO	NO	Crushed Agg Asphalt	2
Schooner Trail	120' SOUTH Holly Cove Dr. -	Holly Cove Dr.	50'	30'	.02	NO	NO	Agg Asphalt	2

SIGNED B. E. Rault
 Dept. of Highways Engineer

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ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. LT. (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	NORTH LANDING FARMS, SECTION II									
Mustang Drive	200' West Blackwater Road	- Shetland Dr.	50'	30'	.09	NO	NO	Crushed Agg	Asphalt	2
Shetland Drive	190' South Mustang Drive	- 700' North Mustang Dr.	50'	30'	.17	NO	NO	Crushed Agg	Asphalt	2
	FERMWOOD SHORES, SECTION IV									
Mapleshore Dr.	Spruce Lane	- 150' North Fermwood Farms Rd	50'	30'	.41	NO	NO	Crushed Agg	Asphalt	2
Cherry Tree La	120' North Mapleshore Dr	- 165' South Mapleshore Dr.	50'	30'	.05	NO	NO	Crushed Agg	Asphalt	2
Spruce Lane	170' North Mapleshore Dr.	- 165' South Mapleshore Dr.	50'	30'	.06	NO	NO	Crushed Agg	Asphalt	2
	MCDONALD MANOR APARTMENTS									
McDonald Road	Towanda Road	- ^{South 70'} Cul-de-sac	50&60	30'	.11	NO	NO	Crushed Agg	Asphalt	2

SIGNED R. L. Pennington
Dept. of Highways Engineer

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ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						RT. (Yes or No)	LT.			
	WOODHAVEN APARTMENTS, SECTION III									
Joyce Ct.	<i>Chryslers</i> East	<i>North 13</i> Cul-de-sac	50' to 90'	30'	.06	NO	NO	CRUSHED AGG	Asphalt	2
	SURPRISE HILLS, SECTION IV, PARCEL A-1, A-2									
King Ct.	South to Sunrise Avenue -	Cul-de-sac	50'	30'	.06	NO	NO	Crushed Agg.	Asphalt	2
Malcolm Ct.	South to Sunrise Avenue -	Cul-de-sac	50'	30'	.06	NO	NO	Crushed Agg	Asphalt	2
	LAKE VILLAGE, SECTION I									
Lake Village Dr	Gilmerton Rd. -	Manley Drive	50'	30'	.18	NO	NO	Crushed AGG	Asphalt	2

SIGNED R. Gilandishe 20
Dept. of Highways' Engineer 1

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. LT. (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	FOREST HILLS, SECTION 1									
Eaglehill Dr.	Docklanding Rd.	- Lindenwood Cres	60'	40'	.15	NO	NO	Crushed Agg	Asphalt	2
Enterhill La.	Eaglehill Drive	- Cul-de-sac	50'	30'	.17	NO	NO	Crushed Agg	Asphalt	2
Enterhill Ct.	Enterhill Lane	- Cul-de-sac	50'	30'	.05	NO	NO	Crushed Agg	Asphalt	2
Hydenwood Cres	Enterhill Lane	- Enterhill Lane	50'	30'	.04	NO	NO	Crushed Agg	Asphalt	2
	CASBLOT, SECTION 3D									
Enight Road	King Arthur Drive	- End of King Arthur Drive	50'	30'	.23	NO	NO	Crushed Agg	Asphalt	2
King Arthur Dr	Enight Road	- Knight Road	50'	30'	.21	NO	NO	Crushed Agg	Asphalt	2
King Arthur Ct	King Arthur Dr.	- Dead End	100'	80'	.02	NO	NO	Crushed Agg	Asphalt	2

SIGNED R. P. [Signature] 25
Dept. of Highways Engineer 25

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.29

SUBMITTED BY THE CITY OR TOWN (Date 1-7-74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-1-74)

