

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

NATURAL BRIDGE, VIRGINIA

April 13, 1972

The monthly meeting of the State Highway Commission was held at Natural Bridge, Virginia, on April 13, 1972, at 1 p.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, minutes of the meeting of March 16, 1972, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Glass, that permits issued from March 16, 1972, to April 12, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, cancellation of permits from March 16, 1972, to April 12, 1972, inclusive, as shown by records of the Department, was approved.

The chairman spoke of the Virginia exhibit at the United States International Transportation Exhibition, TRANSP0 '72, to be held at Dulles International Airport, May 27 through June 4, 1972, and on motion of Mr. Eakin, seconded by Mr. Baughan, the Commission approved participation by the Highway Department in the amount of \$200,000 in the cost of the Virginia exhibit.

Mr. Fugate reviewed court action which is delaying construction of Interstate Route 66 and which action is being explored by the Department's attorneys with reference to a rehearing.

After a slide presentation and extended discussion, the Commission, on motion of Mr. Fitzpatrick, seconded by Mr. Hairston, authorized a pilot project of motorist service signing on Route I-95 from the North Carolina Line to the District of Columbia Line. The Department, the chairman said, is currently making a study of possible eligible facilities and is working with a committee of the State Chamber of Commerce to arrive at mutual agreement on facilities to be included.

Moved by Mr. Hairston, seconded by Mr. Fitzpatrick,
 that the Commission reject bids received on March 15, 1972, on the
 following project, and authorize readvertisement of work:

Route 19, Project 7019-092-101, C-501, B-601, B-605, B-611

1.044 Mi. E. ECL Tazewell - Int. Route 61, Tazewell County. Low bid -
 27.2% over estimate.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Glass,
 that the Commission confirm letter ballot action on bids received March 15,
 1972, on the following projects:

Route 29, Project 0029-029-104, C-501; 0029-110-101, C-501

0.281 Mi. E. Int. E. Marshall St. - 0.50 Mi. W. Int. E. Marshall St., City
 of Falls Church and Fairfax County. Award of contract to low bidder, Guy
 H. Lewis & Son, McLean, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 854,576.80	\$200.00
10% for engineering and additional work	85,457.68	20.00
Work by State Forces	5,390.00	
Right of Way (Rural)	93,000.00	
Utilities (Rural)	13,000.00	
Amount chargeable to project	1,051,644.00	

Accts. Rec. City of Falls Church - \$50,333.72

\$516,086.00 to be provided for in 1972-73 and 1973-74 Primary Construction
 Allocations.

\$69,724.28 to be provided for in future Urban Construction Allocations.

Route 58, Project 6058-012-107, C-501, B-613, B-614, B-615, B-616

0.683 Mi. W. Int. 46 - 4.275 Mi. E. Int. 46, Brunswick County. Award of contract to low bidder, Stanley Construction Co., Inc., and A. Wayland Stanley, Ashland, Virginia.

Bid	\$2,035,652.03
10% for engineering and additional work	203,565.20
Work by State Forces	36,927.00
Right of Way	400.00
Railroad	7,240.56
Flagging	2,989.43
Amount chargeable to project	2,286,774.00

\$786,948.00 to be provided for in 1972-73 and 1973-74 Primary Construction Allocations.

Routes 66 and 624, Project 0066-093-102, G-302, B-614, B-615, B-616, B-617, B-618, B-621, B-632, B-633, B-634; 0624-093-111, C-501

From: 0.406 Mi. E. Int. 340/522 To: 3.553 Mi. W. at Warren-Fauquier CL and From: 0.4 Mi. W. Int. 647 & 624 To: 0.4 Mi. N. Int. 647 & 624, Warren County. Award of contract to low bidder, Moore Bros. Co., Inc. and Moore Bros. Company, Verona, Virginia, and Talbott-Marks Company, Inc., Clarksville, Virginia.

Bid	\$4,910,757.33
10% for engineering and additional work	491,075.73
Work by State Forces	1,234.00
Utilities	4,000.00
Flagging	164.00
Amount chargeable to project	5,408,231.00

\$117,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 81, Project 0081-086-107, L-801

Screening of Junkyard - 7.34 Mi. N. Washington CL, Smyth County. Award of contract to low bidder, Davis Brothers Nursery, Rose Hill, Virginia.

Bid	\$3,793.50
10% for engineering and additional work	379.35
Amount chargeable to project	4,173.00

\$1,043.00 to be provided from Bristol District Interstate Construction Reserve Fund.

Route 195, Project 0195-127-101, B-625

Bridge I-195 over Westwood Ave. (Rte. 197) & RF&P RR Acca Yard, City of Richmond and Henrico County. Award of contract to low bidder, The Robert A. Smith Company, Inc., Farmville, Virginia, and Central Contracting Co., Inc., Farmville, Virginia.

Bid	\$5,497,488.80
10% for engineering and additional work	549,748.88
Work by State Forces	326.00
Railroad	17,402.00
Flagging	55,000.00
Amount chargeable to project	6,119,966.00

\$6,119,966.00 to be provided for in future Interstate Construction Allocations.

Route 195, Project 0195-127-101, C-502, B-628, B-629, B-630, B-633, B-634, B-635

0.012 Mi. S. Westwood Ave. (Rte. 197) - 0.035 Mi. S. Int. Rte. 95, City of Richmond and Henrico County. Award of contract to low bidder, The Robert A. Smith Company, Inc., Farmville, Virginia, and Central Contracting Co., Inc., Farmville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$4,633,449.63	\$245,111.00
10% for engineering and additional work	463,344.96	24,511.10
Work by State Forces	11,132.00	
City of Richmond (Part.)	2,000.00	
Flagging	11,000.00	
Amount chargeable to project	5,390,549.00	

\$5,120,927.00 to be provided for in future Interstate Construction Allocations.

Route 311, Project 0311-022-101, C-503

6.13 Mi. N. Roanoke CL - 6.73 Mi. N. Roanoke CL, Craig County. Award of contract to low bidder, Plecker Brothers, Inc., Millboro, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$146,488.06	\$200.00
10% for engineering and additional work	14,648.80	20.00
Work by State Forces	1,239.00	
Right of Way	24,000.00	
Utilities	300.00	
Amount chargeable to project	186,896.00	

\$182,541.00 to be provided for in 1972-73 and 1973-74 Primary Construction Allocations.

Route 603, Project 0603-020-155, C-501; 156, B-640; 0603-072-117, C-501

Bridge and Approaches over Skinquarter Creek, Chesterfield and Powhatan Counties. Award of contract to low bidder, H. W. Carter Construction Co., Inc., Chase City, Virginia.

Bid	\$122,591.85
10% for engineering and additional work	12,259.18
Amount chargeable to project	134,851.00

\$82,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 614, Project 0614-045-114, C-501; 0614-008-114, C-501, B-602

Int. Rte. 67B - 0.091 Mi. N. Highland CL, Bath and Highland Counties. Award of contract to low bidder, M. E. Humphries, General Contractor, Stuarts Draft, Virginia.

Bid	\$249,488.60
10% for engineering and additional work	24,948.86
Work by State Forces	194.00
Utilities	5,000.00
Amount chargeable to project	279,631.00

\$198,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 621, Project 0621-096-115, C-501

Int. 202 (Mount Holly) - Int. 626 (Erica), Westmoreland County. Award of contract to low bidder, M. E. Humphries, General Contractor, Stuarts Draft, Virginia.

Bid	\$244,688.60
10% for engineering and additional work	24,468.86
Work by State Forces	194.00
Amount chargeable to project	269,351.00

\$43,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 628, Project 0628-089-129, C-501, C-502, B-606

0.293 Mi. E. Int. Rte. 626 - 0.002 Mi. W. Int. Rte. 608 (Groves Corner), Stafford County. Award of contract to low bidder, Stanley Construction Co., Inc., and A. Wayland Stanley, Ashland, Virginia.

Bid	\$213,732.25
10% for engineering and additional work	21,373.22
Work by State Forces	326.00
Utilities	7,800.00
Railroad	5,944.67
Flagging	5,500.00
Amount chargeable to project	254,676.00

Acct. Rec. RF&P RR - \$11,824.00
\$132,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Various Routes, Project 8595-961-803, L-801

Junkyard Screening - Various Locations, Bristol District. Award of contract to low bidder, Davis Brothers Nursery, Rose Hill, Virginia.

Bid	\$12,722.60
10% for engineering and additional work	1,272.26
Work by State Forces	280.00
Amount chargeable to project	14,275.00

\$3,569.00 to be provided from Bristol District Primary Construction Reserve Fund.

Route 81, Project BR-3-72

Bridge Repair - Rte. 679 over Rte. 81 (0081-082-701, M-600), Rockingham County. Award of contract to low bidder, Lanford Brothers Company, Inc., Roanoke, Virginia.

Bid	\$44,769.00
10% for engineering and additional work	4,476.90
Amount chargeable to project	49,246.00

To be financed from Project 0081-082-701, M-600 (Acct. Rec. 02188856)

Routes 56, 151, 210 and 29, Project BR-8-71

Repair 8 Bridges - Rt. 56 Mill Race Overflow (0056-062-0618), Rt. 151 Tye Rv. (0151-062-0633 & -701, M-600), Rt. 210 over 29 (0210-005-0632), NBL Rt. 29 Buffalo Rv. (0029-005-0603), Rt. 29 Mill Cr. (0029-005-0602), Rt. 56 Tye Rv. (0056-062-0617 & -0619), Amherst and Nelson Counties. Award of contract to low bidder, Ardsley Construction Co., Inc., Scarsdale, New York.

Bid	\$158,697.00
10% for engineering and additional work	15,869.70
Amount chargeable to project	174,567.00

To be financed from Lynchburg District Maintenance Replacement Funds.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Glass, that the Commission confirm letter ballot action rejecting bids received March 15, 1972, on the following projects, and authorizing readvertisement of these projects:

Route 1, Project 0001-100-102, B-602 CONTR. I

Bridge Rte. 1 N.B. over RF&P RR Potomac Yards, City of Alexandria. Low bid - 20.7% over estimate.

Route 42, Project 0042-086-101, C-501

0.044 Mi. E. Int. 630 - 3.419 Mi. W. Rte. 16, Smyth County. Low bid - 16.3% over estimate.

Route 123, Project 0123-029-108, C-501; 0123-153-103, C-501

0.458 Mi. N. Int. 66 - 0.538 Mi. E. of WCL Town of Vienna, Fairfax County and Town of Vienna. Low bid - 20.0% over estimate.

Route 495, Project 0495-100-104, C-501, B-608

Lane Drop Elimination at Route 1, City of Alexandria. Low bid - 35.9% over estimate.

Route 604, Project 0604-061-144, C-501, B-612

0.260 Mi. N. Int. 58 (Constance Rd.) - 0.992 Mi. N. Int. 58 (Constance Rd.), Nansemond County. Low bid - 20.1% over estimate.

Project 5508-123-101, C-501

Traffic Signal System - Central Business District, City of Petersburg. Low bid - 13.4% over estimate.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Glass, that the Commission confirm letter ballot action concurring in award of contract by the West Virginia Department of Highways covering ventilation equipment in the East River Mountain Tunnel -

Project I-77-2(301)56, C-4

East River Mountain Tunnel Ventilation Equipment, Mercer County, West Virginia and Bland County, Virginia. Award of contract to low bidder, Limbach Company, Pittsburgh, Pennsylvania.

Bid	\$2,123,000.00
10% for engineering and additional work	212,300.00
Amount chargeable to project	2,335,300.00
(\$1,267,834.00 Virginia Share, \$1,067,466.00 West Virginia Share)	
\$1,267,834.00 to be provided for in future Interstate Construction Allocations.	

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Glass,
that the Commission confirm letter ballot action on bids received
March 22, 1972, on the following projects:

Bristol District, Plant Mix, Schedule 101-72

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

Bid	\$433,844.87
10% for engineering and additional work	43,384.48
Amount chargeable to project	477,229.00
To be financed from Bristol District Primary System Maintenance Funds, Project 0083-013-101, C-501, Wise County Secondary System Maintenance Funds and Dickenson County Secondary System Maintenance Funds.	

Bristol District, Plant Mix, Schedule 102-72

Award of contract to low bidder, Pope Paving Company, Inc., Bristol,
Tennessee.

Bid	\$302,970.20
10% for engineering and additional work	30,297.02
Amount chargeable to project	333,267.00
To be financed from Washington County Secondary System Maintenance Funds and Bristol District Primary System Maintenance Funds.	

Bristol District, Plant Mix, Schedule 103-72

Award of contract to low bidder, Adams Construction Corp., Pikeville,
Kentucky.

Bid	\$50,604.35
10% for engineering and additional work	5,060.43
Amount chargeable to project	55,665.00
To be financed from Bristol District Primary System Maintenance Funds.	

Bristol District, Plant Mix, Schedule 104-72

Award of contract to low bidder, Holston River Paving Corp., Marion,
Virginia.

Bid	\$86,333.00
10% for engineering and additional work	8,633.30
Amount chargeable to project	94,966.00
To be financed from Bristol District Primary and Interstate Systems Maintenance Funds.	

Bristol District, Plant Mix, Schedule 105-72

Award of contract to low bidder, L. A. Reynolds Company, Winston-Salem, North Carolina.

Bid	\$ 96,508.20
10% for engineering and additional work	9,650.82
Amount chargeable to project	106,159.00

To be financed from Bristol District Primary System Maintenance Funds.

Bristol District, Plant Mix, Schedule 106-72

Award of contract to low bidder, Pendleton Construction Corp., Mytheville, Virginia.

Bid	\$174,715.08
10% for engineering and additional work	17,471.50
Amount chargeable to project	192,187.00

To be financed from Project 0042-010-101, C-501 and Bristol District Primary and Interstate Systems Maintenance Funds.

Salem District, Plant Mix, Schedule 201-72

Award of contract to low bidder, Virginia Asphalt Paving Co., Inc., Roanoke, Virginia.

Bid	\$357,179.80
10% for engineering and additional work	35,717.98
Amount chargeable to project	392,898.00

To be financed from Roanoke County Secondary System Maintenance Funds and Salem District Primary System Maintenance Funds.

Salem District, Plant Mix, Schedule 202-72

Award of contract to low bidder, Thompson-Arthur Paving Company, Danville, Virginia.

Bid	\$ 92,785.95
10% for engineering and additional work	9,278.59
Amount chargeable to project	102,065.00

To be financed from Salem District Primary System Maintenance Funds.

Salem District, Plant Mix, Schedule 203-72

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

Bid	\$438,501.25
10% for engineering and additional work	43,850.12
Amount chargeable to project	482,351.00
To be financed from Botetourt County Secondary System Maintenance Funds, Montgomery County Secondary System Maintenance Funds, and Salem District Primary and Interstate Systems Maintenance Funds.	

Salem District, Plant Mix, Schedule 204-72

Award of contract to low bidder, Lone Jack Limestone Co., Inc., Lynchburg, Virginia.

Bid	\$19,266.00
10% for engineering and additional work	1,926.60
Amount chargeable to project	21,193.00
To be financed from Salem District Primary System Maintenance Funds.	

Salem District, Plant Mix, Schedule 205-72

Award of contract to low bidder, John A. Hall & Company, Inc., Roanoke, Virginia.

Bid	\$280,004.80
10% for engineering and additional work	28,000.48
Amount chargeable to project	308,005.00
To be financed from Salem District Interstate and Primary and Roanoke County Secondary Systems Maintenance Funds.	

Salem District, Plant Mix, Schedule 206-72

Award of contract to low bidder, Newman Brothers Quarry, Inc., Hillsville, Virginia.

Bid	\$266,786.75
10% for engineering and additional work	26,678.67
Amount chargeable to project	293,465.00
To be financed from Project 0804-077-128, C-501, Salem District Primary System, Interstate System Maintenance Funds and Carroll County Secondary System Maintenance Funds.	

Lynchburg District, Plant Mix, Schedule 301-72

Award of contract to low bidder, Thompson-Arthur Paving Company, Danville, Virginia.

Bid	\$279,028.83
10% for engineering and additional work	27,902.88
Amount chargeable to project	306,932.00
To be financed from Project 0051-071-103, C-502, Project 0051-071-103, C-501, Pittsylvania County Secondary System Maintenance Funds, Halifax County Secondary System Maintenance Funds, and Lynchburg District Primary System Maintenance Funds.	

Lynchburg District, Plant Mix, Schedule 302-72

Award of contract to low bidder, Lawhorne Brothers, Inc., Lynchburg, Virginia.

Bid	\$144,261.44
10% for engineering and additional work	14,426.14
Amount chargeable to project	158,688.00
To be financed from Bristol District Primary System Maintenance Funds.	

Lynchburg District, Plant Mix, Schedule 303-72

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

Bid	\$129,779.65
10% for engineering and additional work	12,977.96
Amount chargeable to project	142,758.00
To be financed from Lynchburg District Primary System Maintenance Funds.	

Lynchburg District, Plant Mix, Schedule 304-72

Award of contract to low bidder, S. L. Williamson Co., Inc., Charlottesville, Virginia.

Bid	\$156,591.40
10% for engineering and additional work	15,659.14
Amount chargeable to project	172,251.00
To be financed from Lynchburg District Primary System Maintenance Funds and Project 0020-014-701, M-400.	

Lynchburg District, Plant Mix, Schedule 305-72

Award of contract to low bidder, Roy N. Ford Company, Inc., Blairs, Virginia.

Bid	\$27,618.00
10% for engineering and additional work	2,761.80
Amount chargeable to project	30,380.00

To be financed from Lynchburg District Primary System Maintenance Funds.

Richmond District, Plant Mix, Schedule 401-72

Award of contract to low bidder, Short Paving Company, Inc., Petersburg, Virginia.

Bid	\$320,663.01
10% for engineering and additional work	32,066.30
Amount chargeable to project	352,729.00

To be financed from Project 0040-026-104, C-501 and Richmond District Interstate and Primary Systems Maintenance Funds.