NAME OF STREET	FROM of widths vary list each change	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	LT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	SILVERWOOD, SECTION V AND VI									
Pineridge Dr.	120' North Hawksley Dr.	- Belvedere Dr.	60'	30'	.32	NO	NO	Crushed Agg	Asphalt	2
Pineridge Drive	Belvedere Dr.	- Atlantic and Dorville R.R.	60'	40'	.04	NO	NO	Crushed Agg	Asphalt	2
Kindlewood Cres	Belvedere Dr.	- Pineridge Dr.	50'	30'	.15	NO	NO	Crushed Agg	Asphalt	2
Kindlewood Ct.	Kindlewood Cres	- Cul-de-sac	50'	30'	.04	NO	NO	Crushed Agg	Asphalt	2
Mapleton Cres	Belvedere Dr.	- Pineridge Dr.	50'	30'	.19	NO	NO	Crushed Agg	Asphalt	2
Mapleton Cres	190' West Pineridge Dr.	- Pineridge Dr.	50'	30'	.03	NO	NO	Crushed Agg	Asphalt	2
Belvedere Dr.	170' North Elmsford Pl.	- Pineridge Dr.	60'	30'	.27	NO	NO	Crushed Agg	Asphalt	2
Belvedere Dr.	110' West Pineridge Dr.	- Pineridge Dr.	50'	30'	.03	NO	NO	Crushed Agg	Asphalt	2

SIGNED [Signature]
Dept. of Highways Engineer

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Clarke, Halifax, King William and Washington 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:

CLARKE COUNTY	- Section 7-A of old location Rte. 606 from the new connection opposite Sta. 267+50 northeasterly 0.07 mi., Proj. 6007-021-107, C-501 -----	0.07 Mile
HALIFAX COUNTY	- Sections 1 and 2 of old location Rtes. 716 and 614 from Sta. 6627+00 to Sta. 6633+00, Proj. 0129-041-101, C-501 -----	0.13 Mile
KING WILLIAM COUNTY	- In the Town of West Point - Route T-1115 from Rte. 30 to Rte. T-1108 -----	0.08 Mile
	- In the Town of West Point - Route T-1114 from Rte. T-1108 to Rte. 30 -----	0.08 Mile
	- In the Town of West Point - Route T-1108 from Rte. T-1114 to Rte. T-1115 ----	0.06 Mile
WASHINGTON COUNTY	- Sections 2 and 3 of old location Rte. 692 between Sta. 113+40 and Sta. 142+00, Proj. 0692-095-155, C-501 -----	0.15 Mile

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1973-74 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 Amherst County has by resolution requested the use of industrial access funds to provide adequate access to the new facility to be constructed by AMP Incorporated off Route 731 near Amherst in Amherst County, estimated to cost \$37,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$37,000 from the industrial access fund for 1973-74 be allocated to provide adequate access to the new facility of AMP Incorporated, to be located off Route 731 in Amherst County, Project 0731-005-132, C-502, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, the current energy shortage has brought about the rapidly escalating price of asphalt; and

WHEREAS, there is a shortage of asphalt which is restricting the availability of asphalt to contractors from competitive suppliers; and

WHEREAS, the rapidly escalating price of asphalt and the shortage of asphalt will tend to reduce the number of bidders on the plant mix schedules; and

WHEREAS, the Commission feels that a price adjustment provision on the 1974 contract Bituminous Plant Mix Schedules will result in more competitive bids and reduced contract unit prices.

NOW, THEREFORE, BE IT RESOLVED, that the price adjustment on 1974 contract Bituminous Plant Mix Schedules shall be determined each estimate period by the product of the amount of asphalt cement used in the mix and the difference between the average f.o.b. price of asphalt cement on the day bids are received and the average f.o.b. price of asphalt cement representing the work performed during the estimate period; and

BE IT FURTHER RESOLVED, that the amount of asphalt cement used in the mix during the estimate period shall be determined by the product of the tons of bituminous concrete mix placed during the estimate period and the per cent of asphalt cement as specified in the job mix formula; and

BE IT ALSO FURTHER RESOLVED, that the average f.o.b. price of asphalt cement on the day bids are received and the average f.o.b. price of asphalt cement representing the work performed during each estimate period shall be determined by averaging the posted f.o.b. prices of asphalt cement from selected asphalt terminals supplying asphalt cement to the bituminous concrete schedules; and

BE IT ALSO FURTHER RESOLVED, that the price adjustment will not be applicable when the average f.o.b. price of asphalt cement representing the estimate period is less than the average f.o.b. price of asphalt cement determined on the day bids are received.

MOTION CARRIED

Mr. Harwood presented report of hauling permit violations for the period July 1, 1973, to December 31, 1973, and recommended disciplinary action against Viking Homes, of Shelby, North Carolina, who had had three citations and had reported no trips during the period. On motion of Mr. Hall, seconded by Mr. Glass, the Commission voted to cancel existing blanket permits and that they not be issued single trip permits for three months or blanket permits for a period of one year.

On motion of Mr. Landes, seconded by Mr. Hall, the Commission authorized exceptions, on trip permit basis, to permit manual requirement for rear pilot cars in connection with movement of mobile homes and modular houses on two-lane highways where grade and alignment are satisfactory.

The chairman stated that the Commission has been appropriating funds for the past four years for four-laning Route 301 between Richmond and Hanover and has for some years had plans to widen the route through the Courthouse pending increase in traffic to the extent that a bypass might be necessary. He said traffic is now far short of the necessary volume and that it was planned to simply widen out the road through the village, without adverse environmental effects on the Courthouse, the tavern, or the trees, but that there are apparently great fears that the proposed work would disturb the historical environment of the Courthouse. He said plans are very tentative, the traffic situation is not critical, and he thought the two lane street through the Courthouse would serve traffic for a long time to come; that if the people did not want anything done, the money could be spent elsewhere.

Mr. Crowe recommended that the proposed improvement be deferred indefinitely.

Moved by Mr. Crowe, seconded by Mr. Glass.

that

WHEREAS, in connection with Route 29, State Highway Project 472 GW and State Highway Project 0029-005-103, RW-203, the Commonwealth acquired certain lands from Margaret H. Sawyer and Leslie F. Sawyer by deed dated January 6, 1940 as recorded in Deed Book 115, Page 77, from Adella H. Page and H. L. Page by deed dated January 22, 1940 as recorded in Deed Book 115, Page 301, from J. A. Thomas and Lillie Thomas by deed dated January 18, 1940 as recorded in Deed Book 115, Page 129, and from J. Hunter Sheppe and Roberta T. Sheppe by Certificate No. G-15910 dated February 18, 1969, case for which has been completed, as recorded in Deed Book 277, Page 316. These instruments are recorded in the Office of the Clerk of the Circuit Court of Amherst County; and

WHEREAS, a section of Route 29 has been relocated in a northwestern direction under Project 0029-005-103, RW-203 from a point 55 feet opposite approximate survey Station 575+85 (office revised N.B.L. centerline) to a point approximately 95 feet opposite approximate survey Station 591+20 (office revised N.B.L. centerline) and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining landowners have requested that we convey to them any old right of way lying outside the southeast proposed right of way line of Route 29, including a small parcel of land lying outside of and adjacent to the northwest normal right of way line of Route 29 in order that they may more fully develop their property; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands comprising the right of way of old Route 29 lying on the southeast side of the southeast proposed right of way line of present Route 29 from a point 55 feet opposite survey Station 575+05 (office revised N.B.L. centerline), to a point 132 feet opposite survey Station 593+00 (office revised S.B.L. centerline) including a parcel of land lying northwest of and adjacent to the northwest normal right of way line of Route 29 from a point 85 feet opposite survey Station 580+44 (office revised S.B.L. centerline) to a point 105 feet opposite survey Station 582+10 (office revised S.B.L. 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, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the section of old Route 29 lying from a point 55 feet opposite approximate survey Station 575+85 (office revised N.B.L. centerline) to a point approximately 95 feet opposite approximate survey Station 591+20 (office revised N.B.L. centerline) is hereby declared abandoned and in accordance with Section 33.1-149 of the same code, the conveyance of said land and right of way, so abandoned and so certified, to the owners of record of the adjoining land is hereby approved and the State Highway Commissioner is hereby authorized to execute in the

name of the Commonwealth a deed conveying same, without warranty, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 264, State Highway Project 0264-122-101, FN-202, the Commonwealth acquired certain lands from Rosa Kantor by Certificate Number C-9549 dated April 29, 1965, case for which has been completed, as recorded in Deed Book 1017, Page 116 in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, the above mentioned land was acquired for the purpose of relocating a City pumping station site which was donated by the City in connection with the said project; and