Richmond District, Plant Mix, Schedule 402-72

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

Bid	\$237,893.66
10% for engineering and additional work	23,789.36
Amount chargeable to project	261,683.00

To be financed from Projects 0138-056-101, C-502 and 0049-067-102, C-501, and Richmond District Primary System Maintenance Funds.

Richmond District, Plant Mix, Schedule 403-72

Award of contract to low bidder, Blakemore Construction Corp., Richmond, Virginia.

Bid	\$78,992.86
10% for engineering and additional work	7,899.28
Amount chargeable to project	86,892.00

To be financed from Richmond District Primary System Maintenance Funds.

Richmond District, Plant Mix, Schedule 404-72

Award of contract to low bidder, E. G. Bowles Company, Richmond, Virginia.

Bid	\$109,047.72
10% for engineering and additional work	10,904.77
Amount chargeable to project	119,952.00

To be financed from Projects 0920-020-151, C-501, 0613-020-166, C-501, and 1419-020-165, C-501, Richmond District Primary and Chesterfield County Secondary Systems Maintenance Funds.

Suffolk District, Plant Mix, Schedule 501-72

Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

Bid	\$286,709.55
10% for engineering and additional work	28,670.95
Amount chargeable to project	315,381.00

To be financed from Accomack County Secondary System Maintenance Funds, Northampton County Secondary System Maintenance Funds, and Suffolk District Primary System Maintenance Funds.

Suffolk District, Plant Mix, Schedule 502-72

Award of contract to low bidder, Basic Construction Company, Inc., Newport News, Virginia.

Bid	\$62,386.00
10% for engineering and additional work	6,238.60
Amount chargeable to project	68,625.00

To be financed from Suffolk District Primary and Interstate Systems Maintenance Funds and James City and York Counties Secondary System Maintenance Funds.

Suffolk District, Plant Mix, Schedule 503-72

Award of contract to low bidder, Clyde R. Royals, Inc., Hampton, Virginia.

Bid	\$39,818.20
10% for engineering and additional work	3,981.82
Amount chargeable to project	43,800.00

To be financed from Suffolk District Primary System Maintenance Funds.

Suffolk District, Plant Mix, Schedule 504-72

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

Bid	\$515,024.42
10% for engineering and additional work	51,502.44
Amount chargeable to project	566,527.00

To be financed from Greensville County Secondary System Maintenance Funds and Suffolk District Primary System Maintenance Funds and Project 0460-087-101, C-501.

Suffolk District, Plant Mix, Schedule 505-72

Award of contract to low bidder, Short Paving Company, Inc., Petersburg, Virginia.

Bid	\$159,384.30
10% for engineering and additional work	15,938.43
Amount chargeable to project	175,323.00

To be financed from Southampton County Secondary System Maintenance Funds and Suffolk District Primary System Maintenance Funds.

Suffolk District, Plant Mix, Schedule 506-72

Award of contract to low bidder, Portsmouth Paving Corporation, Portsmouth, Virginia.

Bid	\$59,493.98
10% for engineering and additional work	5,949.39
Amount chargeable to project	65,443.00

To be financed from Suffolk District Primary System Maintenance Funds.

Fredericksburg District, Plant Mix, Schedule 601-72

Award of contract to low bidder, Sam Finley, Inc., Roanoke, Virginia.

Bid	\$293,280.00
10% for engineering and additional work	29,328.00
Amount chargeable to project	322,608.00

To be financed from Fredericksburg District Primary and Spotsylvania and Stafford Counties Secondary Systems Maintenance Funds.

Fredericksburg District, Plant Mix, Schedule 602-72

Award of contract to low bidder, Blakamore Construction Corp., Richmond, Virginia.

Bid	\$4,438.00
10% for engineering and additional work	443.80
Amount chargeable to project	4,882.00

To be financed from Fredericksburg District Primary System Maintenance Funds.

Fredericksburg District, Plant Mix, Schedule 603-72

Award of contract to low bidder, Clyde R. Royals, Inc., Hampton, Virginia.

Bid	\$40,760.00
10% for engineering and additional work	4,076.00
Amount chargeable to project	44,836.00

To be financed from Fredericksburg District Primary System Maintenance Funds.

Culpeper District, Plant Mix, Schedule 701-72

Award of contract to low bidder, S. L. Williamson Co., Inc., Charlottesville, Virginia.

Bid	\$181,156.75
10% for engineering and additional work	18,115.67
Amount chargeable to project	199,272.00

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

Culpeper District, Plant Mix, Schedule 702-72

Award of contract to low bidder, P. C. Goodloe & Son, Inc., Fredericksburg, Virginia.

Bid	\$210,477.30
10% for engineering and additional work	21,047.73
Amount chargeable to project	231,525.00

To be financed from Culpeper District Primary System Maintenance Funds.

Culpeper District, Plant Mix, Schedule 703-72

Award of contract to low bidder, Virginia Asphalt Paving Co., Inc., Roanoke, Virginia.

Bid	\$128,164.40
10% for engineering and additional work	12,816.44
Amount chargeable to project	140,981.00

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

Culpeper District, Plant Mix, Schedule 704-72

Award of contract to low bidder, Newton Asphalt Company, Inc., Alexandria, Virginia.

Bid	\$118,341.50
10% for engineering and additional work	11,834.15
Amount chargeable to project	130,176.00

To be financed from Culpeper District Primary and Prince William County Secondary Systems Maintenance Funds.

Culpeper District, Plant Mix, Schedule 705-72

Award of contract to low bidder, Sam Finley, Inc., Roanoke, Virginia.

Bid	\$493,742.50
10% for engineering and additional work	49,374.25
Amount chargeable to project	543,117.00

To be financed from Projects 0236-029-702, M-400, 0050-029-703, M-400 and 0007-029-704, M-400, Culpeper District Primary and Prince William and Fairfax Counties Secondary Systems Maintenance Funds.

Staunton District, Plant Mix, Schedule 801-72

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

Bid	\$266,267.00
10% for engineering and additional work	26,626.70
Amount chargeable to project	292,894.00

To be financed from Staunton District Interstate and Primary and Alleghany County Secondary Systems Maintenance Funds.

Staunton District, Plant Mix, Schedule 802-72

Award of contract to low bidder, Moore Brothers Company, Inc., Verona, Virginia.

Bid	\$162,083.50
10% for engineering and additional work	16,208.35
Amount chargeable to project	178,292.00

To be financed from Staunton District Primary System Maintenance Funds.

Staunton District, Plant Mix, Schedule 803-72

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

Bid	\$134,840.45
10% for engineering and additional work	13,484.04
Amount chargeable to project	148,324.00

To be financed from Staunton District Primary, Augusta County Secondary Systems Maintenance and Augusta County Capital Outlay Funds.

Staunton District, Plant Mix, Schedule 804-72

Award of contract to low bidder, M. A. Layman & Sons, Inc., Harrisonburg, Virginia.

Bid	\$252,170.80
10% for engineering and additional work	25,217.08
Amount chargeable to project	277,388.00

To be financed from Staunton District Interstate and Primary and Rockingham County Secondary Systems Maintenance Funds.

Staunton District, Plant Mix, Schedule 805-72

Award of contract to low bidder, Virginia Asphalt Paving Co., Inc., Roanoke, Virginia.

Bid	\$230,459.30
10% for engineering and additional work	23,045.93
Amount chargeable to project	253,505.00

To be financed from Staunton District Interstate and Primary Systems and Shenandoah and Frederick Counties Secondary Systems Maintenance Funds.

Staunton District, Plant Mix, Schedule 806-72

Award of contract to low bidder, Elkton Limestone, Inc., Elkton, Virginia.

Bid	\$22,779.50
10% for engineering and additional work	2,277.95
Amount chargeable to project	25,057.00
To be financed from Staunton District Primary and Page County Secondary Systems Maintenance Funds.	

Culpeper District, Maintenance Restoration, Schedule MR-1-72

Fairfax and Culpeper Counties. Award of contract to low bidder, Mega Contractors, Inc., Richmond, Virginia.

Bid	\$518,924.30
10% for engineering and additional work	51,892.43
Amount chargeable to project	570,817.00
To be financed from Fairfax and Culpeper Counties Secondary System Maintenance Funds.	

Bristol District, Slurry Seal, Schedule SS-1-72

Award of contract to low bidder, Bat Masonry Co., Inc., Lynchburg, Virginia.

Bid	\$53,378.40
10% for engineering and additional work	5,337.84
Amount chargeable to project	58,716.00
To be financed from Bristol District Primary and Wise County Secondary Systems Maintenance Funds.	

Salem District, Slurry Seal, Schedule SS-2-72

Award of contract to low bidder, Welch Industries, Inc., Virginia Beach, Virginia.

Bid	\$42,528.93
10% for engineering and additional work	4,262.89
Amount chargeable to project	46,892.00
To be financed from Botetourt and Roanoke Counties Secondary Systems Maintenance Funds.	

Lynchburg District, Slurry Seal, Schedule SS-3-72

Award of contract to low bidder, Thompson-Arthur Paving Company,
Danville, Virginia.

Bid	\$49,726.52
10% for engineering and additional work	4,972.65
Amount chargeable to project	54,699.00

To be financed from Lynchburg District Primary System Maintenance Funds.

Richmond District, Slurry Seal, Schedule SS-4-72

Award of contract to low bidder, Slurry Pavers, Inc. and C. Merle Luck,
Jr., Richmond, Virginia.

Bid	\$35,202.60
10% for engineering and additional work	3,520.26
Amount chargeable to project	38,723.00

To be financed from Hanover County Secondary and Richmond District Primary
Systems Funds.

Suffolk District, Slurry Seal, Schedule SS-5-72

Award of contract to low bidder, Pavement Seals, Incorporated and Birsch
Construction Corp., Norfolk, Virginia.

Bid	\$78,697.05
10% for engineering and additional work	7,869.70
Amount chargeable to project	86,567.00

To be financed from Greensville County, Isle of Wight County, Nonesmond
County and James City County Secondary Systems Maintenance Funds and Suffolk
District Primary System Maintenance Funds.

Fredericksburg District, Slurry Seal, Schedule SS-6-72

Award of contract to low bidder, Slurry Pavers, Incorporated, and C. Merle
Luck, Jr., Richmond, Virginia.

Bid	\$74,769.73
10% for engineering and additional work	7,476.97
Amount chargeable to project	82,247.00

To be financed from Middlesex County Secondary and Fredericksburg District
Primary Systems Maintenance Funds.

Staunton District, Slurry Seal, Schedule SS-8-72

Award of contract to low bidder, Slurry Pavers, Incorporated and C. Marie Luck, Jr., Richmond, Virginia.

Bid	\$56,669.70
10% for engineering and additional work	5,666.97
Amount chargeable to project	62,337.00

To be financed from Staunton District Primary and Interstate Systems Maintenance Funds.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Glass, that the Commission confirm letter ballot action rejecting bids received March 22, 1972, on the following projects and authorizing readvertisement of these projects:

Culpeper District, Slurry Seal, Schedule SS-7-72

Low bid - 13.8% over estimate.

Culpeper District, Plant Mix, Contract Item 7-0-2

Low bid - 19.4% over estimate.

Lynchburg District, Plant Mix, Contract Item 3-I-2

Low bid - 107.8% over estimate.

Culpeper District, Plant Mix, Contract Item 7-P-2

Low bid - 12.6% over estimate.

Culpeper District, Plant Mix, Contract Items 7-Q-2

Low bid - 12.8% over estimate.

Culpeper District, Plant Mix, Contract Item 7-R-2

Low bid - 19.2% over estimate.

Culpeper District, Plant Mix, Contract Item 7-S-2

Low bid - 12.9% over estimate.

*Richmond District, Plant Mix, Contract Item 4-I-2

Low bid - 20.7% under estimate.

*Richmond District, Plant Mix, Contract Item 4-J-2

Low bid - 13.3% under estimate.

*Richmond District, Plant Mix, Contract Item 4-K-2

Low bid - 5.1% under estimate.

*Richmond District, Plant Mix, Contract Item 4-L-2

Low bid - 25.1% under estimate.

*Richmond District, Plant Mix, Contract Item 4-M-2

Low bid - 18.9% under estimate.

*Richmond District, Plant Mix, Contract Item 4-N-2

Low bid - 20.8% under estimate.

*Fredericksburg District, Plant Mix, Contract Item 6-C-2

Low bid - 16.0% under estimate.

*Fredericksburg District, Plant Mix, Contract Item 6-F-2

Low bid - 3.9% over estimate.

*Culpeper District, Plant Mix, Contract Item 7-B-2

Low bid - 16.5% under estimate.

*In most of these cases, lower bids were received and read, but it was later found that these bids had been accompanied by bid bonds which were not in the amount required.

MOTION CARRIED

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

WHEREAS, Route 120 in Arlington County has been altered and reconstructed as shown on plans for Project 0120-000-101, C-501; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.87 mile of the old location of Route 120, shown in blue and designated as Section 1 on the plat dated July 31, 1964, Project 0120-000-101, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Interstate Route 66 in Fairfax County has been constructed on new location as shown on plans for Project 0066-029-102, P-401; and

WHEREAS, the construction of Interstate Route 66 necessitates alterations on the Interstate System and on sections of Route 28, one section of existing Route 28 is no longer necessary as a public road, the new road serving the same citizens as the old, and four sections are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, a total of 0.10 mile of present Route 28, shown in blue and indicated as Section 2 on the plat dated February 5, 1965, Project 0066-029-102, P-401, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 1.43 miles of present Route 28, shown in red and indicated as Sections 1, 3, 4 and 12 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Glass, seconded by Mr. Baughan,
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 Ridgecrest Baptist Church on Route 29 near Woods Mill on February 29, 1972, at 7:00 p.m., for the purpose of considering the proposed dual laning of Route 29 from 0.366 mile south of the south intersection of Route 6 (Woods Mill) to the Albemarle-Nelson County Line in Nelson County, State Projects 0029-062-104, C-503; 6029-062-107, 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. Fitzpatrick, seconded by Mr. Hairston,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Municipal Building, Galax, Virginia, on February 24, 1972, at 7:00 p.m., for the purpose of considering the proposed widening of Route 58 (East Stuart Drive) from 0.105 mile west of the intersection of Glendale Road to 0.062 mile east of the east intersection of Country Club Lane in the City of Galax, State Project 0058-113-103, 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. Fitzpatrick, seconded by Mr. Hairston,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Shiloh Way of the Cross Church, Brookdale

Street, Martinsville, Virginia, on February 9, 1972, at 7:00 p.m., for the purpose of considering the proposed improvement of Brookdale Street from 0.006 mile east of the intersection of Route 58 to the intersection of Spruce Street in the City of Martinsville, Virginia, State Project U000-120-101, PE-101, RW-201, 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. Crowe, seconded by Mr. Fitzpatrick,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Central Highway Office Building Auditorium, 1221 East Broad Street, Richmond, Virginia, on March 21, 1972, at 7:00 p.m., for the purpose of considering the proposed Leigh Street Extension across Shockoe Valley on Proposed Route 33 from 9th Street to Mosby Street in the City of Richmond, State Project 0033-127-101, PE-101, PE-102, B-601, B-602; Federal Project BR-SU-127-2(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.

MOTION CARRIED

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

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

WHEREAS, as a result of a request by the Hanover County Board of Supervisors, this Commission did by resolution of August 20, 1970, allocate \$100,000 from the industrial access fund for the purpose of constructing an access road to the proposed facilities of Safeway Stores, Incorporated, on Route 779 in Hanover County; and

WHEREAS, this allocation was contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth and the industry's entering into a firm contract for the construction of its facilities; and

WHEREAS, Safeway Stores, Incorporated, did not take up the option to purchase the site and is not going to locate here at this time; and

WHEREAS, it is desirable to use these funds for other industrial access work.

NOW, THEREFORE, BE IT RESOLVED, that the allocation of \$100,000 made from the industrial access fund for 1970-71 for the purpose of constructing an access road to the proposed facilities of Safeway Stores, Incorporated, on Route 779 in Hanover County, Project 0779-042-188, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 2D-8, a location and design public hearing was held in the Fieldale Elementary School Auditorium, Fieldale, Virginia, on March 21, 1972, at 10:30 a.m., for the purpose of considering the proposed improvement of Route 684 from the intersection of Route 609 to 0.830 mile south of the intersection of Route 609 (Industrial Access Road - Martinsville Stone Corporation) in Henry County, State Project 0684-044-178, C-501, B-624, 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. Eakin, seconded by Mr. Fitzpatrick,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Prince William County has by resolution requested the use of industrial access funds to provide access to the new facilities to be constructed by Manassas Roofing Company, Incorporated, and Marumsco Plumbing and Heating, Incorporated, adjacent to Route 660 in the Broad Run Industrial Park in Prince William County, estimated to cost \$157,000; 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 \$57,000 from the industrial access fund for 1971-72 be allocated for the purpose of assisting in providing adequate access to the new facilities of Manassas Roofing Company, Incorporated, and Marumsco Plumbing and Heating, Incorporated, to be constructed adjacent to Route 660 in the Broad Run Industrial Park in Prince William County, Project 0660-076-177, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, the industries' entering into firm contracts for the construction of their facilities, and Secondary System funds allocated for use within Prince William County being provided to cover the cost of construction in excess of the industrial access allocation.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Council of the City of Virginia Beach has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Georgia-Pacific Corporation on Price Street adjacent to the Virginia Beach toll road right of way in the City of Virginia Beach, estimated to cost \$22,000; 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 \$22,000 from the industrial access fund for 1971-72 be allocated for the purpose of constructing an access road to the new facility of Georgia-Pacific Corporation to be constructed on Price Street in the City of Virginia Beach, Project 9999-134-102, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of industrial access funds to assist in providing access to the Ellerson Industrial Park, to be constructed northwest of Route 627 in Hanover County, estimated to cost \$213,000; 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 \$158,000 from the industrial access fund for 1971-72 be allocated to assist in providing access to the Ellerson Industrial Park, northwest of Route 627 in Hanover County, Project 1250-042-177, C-502, contingent upon (1) the industries' entering into a bonded agreement with the Department of Highways to provide \$55,000 in matching funds in accordance with current Commission policy, provided the project costs \$213,000 or less, and provided further that any funds over \$213,000 will be financed 100% by the industries in the Ellerson Industrial Park; and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, John Fallon Sullivan served with distinction as Virginia Division Engineer for the United States Bureau of Public Roads from 1940 until his retirement in 1969; and

WHEREAS, his career with the Bureau spanned a total of 40 years and demonstrated the highest ideals and standards of dedicated public service; and

WHEREAS, during his service as Division Engineer in the Commonwealth of Virginia, he provided sound and far-sighted guidance for the federal-aid highway program, and earned the lasting respect and affection of the members of the State Highway Commission and of the Department of Highways staff; and

WHEREAS, John Fallon Sullivan passed away on March 4, 1972, and the members of this Commission share with Mrs. Sullivan and other members of the family a deep sense of loss;

NOW, THEREFORE, BE IT RESOLVED, that the members of this Commission make known to the family this expression of sympathy and grief on the passing of this esteemed friend and associate.

MOTION CARRIED

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

WHEREAS, the Permit Engineer receives copies of State Police citations involving violations of requirements and restrictions placed on hauling permits and maintains records of the firms involved, and

WHEREAS, the Hauling Permit Committee of this Commission reviews these violations every six months and has determined that guidelines are needed on the number of violations that a firm may receive before action is taken;

NOW, THEREFORE, BE IT RESOLVED, that the following shall be the guidelines on the number of violations which a firm may receive before action is taken:

<u>NO. OF PERMITS ISSUED</u>	<u>MAXIMUM NUMBER OF CITATIONS DURING A 6-MONTH PERIOD</u>
0 - 500	2
501 - 1000	3
1001 - 2000	4
2001 - 3000	5
3001 - 4000	6
4001 - 5000	7

Penalty for exceeding the number of citations listed above within consecutive six-month periods:

- Exceeds criteria first six-month period - suspension of operating privileges for 15 days.
- Exceeds criteria second six-month period - suspension of operating privileges for 30 days.
- Exceeds criteria third six-month period - suspension of operating privileges for 90 days.
- Exceeds criteria fourth six-month period - suspension of operating privileges for 6 months.
- Exceeds criteria fifth six-month period - suspension of operating privileges indefinitely.

AND BE IT FURTHER RESOLVED, that the Permit Engineer shall report to the Hauling Permit Committee of the Commission every six months the names of those firms violating the above guidelines. Final action regarding suspension of operating privileges shall be taken by this Commission.

NOTION CARRIED

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

WHEREAS, by deed dated May 27, 1959, as recorded in Deed Book 1778, Page 92, in the Office of the Clerk of the Circuit Court of Fairfax County, the Commonwealth acquired from the Mayflower Realty Corporation certain lands containing 68.35 acres to be used as borrow pits; these pits are now known as the Kronish Borrow Pits; and

WHEREAS, we have entered into an agreement with the Fairfax Park Authority to convey to them the Kronish Borrow Pits, allowing them to proceed with certain grading and improvements immediately; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands known as the Kronish Borrow Pits and acquired by the Commonwealth by deed recorded in Deed Book 1778, Page 92, and shown on Plan Sheet 4A of the plans for Route 413, State Highway Project 8229-02, now State Highway Project 0413-029-002, HW-1, 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 33.1-149 of the 1950 Code of Virginia, as amended, the sale of said lands, so certified, to the Fairfax Park Authority is hereby approved, and the Highway Commissioner is hereby 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 may be deemed requisite; and

FURTHER, THAT, the resolution pertaining to the sale of the lands, passed by the State Highway Commission on March 19, 1970, is hereby rescinded.

Motion Carried.

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

WHEREAS, In connection with Route 64, State Highway Project 0064-131-102, RW-202, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from William C. Clower and Betty S. Clower by deed dated May 27, 1964 as recorded in Deed Book 1406, Page 556 and from Donald C. Rima and Ardell D. Rima by deed dated June 8, 1964 as recorded in Deed Book 1408, Page 512; both deeds are recorded in the Office of the Clerk of the Circuit Court of Chesapeake, Virginia; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land, so acquired, lying northeast of and adjacent to the northeast normal right of way and limited access line of Outer Connection "D" at the intersection of Routes 17 and 64 from a point approximately 40 feet opposite approximate survey Station 16+35 (centerline Outer Connection "D") to

a point approximately 40 feet opposite approximate survey Station 18+00 (centerline Outer Connection "D") is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the 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. Eakin, seconded by Mr. Hairston that

WHEREAS, in connection with Route 625, State Highway Project 1348-07, the Commonwealth acquired certain lands from John R. Quisenberry, et al by deed dated July 8, 1953 as recorded in Deed Book 64, Page 466 in the Office of the Clerk of the Circuit Court of King George County; and

WHEREAS, a section of Route 625 was relocated in a northwestern direction from a point opposite survey Station 112+10 (centerline Route 625) to a point opposite survey Station 120+70 (centerline Route 625) and the new location serves the same citizens as the old location and has been approved by the State Highway Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of King George County held on the 7th day of January, 1954, a resolution was passed abandoning as a public road the old section of Route 625; and

WHEREAS, the adjoining landowner of record, in order to more fully develop his land, has requested that the land lying between the southeast normal right of way line of Route 625 and the center of old Route 625 be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land lying between the southeast normal right of way line of Route 625 and the center of old Route 625 from a point 30 feet opposite approximate survey Station 112+77 (centerline Route 625) to a point approximately 30 feet opposite approximate survey Station 118+90 (centerline Route 625) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, 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 adjoining landowner of record at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, in connection with Route 337, State Highway Project 0337-122-104, RW-202, in the City of Norfolk, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way lines from United Virginia Bank/Seaboard National by deed dated March 26, 1969, as recorded in Deed Book 1137, Page 280 and from Southern Railway Company by deed dated January 15, 1970, as recorded in Deed Book 1162, Page 113; these deeds are of record in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, the City of Norfolk has requested that the land lying outside the normal right of way lines be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the south side of and adjacent to the south proposed right of way line from the east right of way line of Jackson Street at a point 7.5 feet opposite survey Station 12+85.30 (Baseline South Service Road) to the west right of way line of Fayette Street at a point approximately 16 feet opposite survey Station 14+00 (Baseline South Service Road) and from the east right of way line of Fayette Street at a point approximately 30 feet opposite approximate survey Station 14+36 (Baseline South Service Road) to a point approximately 7.5 feet opposite approximate survey Station 17+86 (Baseline South Service Road) are not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

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

Motion Carried.

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

WHEREAS, in connection with Route 58, State Highway Project 0058-

044-101, RW-202 in Henry County, the Commonwealth acquired certain lands from Elsie S. Watt by Certificate No. C-2583 dated May 4, 1961, as recorded in Deed Book 167, Page 313 in the Office of the Clerk of the Circuit Court of Henry County, case for which has been completed; and

WHEREAS, the new adjoining landowners propose to grade their lands to an elevation approximately even with the highway and have requested that any of the right of way that will no longer be needed be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the north side of and adjacent to the north proposed revised right of way line from a point 50 feet opposite survey Station 194+20 (Proposed W.B.L. Office Revised Centerline) to a point 50 feet opposite survey Station 211+00 (Proposed W.B.L. Office Revised Centerline) 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 as of the date the adjoining land is regraded in a satisfactory manner and all drainage problems are resolved.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land, so certified, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowners of record and subject to such restrictions as may be deemed requisite.

Motion Carried.

The chairman called attention to the Governor's Executive Order No. 15, which deals with boundary lines between the State Planning Districts and between the Highway Department district lines as presently set by the Highway Commission. Mr. Ira Doan, of the Management Services Division, reviewed several alternate proposals that might be considered by the Highway Commission in order to more closely align highway district boundaries with planning district boundaries. This was for the Commission's information only and no action was taken.

Mr. Glass presented a report of a Commission Committee, comprising Mr. Glass, Mr. Duckworth, and Mr. Janney, on a study of the location of the arterial route through the City of Chesapeake along its present routing (Routes 17 and 104) and a recommended routing along Route 168. The study confirmed the original selection of Routes 17 and 104, as the arterial route and took notice of the fact that the provision for additional highway funds by the 1972 General Assembly will permit concurrent construction on both routes. On motion of Mr. Glass, seconded by Mr. Janney, the Commission accepted the recommendation of the committee.

On motion of Mr. Fitzpatrick, seconded by Mr. Baughan, the Commission approved tentative allocation of Interstate, Rural Primary and Urban Construction Funds for the fiscal year 1972-73, as shown in attached tabulation.

The meeting was adjourned at 3:15 p.m.

Approved:

George A. Foye Jr.
Chairman

Attested:

M. L. Baughan
Secretary

STATE WIDE
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$108,197,000
Arterial and Other Primary Construction	98,475,000
Urban Construction	40,791,000
Aid to Mass Transit	3,435,000
Preliminary Engineering	9,895,109
Guardrail	200,000
Strengthening and Widening of Bridges	200,000
New Signs and Signals	1,300,000
TOTAL	<u>\$262,493,109</u>

COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA
 APRIL 13, 1972
 INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS - FISCAL YEAR 1972-73

Tentative Allocation of State Funds	\$
1973 Federal-aid Funds for Interstate System (Excludes HPR Funds)	140,909,484
1973 Federal-aid Funds for Primary System (Excludes HPR & Maintenance Funds)	99,503,124
1973 Federal-aid Funds for Urban System (Excludes HPR Funds & Payments to Municipalities)	13,059,217
	9,021,284
Total Funds	262,493,109

District	Interstate	Primary	Urban	Total Funds
Bristol	\$ 8,914,000	\$ 13,739,000	\$ 1,154,000	\$ 23,807,000
Salem	6,062,000	13,738,000	5,119,000	24,919,000
Lynchburg	337,000	12,836,000	1,905,000	15,078,000
Richmond	25,350,000	12,801,000	7,010,000	45,161,000
Suffolk	30,211,000	15,860,000	16,958,000	63,029,000
Fredericksburg	988,000	8,681,000	340,000	10,009,000
Culpeper	29,605,109	19,391,000	9,545,000	58,541,109
Staunton	10,800,000	8,954,000	2,195,000	21,949,000
TOTAL	\$112,267,109	\$106,000,000	\$44,226,000	\$262,493,109

BRISTOL DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$ 8,899,000
Arterial and Other Primary Construction	12,776,000
Urban Construction	1,154,000
Preliminary Engineering	853,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	75,000
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TOTAL	<u>\$23,807,000</u>

FISCAL YEAR 1972-73

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11 & 19	Abingdon & Washington	Russell Street - Route 140 (Supplemental Allocation for Four-laning)	\$ 200,000
11	Wythe	Construct Right-turn Lane at Entrance to Wytheville Hospital	4,500
11	Wytheville	Main Street: Fifth Street - Sixth Street (Asphaltic Concrete Surfacing)	9,000
16	Grayson	Route 58 at Volnsy - North (Asphaltic Concrete Surfacing)	55,000
16	Marion	South Commerce Street: Route 81 - Main Street (Supplemental Allocation)	45,000
19	Russell	Alt. Route 58 at Hansonville - East (Supplemental Allocation for Dual-laning)	500,000
19 & 460	Tazewell	Bluefield - West of Tazewell (Supplemental Allocation to Continue Dual-laning)	1,400,000

FISCAL YEAR 1972-73

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
19 & Alt. 58	Washington & Russell	Abingdon - Hansonville (Supplemental Allocation for Construction and Right of Way Acquired)	\$ 15,000
19	Washington	Construct Left-turn Lanes at Route 633 Northwest of Abingdon (Supplemental Allocation)	3,500
19 & 460	Bluefield	Virginia Avenue: Bluestone River Bridge - Schenley Avenue (Supplemental Allocation)	150,000
21	Grayson	North of Independence - North (Partial Allocation for Spot Improvement)	25,000
21	Grayson	Route 58 in Independence - North (Asphaltic Concrete Surfacing)	22,500
21 & 52	Wythe	Bridge and Approaches Stony Fork Creek (Supplemental Allocation for Reconstruction)	25,000
21	Wytheville	Fourth Street: Route 11 (Main Street) - Monroe Street (Allocation for Preliminary Engineering and Right of Way)	30,000

FISCAL YEAR 1972-73

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
23	Lee & Wise	Scott County Line - North (Supplemental Allocation to Continue Dual-laning)	\$ 2,400,000
23	Scott	Construct Left-turn Lane at Route 732, South of Weber City and at Crossover South of Route 732	6,000
23 & Alt. 58	Wise	Big Stone Gap - Appalachia (Supplemental Allocation for Four-laning)	600,000
42	Bland	South Intersection Routes 21 and 52 - West (Supplemental Allocation to Continue Spot Improvement)	50,000
42	Smyth	Route 16 - East and West (Supplemental Allocation for Improvement of Sections)	100,000
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	1,000,000
58	Grayson	Between Mouth of Wilson and Volney (Asphaltic Concrete Surfacing)	45,000

FISCAL YEAR 1972-73

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Scott	Route 23 at Moccasin Gap - East (Asphaltic Concrete Surfacing)	\$ 77,500
58	Scott	Between Stickleyville and Route 23 at Duffield (Supplemental Allocation for Construction and Right of Way Acquired)	155,000
58	Washington	Modification of Intersection at Route 11 East of Route 81 Interchange	7,000
Alt. 58	Russell	Banners Corner - East (Supplemental Allocation for Construction and Rights of Way Acquired)	1,100,000
Alt. 58	Russell & Wise	E.C.L. Saint Paul - West (Supplemental Allocation for Dual-laning)	2,100,000
Alt. 58	Norton	Kentucky Avenue: 11th Street - Coeburn Street (Supplemental Allocation)	105,000
74	Norton	Route 74: Park Avenue - Kentucky Avenue (Supplemental Allocation)	215,000

FISCAL YEAR 1972-73

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
75	Washington	Route 81 - South (Supplemental Allocation for Improvement of Sections)	\$ 110,000
77	Bland & Wythe	West Virginia State Line - Route 81 (Wytheville) (Supplemental Allocation)	5,699,000
77	Wythe	Route 81 (Fort Chiswell) - Carroll County Line (Supplemental Allocation)	3,000,000
80	Dickenson & Buchanan	Between Entrances to The Breaks and Kentucky State Line (Supplemental Allocation to Continue Reconstruction)	100,000
81	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	200,000
83	Buchanan & Dickenson	Between Vansant and Haysi (Supplemental Allocation for Spot Improvement and Heavy Bituminous Resurfacing)	300,000
83	Dickenson & Wise	Clintwood - West (Supplemental Allocation for Reconstruction)	2,200,000

FISCAL YEAR 1972-73

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
91	Tazewell	Between Routes 19 & 460 and Smyth County Line (Supplemental Allocation to Continue Improvement)	\$ 75,000
460	Buchanan	Town of Grundy (Supplemental Allocation for Four-laning)	250,000
--	Bristol	Front, Spencer and Randall Streets: State Street - Oakview Avenue (Supplemental Allocation)	100,000
--	Bristol	Pierce Street: Euclid Avenue - State Street (Supplemental Allocation)	250,000
--	Wytheville	Ridge Road: 16th Street - Route 21 (Supplemental Allocation)	100,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	978,000
Total, Bristol District Allocations			<u>\$23,807,000</u>

SALEM DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$ 6,047,000
Arterial and Other Primary Construction	12,600,000
Urban Construction	5,119,000
Preliminary Engineering	918,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	185,000
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TOTAL	<u>\$24,919,000</u>