WHEREAS, the City has requested that we convey to them by deed the land which was acquired by the Commonwealth for the relocation of the said pumping station; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the northeast side of the northeast normal right of way and limited access line of Brambleton Avenue from a point 344.87 feet opposite Station 115+32.11 (centerline W.B.L. Route 264) to a point 336.95 feet opposite Station 116+20.46 (centerline W.B.L. Route 264) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land is approved and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the City of Norfolk in exchange for lands previously acquired from them and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 0000, State Highway Project 0000-105-102, HW-201 the Commonwealth acquired certain lands, a portion which lies outside the normal right of way, from David H. Dew and Jean W. Dew by deed dated September 27, 1971 as recorded in Deed Book 52, Page 255 and from Hallie R. Wolfarth by deed dated September 13, 1971 as recorded in Deed Book 52, Page 258. These deeds are of record in the Office of the Clerk of the Circuit Court of the City of Clifton Forge; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land lying on the south right side of and adjacent to the south normal proposed right of way line from a point 40 feet opposite approximate survey Station 105+06 (centerline Church Street) to a point 30 feet opposite survey Station 106+00 (centerline Church Street) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

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

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 119, now Route 419, State Highway Project 0119-080-102, C-501, the Commonwealth acquired certain land, a portion of which lies outside the normal right of way, from Adelaide A. Hunter by deed dated August 14, 1963 and recorded in Deed Book 724, Page 509 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, so acquired, lying west of and adjacent to the west normal right of way line of Route 419 from a point 68 feet opposite survey Station 61+87 (proposed S.B.L. centerline) to a point approximately 68 feet opposite approximate survey Station 63+88 (proposed S.B.L. centerline) is not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this

Commission that the sale of the parcel of land, so certified, is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowner of record at a price satisfactory with the State Right of Way Engineer and subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 195, State Highway Project 0195-127-101, RA-201 the Commonwealth acquired certain land, a portion of which lies outside the proposed right of way and limited access line, from Richmond Metropolitan Authority by deed dated November 19, 1971 and recorded in Deed Book 6730, Page 189 in the Office of the Clerk of the Chancery Court of the City of Richmond; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land lying on the east side of and adjacent to the east proposed right of way and limited access line of Route 195 from a point 132.74 feet opposite survey Station 278+18.93 (R.M.A. centerline) to a point 80.83 feet opposite survey Station 279+33.18 (R.M.A. centerline) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

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

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, the Commonwealth acquired certain lands containing 8.001 acres from J. H. Cole and Frances Ann Cole by deed dated July 2, 1970 as recorded in Deed Book 55, Page 364 in the Office of the Clerk of the Circuit Court of Bland County for use as the Rocky Gap Headquarters Lot; and

WHEREAS, in order for Mr. Cole to more fully develop his remaining lands he has requested that we convey to him 1.77 acres of land along the east side of our lot in exchange for 1.77 acres of land adjacent to our

south property line; and

WHEREAS, the State Highway Commissioner has certified in writing that the 1.77 acres of land lying along the east side of our present Rocky Gap Headquarters Lot does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the land so certified is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same without warranty in exchange for a deed to the 1.77 acres of land adjacent to our south property line.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, by deed dated January 18, 1955, the Commonwealth acquired 2.296 acres, more or less, land to be used as the DeWitt Patrol Shed Lot from W. Boisseau and Edwina Boisseau as recorded in Deed Book 91, Page 73 in the Office of the Clerk of the Circuit Court of Dinwiddie County; and