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Roanoke	Correction of Drainage at Boxley Hills (Supplemental Allocation for Construction)	\$ 5,000
24	Bedford	Meads Store - East and West (Asphaltic Concrete Surfacing)	39,400
24	Bedford	Between Roanoke County Line and Stewartsville (Supplemental Allocation for Construction and Right of Way Acquired)	400,000
24	Vinton	Virginia Avenue: Pollard Street - Bedford Road (Supplemental Allocation)	55,000
40	Franklin	Between Ferrum and Rocky Mount (Partial Allocation for Reconstruction)	200,000
43	Bedford	Extend Two Box Culverts and Widen Approaches South of Bedford	6,000
43	Bedford	Bridges and Approaches Nininger and Machine Creeks (Partial Allocation for Reconstruction)	185,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
43	Botetourt	Between Eagle Rock and Buchanan (Partial Allocation for Improvement of Sections)	\$ 75,000
57	Henry	Between Pittsylvania County Line and Martinsville (Supplemental Allocation to Continue Reconstruction)	450,000
57	Martinsville	Relocated Route 57: West Church Street - Chatham Road (Supplemental Allocation)	500,000
58	Galax	East Stuart Drive: 0.07 Mile North Intersection Caldwell Street - Old East Corporate Limits Galax (Supplemental Allocation)	200,000
58	Carroll	Improve Sight Distance at Route 618 Near Laurel Fork	5,000
58	Patrick	Stuart - West (Supplemental Allocation for Improvement)	500,000
61	Giles	West of Narrows - West (Supplemental Allocation for Right of Way Acquired)	15,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
77	Carroll	Wythe County Line - North Carolina State Line (Supplemental Allocation)	\$ 6,047,000
97	Carroll	Blue Ridge Parkway - West (Asphaltic Concrete Surfacing)	43,300
99	Pulaski	East Corporate Limits Pulaski - Route 611 (Supplemental Allocation for Right of Way Acquired)	15,000
100	Giles	Pearisburg - South (Supplemental Allocation for Construction and Right of Way Acquired)	1,000,000
100	Pulaski	Route 81 Interchange - North of Dublin (Supplemental Allocation for Construction and Right of Way Acquired)	220,000
101	City of Roanoke & Roanoke County	Between Route 11 (Williamson Road) and Route 117 (Supplemental Allocation for Construction)	125,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
103	Patrick	Route 8 - West (Partial Allocation for Reconstruction)	\$ 50,000
122	Bedford	Improvement at South Intersection Route 655 Near Hendricks Store	4,000
122	Bedford	South Corporate Limits Bedford - Route 24 (Supplemental Allocation for Construction)	15,000
177	Radford	Tyler Avenue: Grove Avenue - Norwood Street (Supplemental Allocation)	85,000
220	Botetourt	Route 81 Interchange - North (Supplemental Allocation to Continue Dual-laning)	525,000
220	Roanoke	Franklin Road: N&W Underpass - South Corporate Limits (Supplemental Allocation)	310,000
220	Roanoke	Franklin Road: McClanahan Street - Roanoke River (Supplemental Allocation)	270,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	City of Roanoke & Roanoke County	Elm Avenue - South (Supplemental Allocation for Construction, Right of Way Acquired and to Continue Dual-laning)	\$ 2,000,000
220	Roanoke	Overpass and Approaches N&W Railroad, North of Franklin County Line (Partial Allocation for Reconstruction)	240,000
220	Franklin	Improve Vertical Sight Distance at Route 919 South of Boones Mill	35,000
220	Rocky Mount	Main Street; N&W Railroad - Circle Drive (Supplemental Allocation)	27,000
220	Rocky Mount	Main Street; South Corporate Limits - Hillcrest Drive (Supplemental Allocation)	17,000
220	Henry	Construct Left-turn Lanes at Route 975 and Route 825 South of Martinsville	8,000
220 & 58	Henry	Martinsville Bypass (Supplemental Allocation for New Construction)	2,500,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
221	Floyd	West of Floyd Court House - West (Asphaltic Concrete Surfacing)	\$ 92,300
221	Floyd	Improve Vertical Sight Distance at Route 647 (Copper Hill) (Partial Allocation)	75,000
232	Montgomery	Between Route 81 Interchange and South Corporate Limits Radford (Supplemental Allocation for Construction)	300,000
297 & 460	Bedford & City of Bedford	Bedford Bypass and East (Supplemental Allocation for Construction and Rights of Way Acquired).	750,000
311	Salem	Craig Avenue; College Avenue - North Corporate Limits (Supplemental Allocation)	125,000
311	Craig	Roanoke County Line - North (Supplemental Allocation to Continue Reconstruction of Sections)	150,000
346	Patrick	Route 57 - Entrance to Fairystone State Park (Improvement)	37,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
419	Roanoke and City of Salem	Between Route 220 South of Roanoke and Lynchburg Turnpike (Supplemental Allocation to Continue Dual-laning)	\$ 1,950,000
460	Roanoke	Orange Avenue: Route 581 - Tinker Creek (Supplemental Allocation)	700,000
460	Christians- burg	North Franklin Street; Depot Street - Cambria Street (Partial Allocation for Preliminary Engineering, 4 Lanes Divided with Curb and Gutter)	35,000
460	Blacksburg	Main Street: Signalize 4 Intersections (Initial Allocation)	65,000
460	Giles	Narrows - East and West (Supplemental Allocation to Continue Dual-laning)	1,350,000
460 Bus.	Blacksburg	Main Street: Faculty Street - North Corporate Limits (Supplemental Allocation)	315,000
501	Bedford	Bridge over Hunting Creek (Partial Allocation for Reconstruction)	50,000

FISCAL YEAR 1972-73

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Martinsville	Brookdale Street: East Church Street - Spruce Street (Supplemental Allocation)	\$ 50,000
--	Pulaski	Allison Lane: Route 11 - Bobwhite Boulevard (Supplemental Allocation)	75,000
--	Roanoke	Grandin Road: Bridge and Approaches Mud Lick Creek (Initial Allocation for Preliminary Engineering, Right of Way and Construction)	75,000
--	Roanoke	Tenth Street: Patterson Avenue - Moorman Avenue (Supplemental Allocation)	400,000
--	Roanoke	Jefferson Street: Reserve Avenue - McClanahan Street (Partial Allocation for Preliminary Engineering, Including Bridge over Roanoke River and N&W Railroad Including Relocation of Streets)	1,000,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	1,153,000
Total, Salem District Allocations			<u>\$24,919,000</u>

LYNCHBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$ 337,000
Arterial and Other Primary Construction	11,912,000
Urban Construction	1,905,000
Preliminary Engineering	774,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	100,000
TOTAL	<u>\$15,078,000</u>

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Buckingham	Between Dillwyn and James River Bridge (Supplemental Allocation for Reconstruction)	\$ 100,000
15 & 460	Farmville	West Third Street: N&N Underpass - Buffalo Creek (Supplemental Allocation)	50,000
20	Buckingham	Between James River Bridge and Route 15 Near Dillwyn (Continue Strengthening and Resurfacing)	142,000
29	Lynchburg	Lynchburg Expressway: James River Bridge - Route 128 (Initial Allocation for Preliminary Engineering and Construction of Median Barrier)	465,000
29	Amherst & Lynchburg	Bridge over James River (Supplemental Allocation for Parallel Bridge and Approaches)	500,000
29	Amherst	Construct Left-turn Lanes at McGarr Road in Madison Heights	6,000

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29 & 60	Amherst & Nelson	North of Lynchburg - North (Supplemental Allocation for Construction and Right of Way Acquired)	\$ 700,000
29	Nelson	Lovington - North and South (Supplemental Allocation for Construction)	100,000
29	Campbell	Improve Accident Prone Location Between South Intersection Route 24 and Route 923	16,000
29	Campbell & Pittsylvania	South of Lynchburg - South (Supplemental Allocation for Construction)	3,600,000
29	Pittsylvania	Darville - North (Supplemental Allocation for Rights of Way Acquired)	15,000
40	Campbell	Town of Brookneal (Curb and Gutter and Sidewalk from Williams Street to Forest Street)	6,000
40	Pittsylvania	Mount Airy - East (Asphaltic Concrete Surfacing)	24,000

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
45	Cumberland	Bridge and Approaches James River at Cartersville (Supplemental Allocation for Joint Project with Richmond District)	\$ 200,000
47	Appomattox	Underpass and Approaches N&W Railroad in Pamplin City (Supplemental Allocation)	200,000
47	Charlotte	Town of Charlotte Court House (Supplemental Allocation for Cooperative Project with Town to Continue Curb and Gutter Between Routes 40 and Route 709)	60,000
51	Pittsylvania	West of Danville - West (Supplemental Allocation for Construction and Right of Way Acquired)	30,000
56	Buckingham & Nelson	Bridge and Approaches James River at Wingina (Supplemental Allocation for Construction)	130,000
58	Halifax	Mecklenburg County Line - West (Supplemental Allocation to Continue Dual-laning)	600,000

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Danville	River Street: E.C.L. - Bryant Avenue (Supplemental Allocation)	\$ 20,000
58	Pittsylvania	Extend Left-turn Lane at Route 1627 West of Danville	2,000
60	Buckingham	Sprouses Corner - West (Partial Allocation for Dual-laning)	100,000
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	337,000
86	Danville	Relocated Route 86: Watson Street - Roberts Street (Supplemental Allocation)	100,000
129	Halifax	Construct Left-turn Lane at Route 716 North of South Boston	9,500
130	Asherst	Improve Sight Distance at Elon	2,500
131	Appomattox	Town of Appomattox (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter and Widening Between West Intersection Route 460 and Route T-691)	40,000

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
265	Pittsylvania	Danville Expressway (Partial Allocation for New Construction from Route 29 South - Route 58 East)	\$ 300,000
291	Campbell	Northwest Expressway - Phase I Between Route 460 and Route 221 (Supplemental Allocation for New Construction)	1,000,000
291	Campbell & Lynchburg	Northwest Expressway - Phase II Route 221 - North (Partial Allocation for Right of Way Acquisition)	500,000
291	Lynchburg	Old Forest Road: Link Road - Lakeside Drive (Supplemental Allocation)	120,000
344	Halifax	Scottsburg - East (Asphaltic Concrete Surfacing)	24,000
360	Pittsylvania	Improve Vertical Sight Distance Near Route 719	7,000
460	Appomattox & Prince Edward	East of Appomattox - East (Supplemental Allocation to Continue Dual-laning, Including Southwest Quadrant of Farmville Bypass)	2,000,000

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Campbell	Improve Vertical Sight Distance at Route 1011 East of Lynchburg	\$ 28,000
460	Campbell & Lynchburg	Between Routes 460 and 501 East of Lynchburg and Route 29 in Lynchburg (Supplemental Allocation for New Construction)	1,000,000
501	Campbell	Rustburg - South (Asphaltic Concrete Surfacing)	13,000
501	Campbell	Brookneal - North (Supplemental Allocation for Dual-laning)	200,000
501	Halifax	South of Volens - South (Continuous Asphaltic Concrete Surfacing)	37,000
501	Halifax & South Boston	Bridge and Approaches Dan River at S.C.L. South Boston (Supplemental Allocation for Construction and Right of Way Acquired)	280,000
501	Halifax	Bridge and Approaches NF&D Railroad and Hyco River South of South Boston (Supplemental Allocation for Reconstruction)	200,000

FISCAL YEAR 1972-73

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
Alt. 501	Lynchburg	Rivermont Bridge: Bridge over Blackwater Creek, Stonewall Street, C & O Railway and N & W Rail- way (Supplemental Allocation)	\$ 700,000
--	Danville	City Wide: (Partial Allocation for Channelization, Signalization and Widening 5 Intersections)	125,000
--	Danville	Downtown Business District: Traffic Signal System (Partial Allocation for Preliminary Engineering)	35,000
--	South Boston	Wentworth Drive, College Drive and Wolftrap Road: Route 501 - Route 304 (Partial Allocation for Preliminary Engineering)	30,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	924,000
Total, Lynchburg District Allocations			<u>\$15,078,000</u>

RICHMOND DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$23,265,000
Arterial and Other Primary Construction	11,877,000
Urban Construction	6,860,000
Aid to Mass Transit	150,000
Preliminary Engineering	2,714,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	245,000
TOTAL	<u>\$45,161,000</u>

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Henrico	Aid to Mass Transit (Initial Allocation for Right of Way and Construc- tion of Parking Lot at Fordson and Parham Roads)	\$ 150,000
1	Colonial Heights	Boulevard: North Corporate Limits - Temple Avenue (Supplemental Allocation)	450,000
1 & 301	Petersburg	Appomattox Bridge: Bridge and Approaches Appomattox River (Partial Allocation for Preliminary Engineering)	400,000
1	Petersburg	Shepherd and Lawrence Streets: Bayard Street - Sycamore Street (Supplemental Allocation)	500,000
6	Goochland	West of Goochland Court House - West (Partial Allocation for Reconstruction)	180,000
10	Chesterfield	Extend Right-turn Lane at Route 827	5,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10	Chesterfield	Between Chesterfield Court House and Chester (Supplemental Allocation for Reconstruction)	\$ 300,000
10	Hopewell & Prince George	West of East Corporate Limits Hopewell - East (Supplemental Allocation for Dual-laning)	600,000
10	Prince George	Garysville - East and West (Asphaltic Concrete Surfacing)	36,200
10	Richmond	Broad Rock Road: Belt Boulevard - South Corporate Limits (Supplemental Allocation)	75,000
15	Mecklenburg	Between Route 58 and Blue Stone Creek (Supplemental Allocation for Construction and Right of Way Acquired)	25,000
33	Hanover	Louisa County Line - East (Asphaltic Concrete Surfacing)	51,400

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Hanover & Henrico	Bridge and Approaches Chickahominy River (Supplemental Allocation for Construction and Right of Way Acquired)	\$ 60,000
33	Henrico	Village of Highland Springs (Partial Allocation for Curb and Gutter and Side- walks Between New Avenue and Route 64 Connector)	50,000
33	Henrico	Route 250 (Broad Street) North (Partial Allocation for Right of Way Acquisition)	300,000
33	New Kent	West of West Point - Route 64 Interchange (Supplemental Allocation for Construction)	175,000
33	Richmond	Leigh Street Viaduct: Bridge and Approaches Shockoe Valley (Partial Allocation)	600,000
36	Hopewell	6th Avenue: Randolph Road - West Broadway (Supplemental Allocation)	150,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
38	Amelia	Between Route 360 Bus. and Entrance to Amelia Academy (Supplemental Allocation for Cooperative Project with County)	\$ 85,000
40	Dinwiddie & Nottoway	McKenney - West (Supplemental Allocation to Continue Improvement in Town and Reconstruction West from Corporate Limits)	300,000
45	Goochland	Bridge and Approaches James River at Cartersville (Supplemental Allocation for Joint Project with Lynchburg District)	200,000
46	Brunswick	Underpass and Approaches N&W Railroad at Danielstown (Partial Allocation for Reconstruction)	100,000
46	Brunswick	South of Route 58 - North Carolina State Line (Supplemental Allocation for Construction and Right of Way Acquired)	425,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
49	Mecklenburg	Between Halifax County Line and Averett (Partial Allocation for Strengthening and Widening)	\$ 60,000
49	Nottoway & Lunenburg	Between Crewe and Victoria (Supplemental Allocation for Construction and Right of Way Acquired)	300,000
58	Brunswick & Mecklenburg	Lawrenceville Bypass and West (Supplemental Allocation for Construction and Right of Way Acquired)	440,000
58	Mecklenburg	Halifax County Line - East (Supplemental Allocation to Continue Dual-laning)	350,000
58	Mecklenburg	Boydton Bypass (Partial Allocation for New Construction)	200,000
60	Chesterfield	Route 150 Interchange - West (Supplemental Allocation for Construction and Right of Way Acquired)	45,000
60	Powhatan	West of Midlothian - West (Supplemental Allocation to Continue Dual-laning)	750,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Richmond	Ninth Street Bridge; Main Street - Semmes Avenue (Supplemental Allocation)	\$ 1,500,000
138	Lunenburg & Mecklenburg	Between Route 1 and Route 137 (Supplemental Allocation for Construction and Rights of Way Acquired)	150,000
147	Chesterfield	South End Huguenot Bridge - South (Supplemental Allocation for Construction and Rights of Way Acquired)	185,000
147	Chesterfield	Channelization of Intersection Route 711 and Signal Adjust- ment at Southern Railroad	10,000
150	Chesterfield	Chippenham Parkway (Supplemental Allocation for Construction)	2,230,000
155	Charles City	New Kent County Line - South (Asphaltic Concrete Surfacing)	16,500
155	New Kent	Grade Crossing Protective Devices C&O Railroad at Providence Forge	9,000

FISCAL YEAR 1972-73

RICEMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
156	Hopewell	Winston Churchill Drive: Oaklawn Boulevard and Miles Avenue - Hopewell Avenue (Partial Allocation for Preliminary Engineering and Construction)	\$ 200,000
157	Henrico	Farmington Drive - Pemberton Road (Supplemental Allocation for Construction and Right of Way Acquired)	25,000
168	New Kent	Route 33 - South (Asphaltic Concrete Surfacing)	41,400
195	Richmond	Route 64 Near Bryan Park - Vicinity of McCloy Street and Idlewood Avenue (Supplemental Allocation)	14,265,000
250	Henrico	Glenside Drive - West (Partial Allocation for Widening to Six Lanes)	800,000
295	Henrico, Hanover & Chesterfield	Route 64 West of Richmond - Route 95 South of Richmond (Supplemental Allocation)	9,000,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
301	Hanover	North of Henrico County Line - North (Partial Allocation for Dual-laning)	\$ 1,000,000
301 & 2	Henrico	Correction of Drainage Between Wilkinson Road and Dirk Drive (Supplemental Allocation for Construction)	5,000
301	Petersburg	Crater Road: I-95 - Washington Street (Supplemental Allocation)	55,000
360	Amelia	Chesterfield County Line - West (Asphaltic Concrete Surfacing)	54,500
360	Chesterfield	Construct Left-turn Lanes at Crossover to Clover Hill High School and Channelize Inter- section at Route 733	13,000
360	Richmond	17th Street: Broad Street - Fairfield Avenue (Supplemental Allocation)	300,000
360	Richmond	Hull Street Road: Intersection Woodhaven Drive (Partial Allocation for Preliminary Engineering and Channelization of Intersection)	30,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Richmond	Hull Street Road: Woodhaven Drive - Greystone Avenue (Partial Allocation for Preliminary Engineering)	\$ 50,000
460	Dinwiddie	West of Route 85 Interchange - West (Supplemental Allocation to Continue Dual-laning)	575,000
460	Nottoway	Blackstone Bypass (Supplemental Allocation for New Construction)	1,750,000
522	Goochland & Powhatan	Bridge and Approaches James River at Maidens (Supplemental Allocation for Construction and Right of Way Acquired)	275,000
--	Hopewell	Laprade Avenue and 6th Street: Churchill Drive - City Point Road (Partial Allocation for Preliminary Engineering)	30,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Petersburg	Central Business District Traffic Signal System (Supplemental Allocation)	\$ 130,000
--	Richmond	I-195 Extension: Interstate 195 - Meadow Street (Initial Allocation for Construction of 6 Lanes Divided on New Location)	1,000,000
--	Richmond	Eighth Street: Hull Street - Semmes Avenue (Supplemental Allocation)	700,000
--	Richmond	Hopkins Road: Bridge and Approaches Seaboard Coastline Railroad (Supplemental Allocation)	50,000
--	Richmond	Forest Hill Avenue: Dorchester Road - Leicester Road (Supplemental Allocation)	150,000
--	Richmond	Commerce Road: Marx Street - Ingram Avenue (Initial Allocation for Preliminary Engineering, Right of Way and Construction)	150,000

FISCAL YEAR 1972-73

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	South Hill	Goodes Ferry Boulevard and South Hill Avenue: South Corporate Limits - Second Street (Supplemental Allocation)	\$ 20,000
--	South Hill	Chaptico Road: North Corporate Limits - Graymont Avenue (Partial Allocation for Preliminary Engineering)	20,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	3,009,000
Total, Richmond District Allocations			<u>\$45,161,000</u>

SUFFOLK DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$29,171,000
Arterial and Other Primary Construction	15,060,000
Urban Construction	16,673,000
Aid to Mass Transit	285,000
Preliminary Engineering	1,610,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	180,000
TOTAL	<u>\$63,029,000</u>

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17, 60 & 143	Newport News	<u>Aid to Mass Transit</u> <u>Jefferson Avenue and</u> <u>Warwick Boulevard:</u> Fort Eustis Boulevard - 23rd Street (Initial Allocation for Signal Controllers and Pre-emption Devices for Buses)	\$ 85,000
60	Newport News	<u>Aid to Mass Transit</u> <u>Warwick Boulevard:</u> Fort Eustis Boulevard - 23rd Street (Partial Allocation for 4 Fringe Parking Lots)	200,000
10	Isle of Wight	Modification of Intersection at Route 258 including Left-turn Lane at Benns Church	15,000
10 & 258	Isle of Wight	New Bridge over Cypress Creek (Supplemental Allocation for Two-Lane Bridge and Approaches)	500,000
10 & 258	Isle of Wight	Smithfield Bypass and East (Supplemental Allocation for Construction, Right of Way Acquired and Dual- laning)	1,600,000
10	Surry	Between Bacons Castle and Route 40 at Spring Grove (Partial Allocation to Continue Strengthening and Widening of Bridges)	20,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13	Accomack	Modify Median North and South of Route 56 ⁴ , North of Accomac	\$ 11,000
13	Nansemond	Between South Corporate Limits Suffolk and Route 32 (Supplemental Allocation for Construction and Right of Way Acquired)	300,000
13	Nansemond	Construct Left-turn Lane at Route 132 ⁴ East of Suffolk	12,000
13	Northampton & Accomack	Bayview - North of Accomac (Supplemental Allocation for Construction and Rights of Way Acquired)	45,000
17 & 58	Portsmouth	Frederick & Airline Boulevards: Five Intersections (Partial Allocation for Preliminary Engineering, Right of Way, Channelization and Signalization of Five Intersections)	75,000
17	Chesapeake	North Carolina State Line - North (Supplemental Allocation for Dual-laning)	400,000
17	Chesapeake & Nansemond	Bowers Hill - Routes 135 & 17 (Supplemental Allocation for New Construction)	800,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Isle of Wight & Newport News	New Bridge over James River (Partial Allocation)	\$ 3,000,000
17 & 143	Newport News	Jefferson Avenue: Main Street - J. Clyde Morris Boulevard (Supplemental Allocation for Six-lane Construction)	200,000
30	James City	Between Route 168Y and Route 64 Interchange (Supplemental Allocation for Construction and Right of Way Acquired)	370,000
32	Nansemond	Widen Bridge over Cypress Creek (Supplemental Allocation for Construction and Right of Way Acquired)	30,000
32	Suffolk	Relocated Route 32: Grant Street - Washington Street (Supplemental Allocation)	100,000
35	Southampton & Sussex	Courtland - North (Supplemental Allocation for Improvement of Sections)	50,000
40	Sussex	East Corporate Limits Waverly - East (Supplemental Allocation for Reconstruction)	100,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58 & 13	Chesapeake & Nansemond	Bowers Hill - East End Suffolk Bypass (Partial Allocation for Dual-laning)	\$ 600,000
58	Greensville	Between Route 95 Interchange and Brunswick County Line (Supplemental Allocation for Construction and Rights of Way Acquired)	65,000
58 & 460	Nansemond	Suffolk Bypass (Supplemental Allocation to Continue New Construction)	1,785,000
58	Portsmouth	London and Glasgow Streets: Airlie Boulevard - Effingham Street (Supplemental Allocation)	450,000
58	Suffolk	North Main Street: Intersection Constance Road (Initial Allocation for Preliminary Engineering, Channelization and Signalization)	125,000
60 & 143	Hampton	Queen and County Streets: Settlers Landing Road and Eaton Street - County Street and Woodland Road (Partial Allocation for Preliminary Engineering and Right of Way)	200,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	James City & York	East Corporate Limits Williamsburg - East (Supplemental Allocation for Dual-laning)	\$ 400,000
60	James City	Construct Right-turn Lane and Left-turn Lane Between Lightfoot and Norge	3,500
60	James City	West of Williamsburg - West (Supplemental Allocation for Construction and Right of Way Acquired)	40,000
60	Newport News	Warwick Boulevard: Minton Drive - Sherwood Place (Supplemental Allocation)	1,500,000
60	Newport News	Warwick Boulevard: Interchange Route 60 and Route 105 (Partial Allocation for Preliminary Engineering)	50,000
60	Newport News	Warwick Boulevard: Huntington Ave. - Harrison Road (Partial Allocation for Preliminary Engineering and Right of Way for Widening to 6 Lanes Including Bus Bays and Parking Lots)	600,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Virginia Beach	Fort Story Bypass: Route 343 - Atlantic Avenue (Supplemental Allocation)	\$ 60,000
64	Chesapeake, Virginia Beach, Norfolk, Hampton, Newport News, York & James City	Bowers Hill - New Kent County Line (Supplemental Allocation)	25,171,000
134	Hampton & York	East of West Corporate Limits Hampton - Route 17 at Tabb (Supplemental Allocation for Construction and Right of Way Acquired)	640,000
135	Nansemond	Route 17 - North (Partial Allocation for Widening)	45,000
143	James City & York	Construct Left-turn Lanes at Route 641 East of Williams- burg	10,500
164	Portsmouth	Western Freeway: West Norfolk Road - Douglas Avenue and Bayview Boulevard, Including West Norfolk Bridge over Western Branch of Elizabeth River (Supplemental Allocation)	2,900,000

FISCAL YEAR 1972-73

BUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
165	Virginia Beach	Princess Anne Road: South Parliament Drive - Edwin Drive (Supplemental Allocation)	\$ 113,000
168	Chesapeake	Great Bridge Bypass: Hillwell Road - Battlefield Boulevard (Supplemental Allocation)	2,900,000
171	Poquoson & York	West Corporate Limits Poquoson - East and West (Supplemental Allocation for Relocation)	380,000
173	York	East Corporate Limits Newport News - Route 17 (Partial Allocation for Two Lanes on Four Lane Right of Way)	500,000
179	Accomack	Town of Onley (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter and Pavement Widening from West Corporate Limits to Route 13 Bus.)	115,000
180	Accomack	Between Keller and Wachapreague (Supplemental Allocation for Reconstruction)	300,000
182	Accomack	Town of Painter (Widen Existing Penn Central Railroad Grade Crossing)	25,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
199	James City, York & Williamsburg	Williamsburg Artery (Supplemental Allocation from Route 5 to Route 60)	2,900,000
225	Virginia Beach	Independence Boulevard: Shore Drive - South (Supplemental Allocation)	140,000
258	Hampton	Mercury Boulevard: Salem Street - Pembroke Avenue (Supplemental Allocation)	315,000
258	Isle of Wight	South of Windsor - South (Supplemental Allocation for Improvement)	85,000
301	Emporia	South Main Street: Meherrin River Bridge and Approaches (Supplemental Allocation)	20,000
301	Greensville	South Corporate Limits Emporia - Route 95 Connection (Supplemental Allocation for Right of Way Acquired)	5,000
337	Norfolk	Waterfront Drive: Boush Street - I-264 (Supplemental Allocation)	150,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Iale of Wight	Widen Box Culvert East of Route 638	\$ 8,000
460	Norfolk	Monticello Avenue: Princess Anne Road 21st Street (Supplemental Allocation)	180,000
460	Southampton	Curb and Gutter and Pavement Widening, Including Left-turn Lanes at Ivor	20,000
Alt. 460	Norfolk	Monticello Avenue: Market Street - Brambleton Avenue (Supplemental Allocation)	175,000
464	Chesapeake & Norfolk	Route 64 - Norfolk-Portsmouth Bridge-Tunnel (Supplemental Allocation)	1,500,000
564	Norfolk	Entrance Norfolk Naval Operating Base - Route 64 (Supplemental Allocation)	1,500,000
664	Hampton	Interchange at Route 64 (Partial Allocation)	1,000,000
--	Chesapeake & Virginia Beach	Indian River Road: Wingfield Avenue - Route 64 (Supplemental Allocation)	1,100,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Franklin	College Drive: Armory Drive - Clay Street (Supplemental Allocation)	\$ 225,000
--	Hampton	Butler Farm Road: Big Bethel Road - Magruder Boulevard (Partial Allocation for Preliminary Engineering and Right of Way)	100,000
--	Newport News	Fort Eustis Boulevard (Partial Allocation for Access Road to Bicentennial Center)	100,000
--	Newport News	North-South Freeway: Patrick Henry Airport - Downtown (25th Street) (Partial Allocation for Preliminary Engineering)	200,000
--	Newport News	Oyster Point Road: Relocated Route 60 - Existing Route 60 (Initial Allocation for Preliminary Engineering and Construction)	150,000
--	Newport News	Oyster Point Road and Harpersville Road: Three Intersections (Initial Allocation for Preliminary Engineering, Right of Way and Construction)	155,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Newport News	18th Street Extension; Terminal Avenue - Harbor Road (Supplemental Allocation)	\$ 340,000
--	Norfolk	Central Business District Downtown Signal System (Supplemental Allocation)	275,000
--	Norfolk	Colley Avenue: Redgate Avenue - 49th Street (Supplemental Allocation)	50,000
--	Norfolk	International Terminal Boulevard: Between Hampton Boulevard and Route 564, Including Interchange with Route 564 (Supplemental Allocation)	850,000
--	Norfolk & Virginia Beach	Newtown Road: Virginia Beach Toll Road - Virginia Beach Boulevard (Supplemental Allocation)	300,000
--	Norfolk	Norview Avenue: Military Highway - East (Partial Allocation for Preliminary Engineering, Right of Way and Construction)	425,000
--	Portsmouth	Crawford Street Connector: Washington Street - Columbia Street (Supplemental Allocation)	200,000

FISCAL YEAR 1972-73

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Virginia Beach	Columbus Street: Kellam Street - Virginia Beach Boulevard (Partial Allocation for Preliminary Engineering and Construction)	\$ 400,000
--	Virginia Beach	Great Neck Road: Virginia Beach Boulevard - Harbor Lane (Supplemental Allocation)	800,000
--	Virginia Beach	Rosemont Road: Holland Road - Virginia Beach Boulevard (Supplemental Allocation)	500,000
--	Williamsburg	Richmond Road and Lafayette Street: Five Intersections (Partial Allocation for Preliminary Engineering, Channelization and Signalization)	130,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	1,840,000
Total, Suffolk District Allocations			<u>\$63,029,000</u>

FREDERICKSBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$ 958,000
Arterial and Other Primary Construction	7,853,000
Urban Construction	340,000
Preliminary Engineering	678,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	130,000
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TOTAL	<u>\$10,009,000</u>

FISCAL YEAR 1972-73

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Fredericksburg	Jefferson Davis Boulevard: College Avenue - Fall Hill Avenue (Supplemental Allocation)	\$ 275,000
1	Spotsylvania	S.C.L. Fredericksburg - South (Asphaltic Concrete Surfacing)	15,000
1	Spotsylvania	Construct Crossover and Left-turn Lanes at Route 1246 North of Route 208 and Improve Accident Prone Location at Route 1 Ramp to Route 95	25,000
3 & 14	Gloucester & Mathews	Between Route 17 at Gloucester Court House and Fort Nonsense (Supplemental Allocation for Dual-laning)	750,000
3	Lancaster	Reconstruction at Kamps and Carters Mill (Supplemental Allocation)	140,000
3	Richmond	Between Emmerton and Totuskey Creek Bridge (Supplemental Allocation for Construction and Right of Way Acquired)	61,000
3	Richmond	Route 360 at Warsaw - Emmerton (Partial Allocation for Dual-laning)	200,000

FISCAL YEAR 1972-73

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Spotsylvania	West of Chancellorsville - Wilderness (Supplemental Allocation to Continue Dual-laning)	\$. 700,000
3	Stafford	East End Chatham Bridge - East (Supplemental Allocation to Continue Dual-laning)	600,000
3	Westmoreland	Route 204 - East (Asphaltic Concrete Surfacing)	32,000
3	Westmoreland	Construct Left-turn Lanes at Route 645 (Montross)	10,000
3 Bypass	Stafford & Fredericksburg	East-West Connector: Route 3 East of Fredericksburg - Route 1 Bypass in Fredericksburg (Partial Allocation for Right of Way Acquisition)	100,000
14	King & Queen	Relocation at Corbins Mill (Partial Allocation)	100,000
17	Essex	North of Tappahannock - North (Supplemental Allocation to Continue Dual-laning)	500,000
17	Essex	Construct Left-turn Lane at Crossover South of Route 617 Near Tappahannock (Supplemental Allocation)	3,000

FISCAL YEAR 1972-73

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Gloucester	Route 14 at Adner - South (Supplemental Allocation for Construction and Rights of Way Acquired)	\$ 550,000
17	Gloucester	Between Dragon Run Bridge and Route 33 at Glenns (Supplemental Allocation for Construction and Right of Way Acquired)	7,000
17	Middlesex	Saluda - North (Supplemental Allocation to Continue Dual-laning)	675,000
17	Spotsylvania	Between Route 1 and New Post, South of Fredericksburg (Supplemental Allocation for Construction)	70,000
17	Stafford	Route 95 - North (Supplemental Allocation for Dual-laning)	1,100,000
17 Bus.	Spotsylvania	Construct Left-turn Lane at Route 638 East of Fredericksburg	10,000
30	Caroline	Between Route 301 at Dawn and Hanover County Line (Supplemental Allocation for Construction and Right of Way Acquired)	15,000

FISCAL YEAR 1972-73

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
30	King William	Between Central Garage and King William Court House (Supplemental Allocation for Spot Reconstruction)	\$ 100,000
30 & 33	King William	Grade Crossing Protective Devices Southern Railroad at West Point	15,000
33 & 14	King & Queen	East Lord Delaware Bridge - East (Supplemental Allocation to Continue Dual-laning)	350,000
33 & 3	Middlesex	Route 3 at Harmony Village - East (Supplemental Allocation for Construction and Right of Way Acquired)	225,000
95	Caroline, Spotsylvania & Stafford	Hanover County Line - Prince William County Line (Supplemental Allocation)	958,000
204	Westmoreland	Route 3 - North (Asphaltic Concrete Surfacing)	11,000
205	King George	Route 301 - West (Partial Allocation for Reconstruction)	150,000
208	Spotsylvania	Between Louisa County Line and Spotsylvania Court House (Supplemental Allocation for Construction and Rights of Way Acquired)	130,000

FISCAL YEAR 1972-73

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
218	King George	Route 301 - South (Supplemental Allocation for Construction and Rights of Way Acquired)	\$ 150,000
301	King George	Route 205 - Route 206 (Asphaltic Concrete Surfacing)	52,000
301	King George	Improvement of Intersection at Route 206	12,000
301	King George & Caroline	Bridge and Approaches Rappahannock River at Port Royal (Partial Allocation)	400,000
301	Caroline	Between Bowling Green and Route 721 near DeJarnette (Supplemental Allocation for Construction and Right of Way Acquired)	340,000
360	King William, King & Queen & Essex	East of Central Garage - East (Supplemental Allocation for Construction and Rights of Way Acquired)	140,000
360	King William	Bridge over Pamunkey River (Joint Project with Richmond District - Supplemental Allocation for Construction)	15,000

FISCAL YEAR 1972-73

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Northumberland	Village of Burgess (Partial Allocation for Curb and Gutter and Pavement Widening)	\$ 100,000
--	Fredericksburg	Lafayette Boulevard and Kenmore Avenue: Signalize 3 Intersections (Initial Allocation for Preliminary Engineering, Right of Way and Construction)	65,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	858,000
Total, Fredericksburg District Allocations			<u>\$10,009,000</u>

GULPEPER DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$28,770,000
Arterial and Other Primary Construction	18,084,000
Urban Construction	6,545,000
Aid to Mass Transit	3,000,000
Preliminary Engineering	1,807,109
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	285,000
TOTAL	<u>\$58,541,109</u>