WHEREAS, the DeWitt Patrol Shed Lot has been replaced by the DeWitt Area Headquarters, and the owners of the adjacent land have requested that the land and improvements thereon be conveyed to them at a price satisfactory to this Department; and

WHEREAS, the State Highway Commissioner has certified in writing that the land of the old DeWitt Patrol Shed Lot acquired by deed recorded in Deed Book 91, Page 73, with improvements thereon, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the sale of said land and improvements thereon, so certified, is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same without warranty, at a price satisfactory to the Department and subject to such restrictions as he may deem requisite; and

FURTHER, THAT, the resolution pertaining to the proposed sealed bid sale of the land passed by the State Highway Commission on February 21, 1974 is hereby rescinded.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 134, State Highway Project 0134-099-102, RW-201 the Commonwealth acquired certain land, a portion of which lies outside the normal right of way, from James R. Oakley, Jr. and Carol J. Oakley by Certificate No. C-17218 dated December 23, 1969, case for which has been completed and recorded in Deed Book 223, Page 707 in the Office of the Clerk of the Circuit Court of York County; and

WHEREAS, the State Highway Commissioner has certified in writing that the portion of land, so acquired, lying on the south side of and adjacent to the south proposed right of way line of Route 134 from a point approximately 60 feet opposite approximate survey Station 567+50 (proposed E.B.L. centerline) to a point approximately 60 feet opposite approximate survey Station 568+18 (proposed E.B.L. centerline) is no longer needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

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

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-131-102, RW-202, the Commonwealth acquired certain lands from Florence W. Forehand by deed dated October 28, 1964 as recorded in Deed Book 1418, Page 126 in the Office of the Clerk of the Circuit Court of the City of Chesapeake; and

WHEREAS, a portion of the land so acquired was not needed for construction and is large enough for independent development; and

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

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the south limited access line of Outer Connection "B" and the south proposed right of way line of Outer Connection "B" from a point 60 feet opposite Station 24+33 (Ramp) to a point 51 feet opposite Station 21+56 (Ramp) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making an offer satisfactory to the Department, is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 200, known as Garretts Ferry Road, now Route 3, certain lands were acquired from R. E. Taylor and Mary E. Taylor by deed dated August 21, 1933 as recorded in Deed Book 51, Page 265 in the Office of the Clerk of the Circuit Court of Middlesex County; and

WHEREAS, a portion of old Route 200, now Route 3, has been relocated in a southeastern direction under State Highway Project 1296-E from a point approximately 60 feet opposite approximate Station 151+85 (office revised centerline Route 3) to a point approximately 60 feet opposite approximate Station 152+15 (centerline Route 3), and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining landowner has requested that we convey to him any unneeded land lying outside the northwest proposed right of way line of Route 3 in order that he may more fully develop his land; and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising a portion of old Route 200 lying northwest of and adjacent to the northwest proposed right of way line of Route 3 from a point approximately 60 feet opposite Station 151+85 (office revised centerline Route 3) to a point approximately 60 feet opposite approximate Station 152+15 (centerline Route 3) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-148 of the 1950 Code of Virginia, as amended, the above described portion of old Route 200 is hereby declared abandoned and in accordance with § 33.1-149 of the same code, the conveyance of said right of way, so abandoned and so certified, to the owner of record of the adjoining land is hereby approved and

the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, for a consideration satisfactory with the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, the Commonwealth is the apparent owner of a section of old Route 46 in Nottoway County; and