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
	Alexandria, Arlington County, Fairfax, Fairfax County & Falls Church	Area Wide: Aid to the Washington Metropolitan Area Transit Authority for the Construc- tion of Fringe Parking Facilities	\$ 3,000,000
1	Alexandria	Monroe Street: Bridge and Approaches RF&P Railroad at Potomac Yards (Supplemental Allocation)	2,400,000
1	Arlington	Jefferson Davis Highway: Bridge and Approaches Four Mile Run (Supplemental Allocation)	100,000
1	Fairfax	Penn-Daw - North and South (Supplemental Allocation for Right of Way Acquisition and to Continue Widening to Six Lanes)	1,200,000
6	Fluvanna	West of Fork Union - West (Supplemental Allocation for Construction and Right of Way Acquired)	110,000
7	Alexandria	King Street: West Corporate Limits - I-95 (Partial Allocation for Preliminary Engineering)	240,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7 & 244	Fairfax	Interchange at Baileys Cross Roads (Supplemental Allocation for Cooperative Project with County)	\$ 1,400,000
7	Fairfax	Extend Left-turn Lane at Ramp to Route 123 and Construct Left-turn Lane at Service Road Crossover	10,000
7	Fairfax & Loudoun	West of Tysons Corner - East End Leesburg Bypass (Supplemental Allocation for Construction and Rights of Way Acquired)	1,120,000
7	Loudoun	Leesburg Bypass (Supplemental Allocation for Construction and Right of Way Acquired)	1,100,000
15	Culpeper	Construct Left-turn Lane at School South of Culpeper	6,000
15 & 29	Town of Culpeper	James Madison Highway: North of Old North Corporate Limits - North Corporate Limits (Supplemental Allocation)	140,000
15	Leesburg	King Street: Route 7 Bypass - Catoclin Circle (Partial Allocation for Preliminary Engineering and Right of Way)	100,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Orange	Madison County Line - North Corporate Limits of Orange (Asphaltic Concrete Surfacing)	\$ 30,000
15	Orange	South of Orange - South (Supplemental Allocation to Continue Dual-laning)	400,000
15	Orange	Town of Orange (Partial Allocation for Cooperative Project with Town for Four-laning Between Caroline and Main Streets)	100,000
17	Fauquier	South of Marshall - South (Supplemental Allocation to Continue Reconstruction)	300,000
17	Fauquier	North of Stafford County Line - North (Asphaltic Concrete Surfacing)	43,000
20	Albemarle	South of Orange County Line - South (Supplemental Allocation for Construction and Right of Way Acquired)	50,000
20	Albemarle	Between Scottsville and Charlottesville (Supplemental Allocation to Continue Reconstruction)	200,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20	Albemarle	Construct Crossover and Turn Lane at Piedmont Community College near Route 64 Interchange	\$ 11,000
20	Orange	North of Barboursville - North (Supplemental Allocation for Construction and Right of Way Acquired)	25,000
28	Fairfax & Prince William	Recondition Bridge over Bull Run	50,000
28	Manassas	Centerville Road: Quarry Road - East Corporate Limits (Supplemental Allocation)	500,000
29 & 29 Bypass	Albemarle	Charlottesville - South (Supplemental Allocation for Construction and Right of Way Acquired)	1,850,000
29 & 211	Arlington	Lee Highway: Spout Run Parkway - West of Route 66 (Supplemental Allocation)	650,000
29 & 15	Culpeper	Culpeper Bypass and North (Supplemental Allocation for Construction, Right of Way Acquired and to Continue Dual-laning)	2,800,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Culpeper & Madison	South of Culpeper - South (Supplemental Allocation for Construction and Rights of Way Acquired)	\$ 650,000
29 & 211	Fairfax	Improve Drainage Capacity at Holmes Run (Cooperative Project with County)	75,000
29 & 211	Fairfax	West Corporate Limits Falls Church - West (Supplemental Allocation for Cooperative Project with City of Falls Church)	155,000
29 & 215	Fauquier	Extend Right-turn Lane at Route 215 and Construct Right-turn Lane on Route 215 at Route 29	10,500
29	Fauquier	Construct Left-turn Lane at North Intersection of Route 600 (New Baltimore)	3,000
29	Greene	Construct Left-turn Lanes at Crossovers South of Route 33	4,500
29	Greene & Madison	Bridge and Approaches Rapidan River (Partial Allocation for Reconstruction)	100,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Louisa	Reconstruction at Cuckoo (Supplemental Allocation for Right of Way Acquired)	\$ 10,000
50	Arlington	Arlington Boulevard: Interchange at George Mason Drive (Supplemental Allocation)	890,000
50	Arlington	Arlington Boulevard: Interchange at Route 50 and Jefferson Davis Highway (Supplemental Allocation)	120,000
50	Arlington & Fairfax	Between Washington Boulevard and East Corporate Limits Fairfax (Turn Lanes and Crossover Adjustments to Improve Safety)	130,000
50	Fairfax	Construct Service Road from Olin Drive - East (Supplemental Allocation for Construction)	5,000
50	Fairfax	Correction of Drainage at Tripps Run (Supplemental Allocation for Cooperative Project with County)	25,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Fairfax	Improvement of Drainage at Fenwick Park (Partial Allocation for Cooperative Project with County)	\$ 135,000
50	Loudoun	Fairfax County Line - West (Supplemental Allocation to Continue Dual-laning)	500,000
50	Loudoun	Town of Middleburg (Supplemental Allocation for Construction)	60,000
64	Albemarle, Fluvanna & Louisa	Nelson County Line - Goochland County Line (Supplemental Allocation)	3,770,000
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	3,000,000
95	Alexandria, Arlington, Fairfax & Prince William	Washington, D. C. Line - Stafford County Line (Supplemental Allocation)	15,000,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
120	Arlington	Bridge and Approaches Pimmit Run (Supplemental Allocation for Construction)	\$ 270,000
123	Fairfax & Vienna	Between Courthouse Road and Route 66 Interchange (Supplemental Allocation for Dual-laning)	735,000
123	Fairfax	Extend Left-turn Lanes East and West of Route 3543 (East of Route 495)	8,000
123	Prince William	Between Route 1 and Route 95 (Partial Allocation for Cooperative Project with Developer)	50,000
208	Louisa	Spotsylvania County Line - Route 522 (Asphaltic Concrete Surfacing)	40,000
211	Rappahannock	Massies Corner - East and West (Supplemental Allocation for Construction and Rights of Way Acquired)	200,000
211	Fauquier & Culpeper	Warrenton - West (Partial Allocation for Dual-laning)	800,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
213	Manassas Park	Manassas Drive: West Corporate Limits - East Corporate Limits (Supplemental Allocation)	\$ 45,000
228	Fairfax	Drainage Structure and Approaches Muddy Branch (Supplemental Allocation for Construction and Right of Way Acquired)	80,000
228	Herndon	Dranesville Road: Park Avenue and Dranesville Road - North Corporate Limits (Supplemental Allocation)	200,000
234	Prince William	North Corporate Limits Manassas - Route 66 Interchange (Supplemental Allocation for Construction and Right of Way Acquired)	500,000
236	City of Fairfax	Little River Turnpike: Route 237 - Routes 29 & 211 (Supplemental Allocation)	500,000
236	Fairfax	Improve Connection to Route 710 East of Fairfax (Supplemental Allocation for Construction)	20,000
236	Fairfax	Improve Intersection at Beauregard Street (Supplemental Allocation for Construction and Right of Way Acquired)	265,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY</u> <u>CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
237	City of Fairfax	Old Lee Highway: Fairfax Circle - Accotink Creek (Initial Allocation for Preliminary Engineering, Right of Way and Construction)	\$ 115,000
244	Arlington	Improve Drainage at South Adams Street (Cooperative Project with County)	6,000
244	Fairfax	Between Baileys Cross Roads and Annandale (Supplemental Allocation for Construction and Right of Way Acquired)	300,000
250	Charlottes- ville	Preston Avenue; 10th Street - McIntire Road (Supplemental Allocation)	600,000
253	Prince William	Between Route 1 and Route 95 (Supplemental Allocation for Construction and Right of Way Acquired)	40,000
266	Arlington	Route 66 - Washington, D. C. Line (Supplemental Allocation)	1,000,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
287	Loudoun	Bridge and Approaches South Fork Catoclin Creek (Supplemental Allocation for Construction and Right of Way Acquired)	\$ 10,000
287	Loudoun	Route 9 - South (Asphaltic Concrete Surfacing)	60,000
309	Fairfax	Arlington County Line - Route 123 (Partial Allocation for Widening)	200,000
495	Alexandria & Fairfax	Capitol Beltway (Supplemental Allocation)	1,000,000
522	Culpeper & Orange	Route 3 - South (Partial Allocation for Reconstruction of Sections)	100,000
522	Louisa	Route 208 - Spotsylvania County Line (Asphaltic Concrete Surfacing)	40,000
522	Orange	Spotsylvania County Line - North (Asphaltic Concrete Surfacing)	17,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
595	Arlington	Route 95 - Airport Connector (Supplemental Allocation)	\$ 5,000,000
--	Alexandria	North Van Dorn Street: Taney Avenue - Kenmore Avenue (Initial Allocation for Preliminary Engineering, Right of Way and Construc- tion, Including Bus Bays)	265,000
--	Charlottes- ville	5th Street: South Corporate Limits - Cherry Avenue (Supplemental Allocation)	600,000
--	City of Fairfax	City Wide (Initial Allocation for Preliminary Engineering, Right of Way and Signali- zation of 6 Intersections)	95,000
--	Falls Church	Maple Avenue: Broad Street - Fairfax Street Gundry Drive - Fairfax Street West (Supplemental Allocation)	360,000
--	Herndon	Washington Street: East Corporate Limits - Spring Street (Partial Allocation for Preliminary Engineering and Right of Way)	100,000

FISCAL YEAR 1972-73

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY</u> <u>CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Vienna	Park Street: Maple Avenue - East Corporate Limits (Supplemental Allocation)	\$ 200,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	2,142,109
Total, Culpeper District Allocations			<u>\$58,541,109</u>

STAUNTON DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1972-73

Interstate System Construction	\$10,750,000
Arterial and Other Primary Construction	8,313,000
Urban Construction	2,195,000
Preliminary Engineering	541,000
Guardrail	25,000
Strengthening and Widening of Bridges	25,000
New Signs and Signals	100,000
	<hr/>
TOTAL	<u>\$21,949,000</u>

FISCAL YEAR 1972-73

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Clarke & Frederick	Route 81 Interchange - East (Supplemental Allocation for Dual-laning)	\$ 2,000,000
11	Frederick	Channelization and Improve- ment of Intersection at Route 642	10,000
11	Shenandoah	Town of Woodstock (Supplemental Allocation for Cooperative Curb and Gutter Project)	25,000
11	Harrisonburg	S.C.L. - Grattan Street (Supplemental Allocation)	115,000
18	Covington	Bridge and Approaches over Jackson River (Supplemental Allocation)	50,000
33	Rockingham	W.C.L. Harrisonburg - West (Partial Allocation for Dual-laning)	100,000
37	Frederick	Winchester Bypass (Supplemental Allocation for Construction and Right of Way Acquired)	10,000
39	Rockbridge	Goshen - East (Spot Improvement)	250,000
42	Rockingham	Between Harrisonburg and Bridgewater (Supplemental Allocation for Cooperative Drainage Project with Town of Bridgewater)	115,500

FISCAL YEAR 1972-73

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Rockingham	Construct Right-turn Lane at Route T-800	\$ 10,000
42	Rockingham	Bridges and Approaches over Glade Creek (Supplemental Allocation for Reconstruction)	100,000
42	Rockingham	Harrisonburg - Broadway (Partial Allocation for Dual-laning)	300,000
50 & 17	Frederick & Clarke	East of Winchester - East (Supplemental Allocation to Continue Dual-laning)	1,150,000
60	Rockbridge	W.C.L. Lexington - West (Asphaltic Concrete Surfacing)	60,000
64	Clifton Forge, Alleghany & Rockbridge	West Virginia State Line - Route 81 (Lexington) (Supplemental Allocation)	8,250,000
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	2,500,000
84	Highland	West Virginia State Line - East (Asphaltic Concrete Surfacing)	65,000

FISCAL YEAR 1972-73

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
154	Covington	Durrant Road: Riverside Street - Liberty Street (Supplemental Allocation)	\$ 200,000
211	Page	Luray Bypass and West (Supplemental Allocation for Construction and Rights of Way Acquired)	550,000
211	Shenandoah	West of Page County Line - West (Supplemental Allocation for Construction and Right of Way Acquired)	20,000
220	Bath	Warm Springs - South (Asphaltic Concrete Surfacing)	25,000
220	Alleghany	Route 64 - South (Partial Allocation for Dual-laning)	400,000
250	Augusta	E.C.L. Staunton - Route 81 Interchange (Supplemental Allocation for Construction and Right of Way Acquired)	15,000
250	Augusta & Highland	Route 42 at Churchville - West (Partial Allocation for Reconstruction of Sections)	500,000

FISCAL YEAR 1972-73

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
251	Lexington	Thornhill Road: McCormick Street - Route 11A (Supplemental Allocation)	\$ 120,000
252	Staunton	Middlebrook Avenue: S.C.L. Staunton - Greenville Avenue (Partial Allocation for Preliminary Engineering and Right of Way)	100,000
254	Augusta	Route 275 - East of Christian Creek (Supplemental Allocation to Continue Reconstruction)	500,000
257	Rockingham	West of Dayton - West (Supplemental Allocation for Construction and Right of Way Acquired)	100,000
262 (Southern Loop)	Augusta & Staunton	Routes 81 & 64 Interchange - West (Partial Allocation for New Construction)	1,000,000
275	Augusta	Between Route 11 and Route 254 (Supplemental Allocation for Right of Way Acquired)	10,000
340	Augusta	W.C.L. Waynesboro - West (Supplemental Allocation for Dual-laning)	275,000
340	Clarke	North of Berryville - North (Partial Allocation for Dual-laning)	100,000

FISCAL YEAR 1972-73

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY</u> <u>CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340 (Old 615)	Page	Route 340 West of Stanley - Route 211 (Supplemental Allocation for Reconstruction)	\$ 400,000
340	Page	Town of Stanley (Supplemental Allocation for Cooperative Curb and Gutter Project)	100,000
340	Page	Improve Sight Distance at Route 700	2,500
340	Warren	N & W Railroad Underpass South of Front Royal (Supplemental Allocation)	120,000
--	Harrisonburg	Cantrell Avenue Extension: High Street - Mason Street (Supplemental Allocation)	225,000
--	Harrisonburg	Cantrell Avenue Extension: Paul Street - Reservoir Street (Partial Allocation for Preliminary Engineering, Right of Way, and Construction)	60,000
--	Luray	Marye Lane: Main Street - North (Supplemental Allocation)	25,000
--	Staunton	Inner Loop: Route 11 - Coalter Street (Supplemental Allocation)	500,000

FISCAL YEAR 1972-73

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Waynesboro	South Delphine Street: S.C.L. - East Main Street (Supplemental Allocation)	\$ 400,000
--	Waynesboro	Windsor Road: Jefferson Avenue - South Delphine Street (Supplemental Allocation)	100,000
--	Winchester	Pleasant Valley Road: Millwood Avenue - Ferr Street (Supplemental Allocation)	300,000
--	--	Preliminary Engineering, Guardrail, Strengthening and Widening of Bridges and New Signs and Signals	691,000
 			<hr/>
Total, Staunton District Allocations			<u>\$21,949,000</u>



**VIRGINIA'S
ROADS and STREETS
1972 - 82**

A STUDY FOR THE VIRGINIA ADVISORY LEGISLATIVE COUNCIL DECEMBER, 1971

VIRGINIA HIGHWAY COMMISSION

Douglas B. Fugate, Commissioner

**G. L. Beughen
Merrill M. Crowe
W. Fred Duckworth
La Roy Eakin, Jr.**

**Earl A. Fitzpatrick
Thomas R. Glass
Rufus T. Halston
Douglas G. Janney**

FOREWORD

In many ways, Virginia's roads and streets are her lifelines. They are essential to full development and enjoyment of her economic, social, cultural and educational opportunities. Every citizen shares in the benefits of an adequate highway transportation system.

Substantial progress has been made in development of the system. The Commonwealth's highway facilities are better now than they were a decade ago. Perhaps there is a temptation to accept what has been accomplished, and to be satisfied with the present rate of improvement. There are risks in such satisfaction.

Within the past decade, Virginia's population rose from 3,954,445 to 4,651,448. Urban areas experienced extensive growth, with more than two-thirds of all Virginians now living in these areas. The number of registered motor vehicles increased from 1,451,338 to 2,217,081. Travel on the state highway system increased more than 65 per cent, and now averages approximately 50 million vehicle miles daily.

The Commonwealth has continued her efforts to encourage desirable industrial growth and tourism, and has embarked on such major new programs as those to develop an important system of community colleges and to expand the system of state parks.

All of these factors are related—people, the places in which they choose to live, their reliance on mobility, and the basic needs for a strong economy and for equally strong educational and recreational opportunities.

But much remains to be done in order to provide Virginians with what truly may be considered an adequate, statewide highway transportation system.

In every county, city and town, there are substandard facilities. Throughout Virginia, there remain thousands of miles of roads and hundreds of bridges constructed more than 40 years ago. They were satisfactory for the uses they were built to serve; they are far from satisfactory for demands of the 1970s, and for those of the years beyond. With growing urbanization, there are mounting needs to improve highway-related mass transit operations, and to increase state assistance to the municipal street program.

Efforts to insure an adequate highway system have been affected severely, however, by sharply rising costs brought on by inflation and by higher design standards for safety and aesthetics and by more stringent controls for environmental protection.

This report, prepared for the Virginia Advisory Legislative Council, represents a reassessment of the Commonwealth's road and street needs, and suggests an alternative to at least some of the missing links.

1972 - 82
THE OBJECTIVES

- * The authorized 1,077 miles of Interstate highways completed or fully financed and under construction.
- * The supplementary 1,738-mile arterial network completed or remaining gaps under construction.
- * Highest priority primary system projects, totaling 1,990 miles, completed or under way.
- * Improvements to 9,900 miles of roadway and replacement or improvement for 2,080 obsolete bridges on the secondary system.
- * Substantially increased state assistance to municipalities through additional construction funds and adjustments in street maintenance payments.
- * Greater emphasis on mass transportation projects, and expanded efforts to improve mobility, capacity and safety of many existing urban streets without major reconstruction.
- * An additional \$10 million for the industrial access road program.

THE NINE-YEAR PLAN: BEYOND REACH

A nine-year highway improvement plan, intended to meet the basic, minimum needs of motorists by the mid-1970s, was prepared by the Department of Highways in 1966, and was approved by the 1966 session of the General Assembly.

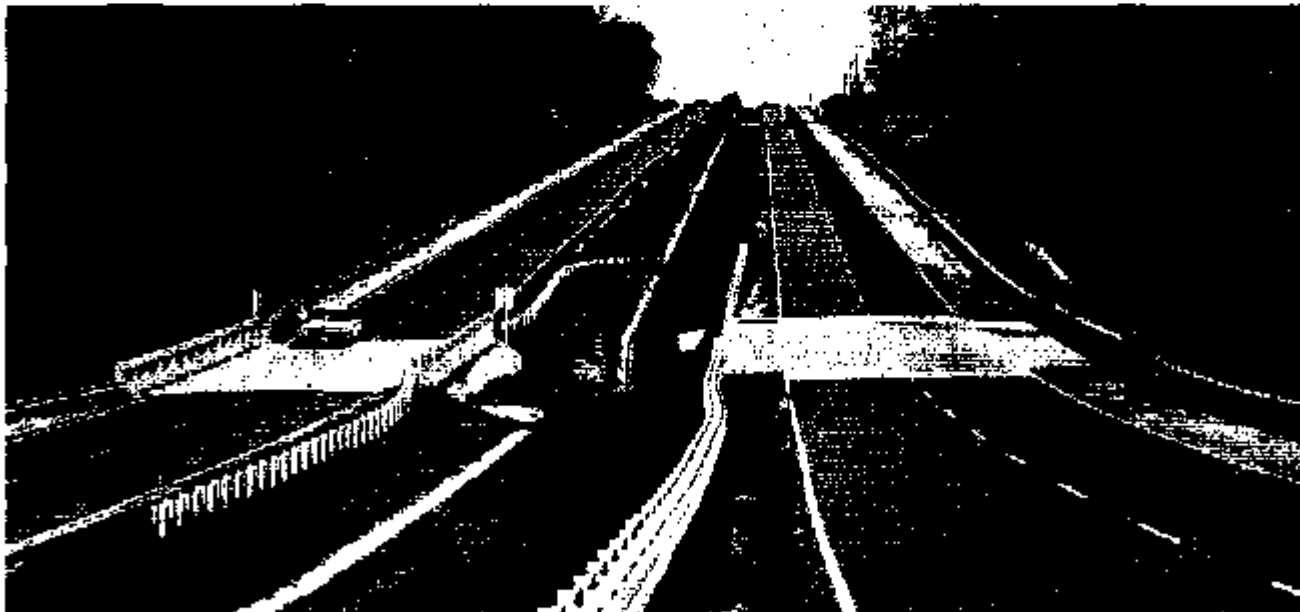
The plan envisioned all of the interstate system being completed or under construction in 1972, completion of financing for the supplementary arterial network by 1975, initial construction of planned urban expressways, and limited improvements to the regular primary, urban and secondary systems.

Cost of the program, based on design and construction standards and price levels in 1966, totaled \$3 billion in state and federal funds and in the municipalities' share of urban system construction projects. Additional funds provided by the Legislature in 1968 and income from prior revenue sources were expected to be sufficient to finance the plan.

Even if completed on schedule, the nine-year plan would have left many desirable improvements unmet, because it proposed doing only what was considered essential to provide a "minimum, tolerable" road system by 1975.

But it will not be completed on schedule.

When the plan was prepared, the federal government anticipated completion of the national interstate highway *(continued)*



This view of US 360 east of Richmond, four-laned under the arterial program, demonstrates several new safety standards. Bridge at left was built in 1956, and approach roadways were left largely unchanged. Bridge and roadway at right were constructed in 1970. In the newer facility, both the bridge and road shoulders are substantially wider, and, in the background, the slope is flatter. The new bridge widths add 25 to 30 per cent to bridge construction costs, while the new design for slopes requires additional right-of-way and increases grading costs by approximately 20 per cent.

system financing in 1972. The timetable now has been extended formally to 1976; it will be even later before all segments of the present system are finished.

That means a substantial stretchout in the interstate program, a factor beyond control of state government. Ninety per cent of interstate system construction costs is derived from the federal Highway Trust Fund, and thus the state's schedule for this program must, of course, be adjusted to the federal schedule.

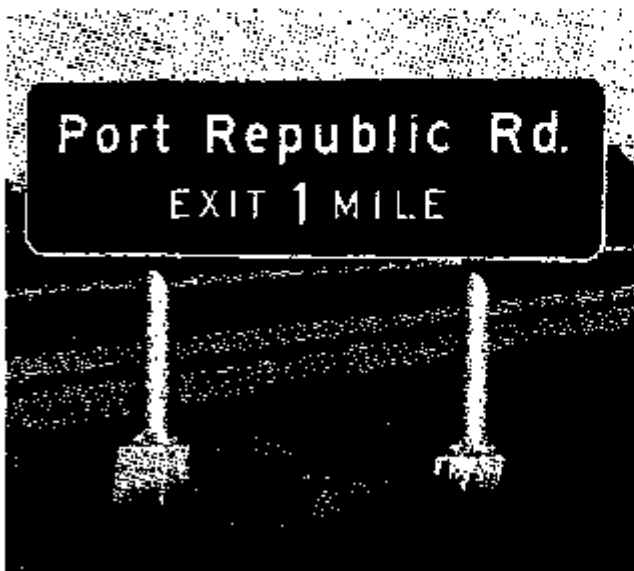
The nine-year plan also anticipated that a large amount of federal funds would be diverted from the interstate program about 1972 to help meet other road and street needs, particularly those in urban regions. The interstate delay, consequently, will mean that these funds will not become available for other systems when expected.

The interstate system stretchout was caused in large measure by the same factors that have affected other elements of the Commonwealth's highway improvement plan.

Inflation is the most evident. It has pushed construction costs upward by approximately 35 per cent since 1966. The costs of labor, materials and equipment all have risen sharply.

Higher levels of design and construction for safety and environmental purposes also have contributed significantly to the overall increase.

New safety standards, for example, require shoulder areas to be as wide on bridges as on the rest of the roadway. Former standards, based on economy and limited funds, permitted much more narrow shoulders on bridges. Other safety standards put into effect since the nine-year plan was developed require the supports for overpasses to be placed farther back from the pavement, thus requiring longer over-



Sign supports, formerly bolted firmly in concrete (left), now are designed to break away easily if struck by an out-of-control vehicle, virtually eliminating danger of heavy damage to vehicles and injury to occupants. Additional sign cost: approximately 35 per cent.

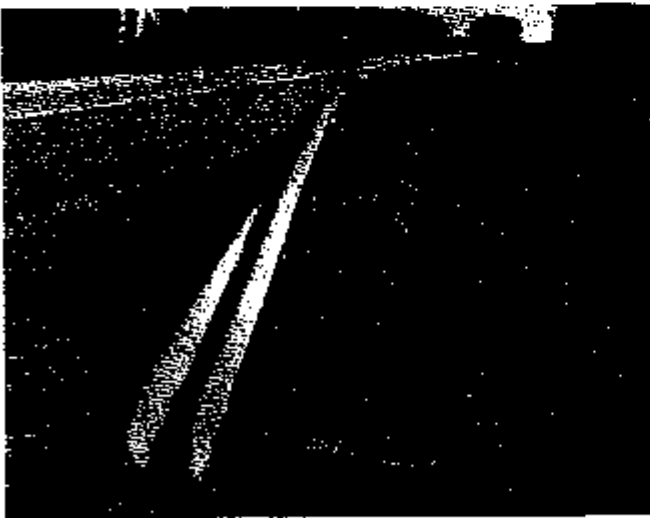
passes. The new standards also provide for flatter slopes, necessitating more right-of-way and greater construction costs; breakaway supports for signs and lights, and extensive modifications in guardrail design and installation.

The increased public interest in environmental protection and enhancement is welcomed by all thoughtful citizens. The idea of blending the highway pleasingly into the area through which it passes has long been a guiding concept in Virginia, and is illustrated clearly in the design for mile after mile of the Interstate system. Natural foliage and terrain have been preserved in the median area and along the sides of the divided roadways, and the median has been planned to meander in order to take advantage of such natural features. An organized landscaping program has been conducted by the Department of Highways for more than 40 years, as a means of adding beauty to the road and to help control erosion.

The broadened public concern for the environment has prompted still greater emphasis on such amenities, and has led to stringent new controls. Construction-related specifications, for example, now require reduced pollutant emissions from bituminous mixing plants, restrict open burning, tighten control on locations of borrow pit, quarry and waste disposal operations, and control runoff water by temporary settlement basins. They also set limits on the denuding of portions of construction sites in grading operations, restricting the area which may be exposed at one time before reseeded is begun, in order to reduce erosion. The specifications also provide for earlier seeding of slopes.

In 1966-67, first fiscal year of the nine-year plan, approximately 91 cents of every highway dollar available for construction actually went into basic construction to meet in-

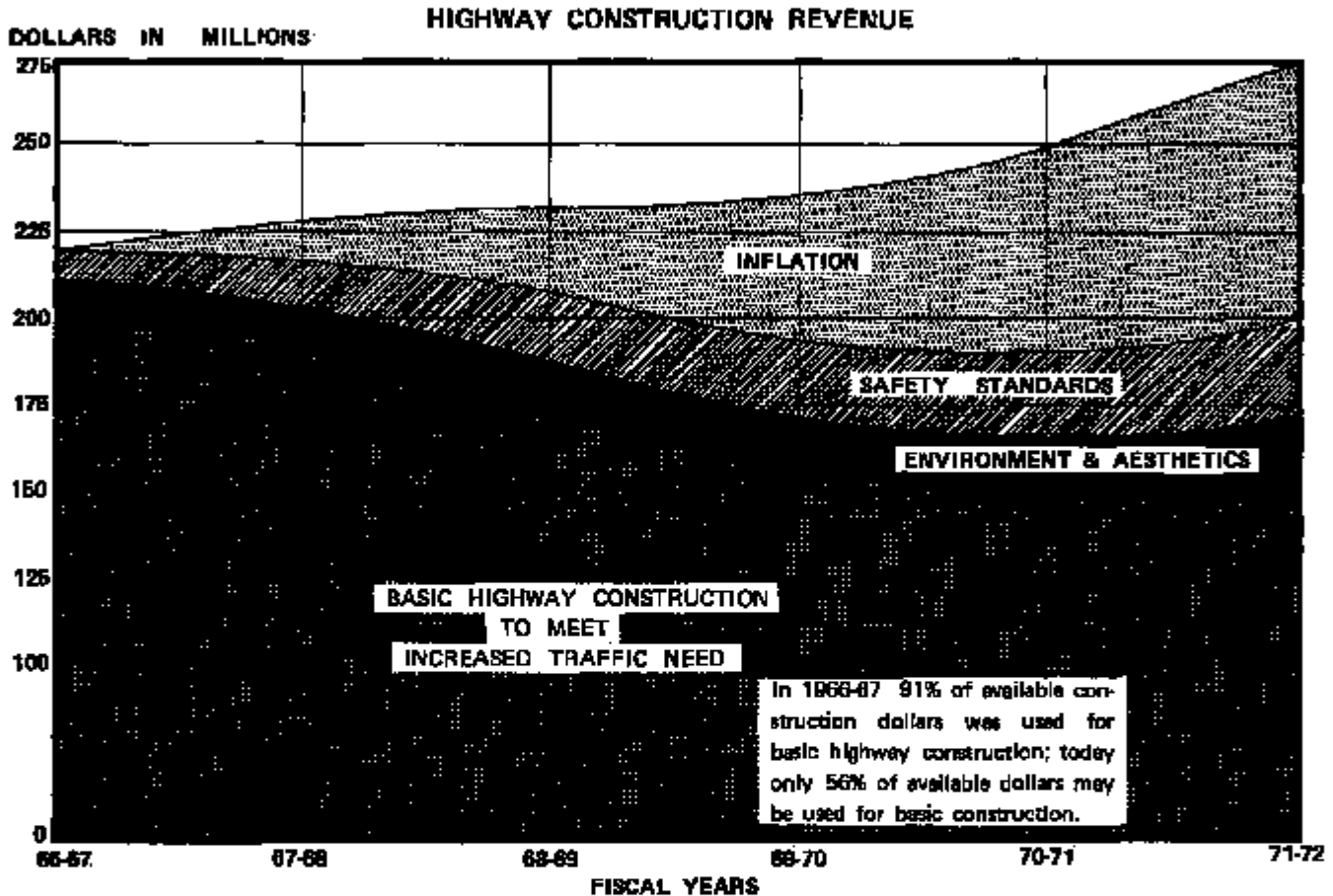
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New guardrail provides for end to be slanted to the ground, eliminating risk of an abrupt impact; for more frequent posts to insure greater strength, and for small blocks to be placed between posts and rail to give a cushioning effect and to aid in guiding vehicles back into the proper direction of travel. Together, these improvements add more than 40 per cent to guardrail costs.

crossed traffic needs. That figure has dropped to 58 cents, with inflation and higher standards claiming larger shares of the construction dollar.

All of these factors—inflation and higher design and construction standards—have produced a substantial increase in the original estimate of \$3 billion to attain the objectives of the nine-year plan.



The same improvements, based on the new standards and reflecting present and anticipated price levels, now are estimated to cost \$4.7 billion.

Revenue has increased somewhat beyond the first estimates, because of increased traffic volumes, but not nearly enough to off-set the higher costs. Instead of the originally anticipated \$3 billion in income, revenue from existing sources now is expected to amount to approximately \$3.2 billion during the span of the nine-year period, 1966-76.

This will leave a gap of \$1.5 billion in financing the total plan.

Following is a summary, by road system, of the objectives of the nine-year plan and of accomplishments thus far:

Interstate System—The basic objective was to have all of Virginia's then-authorized 1,065-mile share of this national system completed or financed and under construction by 1972, as provided under federal and state planning in 1955.

The target date now has been extended by Congress to 1976; actual completion will be much later.

Status: 816 miles, or 76 per cent, completed; 47 miles, 4 per cent, under construction; 215 miles, 20 per cent, in planning stages. (The authorized system has now been increased to 1,077 miles.)

**Arterial Network*—The General Assembly in 1864 recognized that the interstate system alone would not adequately meet Virginia's need for modern cross-state highways, and authorized development of the 1,738-mile arterial network.

Generally, the arterial highways are being developed by construction of a new two-lane roadway parallel to an existing two-lane primary route, creating a four-lane divided facility.

Bypasses of 74 communities are being constructed on entirely new locations, as are a few rural segments where it is essential to improve alignment. Original plans called for the bypasses to be constructed with little or no grade separation, for economy reasons. Time and again, however, citizens have urged such features, and as a result most bypasses are being built virtually to interstate system standards, with these added safety measures.

The objective in the nine-year plan for the arterial network was to have it fully constructed or financed in 1975. It has fallen behind schedule. Many of the remaining projects are among the most expensive.

(continued)



Arterial network bypasses are providing vastly improved safety in travel and are relieving local streets of through traffic and, thus, of much congestion. Grade separation features and interchanges are major safety factors, but push costs upward.

While 950 miles, or 55 per cent, of the network are now up to arterial standard, this is a misleading picture of actual progress. For of the network's 1,738 miles, 370 miles already were four-laned when the program began in 1964, and were included for continuity purposes.

Of the 1,368 miles remaining to be developed when the program was authorized, only 580 miles have been finished and an additional 90 miles have been placed under contract. A total of 698 miles remain to be started, although plans have been completed for much of this mileage.

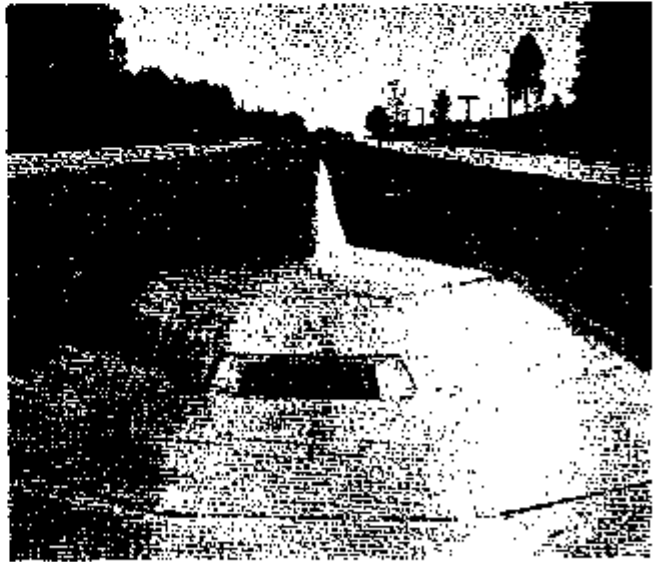
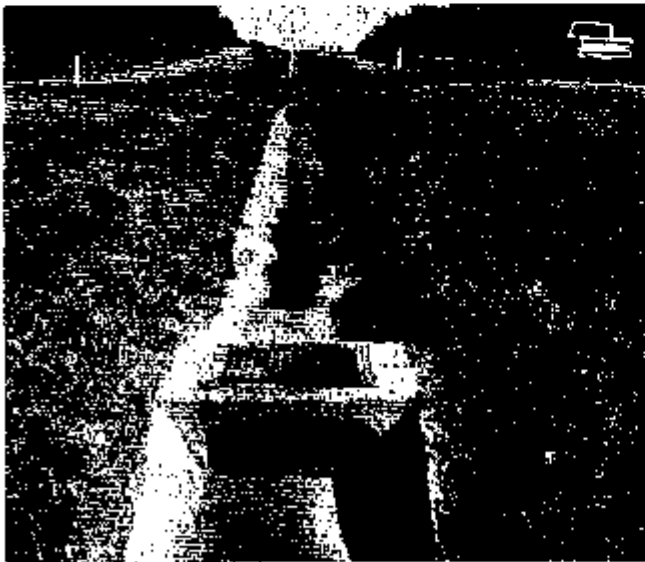
Regular Primary System—Besides the interstate and arterial highways, there are 6,043 miles of regular primary roads in Virginia. Most are two-lane routes, although some are three lanes and a few segments are four lanes wide.

In many areas, the regular primary roads continue to be the principal highways, serving the mainstream of traffic and functioning as feeder roads to the Interstate, arterial and urban networks.

Indeed, these regular primary roads still serve 47 per cent of all traffic using the state's rural highways.

The nine-year plan proposed improvements ranging from major four-lane construction to widening existing pavements and undertaking so-called "spot" improvements to correct accident-prone locations.

Improvements were determined to be essential on 1,945 miles of the system. Altogether, they have been completed on 350 miles—or 17.5 per cent—and it is not likely that even half of them can be made by 1975 with present levels of funding.



Drop inlets for drainage formerly were installed as shown at left, but recent elimination of raised structure contributes to increased safety in the median for vehicles which may leave the roadway. New design costs approximately 15 per cent more.

¹*Secondary System*—The state secondary system totals 42,303 miles, and includes the local roads in 94 of Virginia's 98 counties. The two exceptions, Arlington and Henrico, maintain and improve their own local roads, and receive appropriations from state highway user tax revenues for this purpose.