WHEREAS, a portion of Route 46 has been relocated in a western direction under State Highway Project 0046-067-101, FN-201 from a point opposite approximate survey Station 864+35 (centerline Route 40) to a point opposite approximate survey Station 15+55 (centerline Route 46), and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining landowner of record, who owns the land on both sides of old Route 46, has requested that we convey to him any unused land comprising the section of old Route 46 which lies east of the east proposed right of way line of present Route 46; and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising the right of way of old Route 46 which lies east of present Route 46 from a point approximately 110 feet opposite approximate survey Station 863+00 (centerline Route 40) to a point approximately 90 feet opposite approximate survey Station 14+25 (centerline Route 46) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the said section of old Route 46 is hereby declared abandoned, and in accordance with Section 33.1-149 of the same code, the conveyance of the right of way, so abandoned and so certified, to the owner of record of the adjoining land is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed of quitclaim for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-043-001, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from John J. Liesfeld, Jr. and Ima M. Liesfeld, his wife, by deed dated July 16, 1964 as recorded in Deed Book 1179, Page 414 in the Office of the Clerk of the Circuit Court of the County of Henrico; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land lying on the northeast side of and adjacent to the northeast revised proposed right of way and limited access line from a point 156 feet opposite approximate survey Station 279+06 (W.B.L. centerline) to a point 156 feet opposite approximate survey Station 285+78 (W.B.L. centerline) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the parcel of land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowner of record in partial exchange for a deed to certain land needed.

Motion carried.

After discussion of a request by the Metropolitan Washington Council of Governments that the Department participate in a demonstration project to encourage the use of carpooling in the Washington Metropolitan Area, the Commission affirmed that all Federal funds apportioned to Virginia by the Department of Transportation through the Federal Highway Administration are allocated each year to the urbanized areas, as required by the Federal-aid Highway Acts and Commission policies, and there are no funds available from Federal funds apportioned to Virginia for the requested project.

Requests for restriction of truck traffic on Fairfax County Routes 717 (Utterback Store Road), 1616 (Farmington Drive) and 1619 and 1675 (Elmwood Drive), were discussed, but action was deferred until a later meeting.

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

WHEREAS, petroleum shortages for whatever reason are strongly in evidence; and

WHEREAS, the shortage of such material as fuel and actual road construction material in highway construction projects is becoming more acute; and

WHEREAS, shortage of other critical highway construction materials for whatever reason such as steel, cement, plastics, rubber, explosives and others is very much in evidence; and

WHEREAS, in light of the shortage in the market for such materials, prices are continually increasing and such increases are erratic and unpredictable; and

WHEREAS, it is necessary and incumbent upon the Highway Department to continue a road program dedicated toward optimum use of highway funds; and

WHEREAS, there has been significant evidence that the highway contracting industry cannot predict erratically inflating costs resulting in their inability to realistically appraise and bid at a fair price work proposed by the Virginia Department of Highways; and

WHEREAS, such uncertainty of material cost and supply leads to overpricing resulting in unnecessary expenditures of public funds or underpricing placing the highway construction industry in financial peril; and

WHEREAS, both conditions are considered detrimental to the best interest of the Commonwealth of Virginia; and

WHEREAS, it is obvious that procedures must be developed to provide fair and equitable price increases to cover rapidly inflating costs which are beyond the control of or the ability of the construction industry to foresee.

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commissioner be authorized to institute a plan to provide price adjustment subsequent to the award of a contract, such award to be based on present policy and legal statutes. It is the judgement of this Commission that the price adjustment should be made on selected contract items undergoing serious escalation caused by critical material shortages and should be based upon logically derived indices, such indices to be developed from accepted monthly low bids, thereby maintaining the necessary competitive restraints on cost increases. These indices are to be utilized as a basis for subsequent price adjustment throughout the life of the contract.

This plan is approved for a period of six months, subject to review and further in-depth study by a committee to be appointed by the chairman. Motion carried, Messrs. Fralin, Janney, Landes, Hall, Glass and Fugate voting AYE; Messrs. Roos and Crowe voting NO.

Mr. Fugate appointed the following committee to review and study this plan: Chairman Mr. Fralin
Mr. Janney
Mr. Landes
Mr. Roos

The chairman told the Commission he had received a request from Honorable Owen B. Pickett, Member of the House of Delegates, asking that proposed improvements on the Virginia Beach-Norfolk Expressway, to be financed with toll revenue funds, be deferred and the monies used to pay off the bonds so that the facility might be toll free at an earlier date. Mr. Fugate stated the trust indenture between the Highway Department and the bondholders permits use of toll revenues for improvements, and there were no other funds from which to finance the needed work. The Commission agreed that the improvements should not be postponed.

The chairman spoke of work proposed on Interstate Route 195, which was originally a part of the Richmond Expressway system through Richmond's west end and joining a primary project being built through Byrd Park to Meadow Street. This interstate spur has been under way about two years, he said, and, as is required on all interstate construction, the environmental effects on adjoining property have to be given full consideration. A firm of environmental and landscape engineers were employed to assess the environmental effects and to recommend ways and means of eliminating adverse effects.

At one point, the bridge which brings the Interstate spur out of a cut, crosses over the railroad and Powhite Parkway, is even with the second story window of some of the homes along Portland Place and the ramp and bridge are 150 feet from some of the houses. The consultants have recommended a number of environmental treatments all along the interstate spur and the primary extension. At this point opposite Portland Place, they have recommended a brick wall to screen the bridge and ramp from the residential properties along Portland Place and some planting in front of the wall.

Since this project is financed 90-10 with interstate funds, Mr. Fugate said he notified the District Engineer of the Federal Highway Administration sometime ago that he was moving into a home in Portland Place owned by Mrs. Fugate and he was going to divorce himself from this matter insofar as possible. The Federal Highway Administration, he said, has

required very full justification for work in this area, and he wanted to bring this to the attention of the Commission because of any possibility of conflict of interest on his part. He said this correspondence is on file and documentation of approval by the FHWA is available to the Commission and to the press.

The chairman reported on action of the 1974 session of the General Assembly affecting the Highway Department, with special reference to the following:

Expansion of the Department of Highways into the Department of Highways and Transportation. This legislation declared it to be the "policy of the Commonwealth of Virginia that the present and future welfare and mobility of the citizens of Virginia require a balanced transportation system, consisting of coordinated private and public facilities and services, provided and administered to assure adequate, safe, economical and efficient transportation . . ."

The policy is to be carried out by the expanded department "through continuous, comprehensive, coordinated transportation planning with other agencies of the Commonwealth having transportation responsibility, local governments, regional planning and transportation commissions, and private transportation facilities."

Under the same bill, the State Highway Commission will become the State Highway and Transportation Commission, with its membership increased from nine to eleven members; one member to come from each of the present eight highway construction districts and two members to be appointed at large (one from a metropolitan area and one from a non-metropolitan area); the eleventh member to be the State Highway and Transportation Commissioner, who will serve as full time administrator of the department and as chairman of the Commission.

The Appropriations Act included an unprecedented amount in state aid for mass transportation, earmarking \$11,575,140 for the first year and an additional \$11,575,140 for the second year of the biennium. The bill provides that the appropriation is to be set aside initially by the Commission as aid to regional transportation commissions or local governments from special revenues, including federal funds in aid of the capital costs of mass transportation. The transit funds are to be made available to urbanized areas of the state.

The General Assembly enacted three measures related to the construction of the interstate highway system. One directs the Department of Highways to conduct a study of feasible methods of completing the interstate highway system at an earlier date than now scheduled (the early or mid 1980's) and establishes a legislative committee to assist in the study.

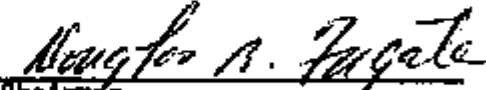
Other resolutions put the General Assembly on record as favoring the Department of Highways' plan to widen the existing four-lane segments of Interstate 95 to six lanes between Richmond and Northern Virginia and to complete Interstate 66 between the Capital Beltway and the Potomac River.

Two House bills and one Senate joint resolution concerning the state secondary road system. One directed the State Highway Commission to study (a) the expected needs of the secondary system during the next five years and during the next ten years and (b) the prospects of meeting those needs, with due consideration to the commitments of the Commission to the other highway systems.

It was decided that, since the Spring Conference had been cancelled, the April meeting would be held in Richmond on the regular meeting date, April 18.

The meeting was adjourned at 12:20 p.m.

Approved:


Chairman

Attested:


Secretary