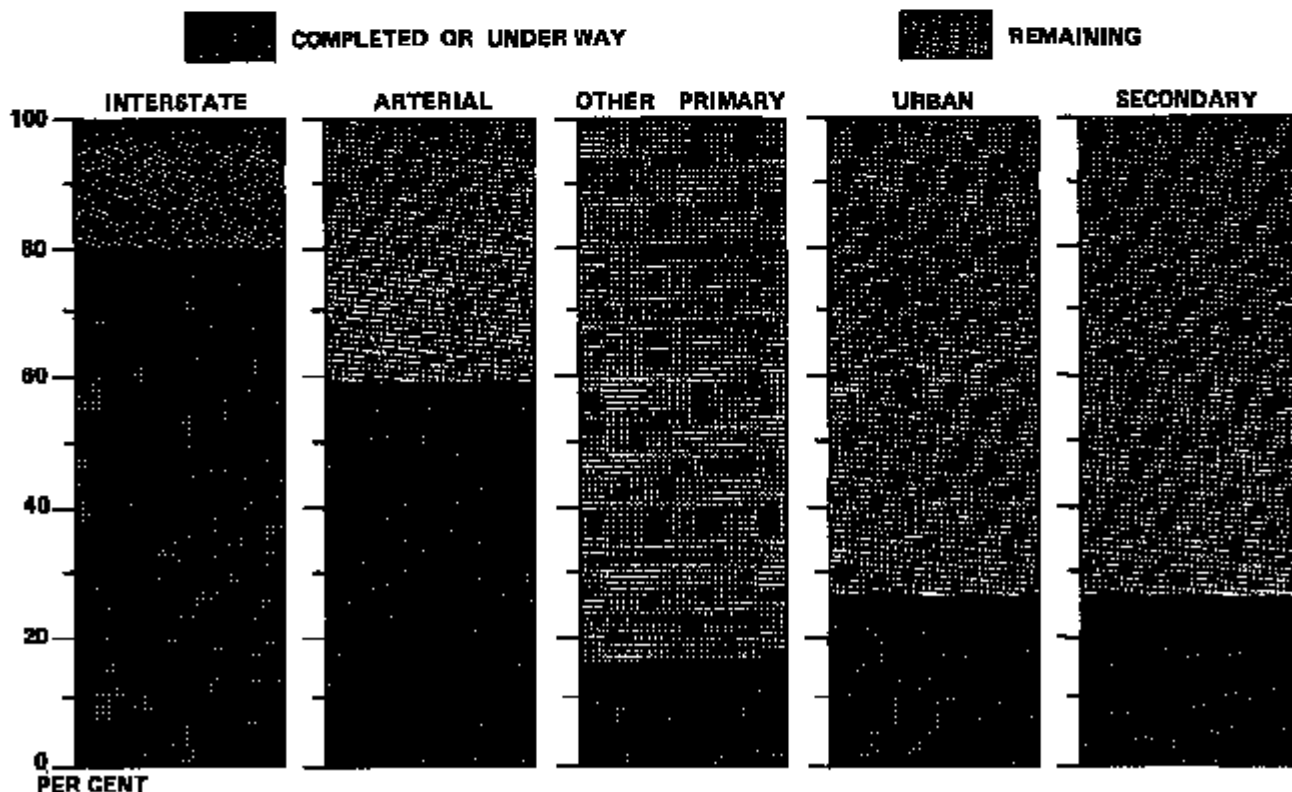
The growing industrialization and urbanization of the Commonwealth have placed heavy new demands on this system. This has been particularly evident in the counties where extensive suburban growth has occurred, but many needs remain unmet on rural portions of the system, as well.

The nine-year plan provided for a hard surface of width and strength adequate for traffic served on all roads carrying 50 or more vehicles a day; an all-weather stone or gravel surface on roads carrying 10 to 50 vehicles a day; a light stone or gravel surface on all roads carrying less than 10 vehicles daily; and bringing all bridges of less than 10-ton capacity up to standard.

Twenty-seven per cent of these improvements, totaling 6,723 miles, have been made. Seventy-three per cent remain unmet, although about two-thirds of the time for the nine-year plan has elapsed.

²*Urban System*—The plan recognized Virginia's rapid urban development, and envisioned acceleration of improvements on the urban street system, which totals 7,000 miles. This system is confined to corporate limits of cities and towns, and is in addition to urban segments of the interstate (continued)

PROGRESS ON NINE-YEAR PLAN



system and the arterial network and suburban links in the regular primary and secondary systems.

The nine-year plan included 830 miles of new construction or improvements to existing facilities in the urban system. Projects totaling 224 miles will have been completed by year's end, representing 27 per cent of the planned work.

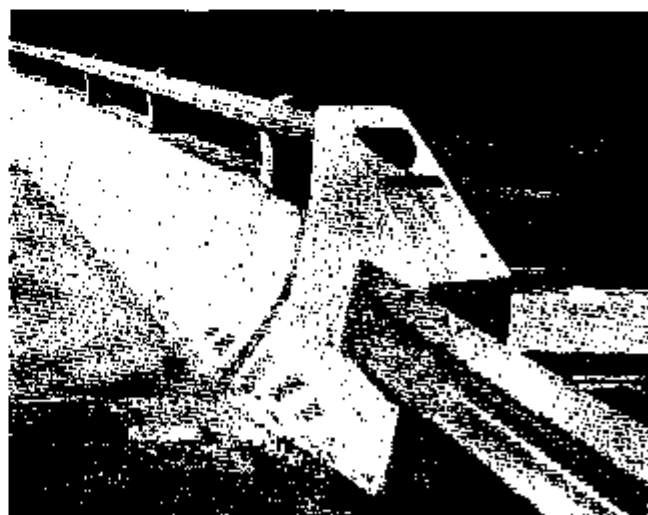
THE PERIOD 1972-82: AN ALTERNATIVE

The problem of meeting the Commonwealth's street and highway needs will not go away. It will only worsen as the cost of highway construction and right-of-way and the number of registered motor vehicles continue to accelerate.

It is clear that full implementation of the state's nine-year plan no longer is practical within the planned time schedule. The Highway Commission reported this dilemma in 1970, and with this in mind the General Assembly directed the Virginia Advisory Legislative Council to continue its study of road and street needs.

The Department of Highways has worked closely with the VALC in making this study, and has spent several months re-assessing the nine-year plan, the state's highway transportation needs, and the outlook for the years ahead.

The result is a recommendation that Virginia build upon the nine-year plan by using most of its unfulfilled objectives as the nucleus for an extended improvement program covering the period 1972-82, and equitably balanced between the needs of urban and rural areas alike. It must be emphasized that this 10-year program also envisions a very minimum development plan, that considered absolutely essential to meet basic demands.

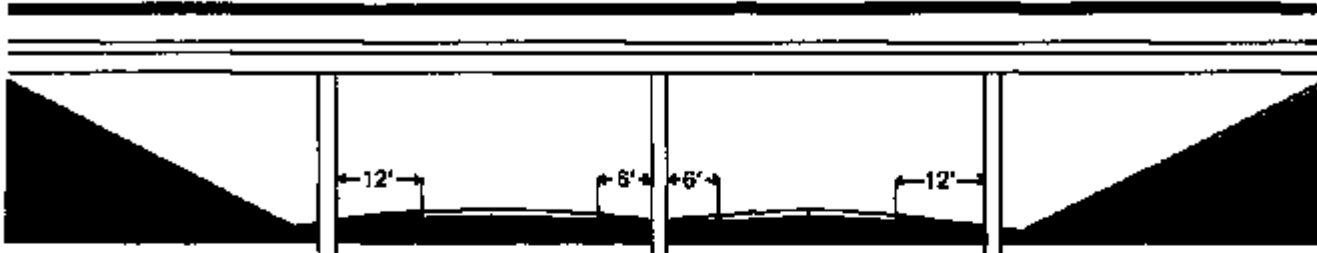


Modification of bridge rails also provides additional safety, as shown in this comparison. Guardrail now ties into the bridge structure itself, so that the abrupt end of the bridge rail does not remain exposed as a potential hazard. New, slightly curved concrete rail is designed to redirect vehicles which go astray safely back to the pavement, a feature illustrated by the tire marks on photo at right.

The need for an increased emphasis on urban transportation problems is evident, but it cannot be achieved by ignoring the requirements which remain in the rural portions of Virginia.

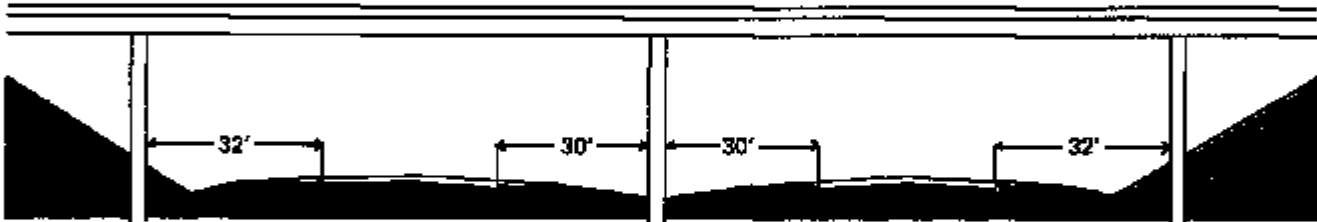
Following are the overall objectives of the 10-year program, which would begin July 1, 1972, and extend through the 1981-82 fiscal year:

—The presently-authorized 1,077 miles of interstate highways completed or fully financed and under construction. (continued)



Overpass supports sometimes have been point of impact for vehicles inadvertently leaving modern high-speed highways.

Such supports will be much farther from pavement on future structures of this type, thus requiring the overpasses themselves to be considerably longer. Additional cost will be approximately 20 per cent.



The Department of Highways, through research and experimentation, is continuing to seek other means of enhancing safety for motorists. Plastic barrels containing sand, such as these being used experimentally as safety barriers, may offer extra protection at accident-prone points of high-volume interchanges.

-The supplementary 1,738-mile arterial network completed or under construction.

-Highest priority primary system projects completed or under way. This would include improvements to 1,800 miles of the system.

-A limited acceleration of the current secondary system improvement program, with provisions for improvements to 9,500 miles of roadway and to 2,080 obsolete bridges.

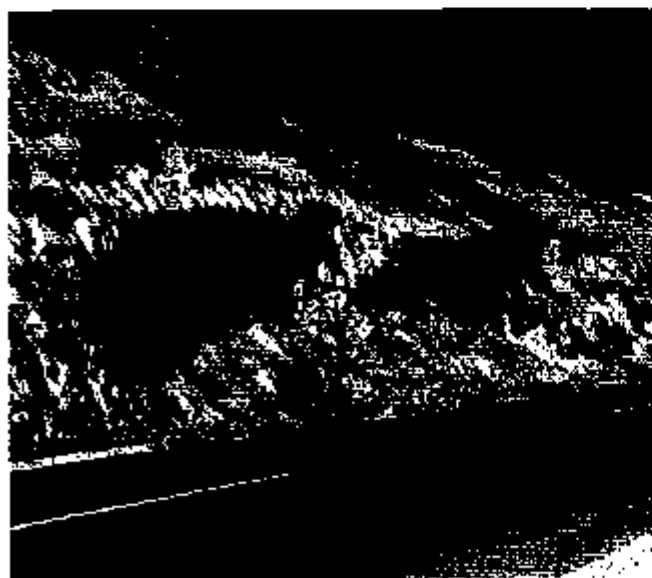
-Substantially increased state assistance to municipalities, both through additional construction funds and adjustments in street maintenance payments.

-A stepped-up emphasis on transit-related projects in major urban regions, and expanded efforts to improve mobility, capacity and safety on existing urban streets.

The program anticipates that income from existing state revenue sources will continue to increase an estimated 4 per cent annually, and that in view of the nationwide need for improved highways, federal participation likely will be continued through 1982 and beyond. It also contemplates that approximately \$60 million in federal funds will be provided Virginia in the five years through fiscal 1978 under the Congressional extension of the Appalachian Regional Development Act.

In preparing the program, planning engineers have taken into account the probable influence of inflation in the period 1972-82.

The program also is based upon the belief that the traditional method of financing highway construction and maintenance with revenue from taxes paid by highway users is an equitable means of providing necessary funding. This means that those who benefit most directly bear the cost, and re-



New erosion control measures are aimed at having slopes "green and growing" when highways are opened to traffic, as they were on this new segment of Interstate 64 completed in September. Badly eroded slopes, such as that shown at left, should be rare in the future.

leaves the state's General Fund completely of support for highways.

Total cost of the 10-year program amounts to \$5.2 billion. Additional revenue totaling \$650 million will be required to finance these basic improvements.

Since the program is based already on full utilization of all available federal funds, this means that the gap would be filled with additional revenue from state sources.

It can be filled with a two-cent per gallon increase in the state motor fuel tax and by imposing a \$25 fee for motorists seeking reinstatement of suspended or revoked operators' permits. There is no such reinstatement fee at present, and the cost of administering this program is borne by all motorists.

Virginia's present state gasoline tax is seven cents a gallon, and has not been increased since 1980, when it was raised from six cents. In the Commonwealth as in all states, motorists also pay a four-cent federal gasoline tax.

Already, twenty other states have found it necessary to enact state gasoline levies higher than that in Virginia, and the tax rate in one state is 10 cents a gallon. However, the Commonwealth's state highway system exceeds all but one of these 20 state systems in length.

DISTRIBUTION OF ADDITIONAL FUNDS

The additional \$650 million proposed in state funds would provide \$546 million for highway construction, \$95 million additional for street maintenance payments to cities and towns over 3,500 population, and \$10 million more for expansion of the industrial access road program.

(continued)



Barriers of rock prevent siltation of streams (left) and save thousands of trees from damage and possible destruction by siltation during and after construction (right). Such measures are required under Virginia's revised road-building specifications, and increase construction costs materially.

The \$645 million which would be available for highway construction would be distributed among the state's eight highway districts on a new formula focusing more heavily on the urban growth of the Commonwealth. But the funds also would permit completion of the arterial network and of basic improvements on rural portions of the regular primary and secondary systems. All Virginians have a stake in all elements of the program. Rural residents travel in urban areas, urban residents travel with increasing frequency in rural areas.

The new funds would be apportioned to the districts on the basis of a six-factor formula taking into account latest population figures, vehicle miles of travel, square miles of land area, road mileage, total need, and vehicle registration.

Such a formula introduces for the first time the factor of vehicle registration in determining the distribution of highway funds. This would help to insure an equitable sharing of these resources, while at the same time reflect the fact that the heaviest concentrations of motor vehicles are in the urban areas.

The additional funds assigned to each district under this formula would be distributed within the district to the various highway systems solely on the basis of relative need in the district, without regard to jurisdictional boundaries.

At present on a statewide basis, highway construction funds are divided about evenly between rural and urban areas.

While the objectives for rural Virginia in the 10-year program are largely those of long-standing—interstate and arterial completion, basic upgrading of the regular primary and secondary systems, replacement of obsolete bridges—several changes are proposed for the urban areas.



Contractors also are required now to take other steps, such as construction of temporary earth berms and wooden dams, to protect surrounding area from the damaging effects of siltation while projects are under way.

There is a growing concern both for improved mass transportation in urban areas and for increased safety and mobility on existing urban streets. The program focuses greater attention on these related needs, and earmarks \$150 million for such improvements.

Traffic engineering techniques, such as modern signal systems and channelization of intersections, assist significantly in improving vehicular flow on existing streets without major reconstruction. This is the objective of the Traffic Operations Program to Increase Capacity and Safety (TOPICS), which already is proving helpful in a number of cities. This concept is expanded in the 10-year program.

The program also provides for highway-related mass transportation improvements in major urban areas, through such measures as reserved bus lanes, passenger shelters and off-street parking lots in suburban and downtown areas. Funds are included, in addition, to improve access roads and streets leading to passenger stations which will serve commuter rail and bus lines.

The program would provide some \$112 million more for construction on the urban system, supplementing the approximately \$628 million anticipated from existing revenue sources for regular construction and maintenance payments on this system during the 10-year span.

Finally, the program envisions substantial changes in the methods of making street maintenance payments to the cities and towns of over 3,500 population. Under existing law, these payments are made on a lineal mile basis and amount annually to \$10,000 a mile for extensions of primary routes and \$1,100 a mile for other streets which comply with the requirements as to width of right-of-way and surface of Section 23.1-43 of the Code.

The Department of Highways' continuing study for the VALC indicates that the allocation of the payments on a lane mile basis for lanes available for traffic would represent a desirable change if sufficient funds are provided.

Until recently, lane mile cost information was not readily available. However, the department's new maintenance management practices now provide such data.

An in-depth study of these costs shows that for primary routes maintained by the state and contiguous to the cities and carrying similar volumes and types of traffic, yearly lane mile maintenance costs average \$2,129 for the area and up to \$2,421 for individual roads. It should be pointed out that some additional services, such as lighting, sidewalks, and parking areas, are provided on city streets but are not ordinarily provided on the regular primary routes.

Based on these considerations, it is recommended that the payments to cities and towns of over 3,600 population be based on lane miles instead of lineal miles, and that these payments be at the rate of \$2,500 per lane mile annually for primary extensions, if the additional funds are provided.

The Department of Highways has reviewed its total lane mile allocations to the secondary system in suburban counties, to determine whether changes were desirable in the method of making payments to the municipalities for the other streets as well as for primary extensions.

This study shows that allocations for the 8,580 lineal miles of secondary system streets in suburban counties total \$24,927,308 in the present fiscal year. Converted to lane mileage, these streets total 17,700 miles, with an average allocation of \$1,409 per lane mile.

Thus, it is recommended that the payments now established at \$1,100 per lineal mile for similar city and town streets be increased to \$1,500 per lane mile for lanes available for traffic movement, provided the additional revenue is made available for the total road and street program.

Together, these proposed changes for the primary extensions and other local streets will provide nearly \$10 million more annually to the cities and towns for the urban system.

(continued)

LOCATIONS, INCLUDING ADDITIONAL FUNDS
 FEDERAL AID - \$1,010.0 MILLION = \$4,182.7 MILLION)

1977-78	1978-79	1979-80	1980-81	1981-82	10-YEAR TOTAL	
AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	PERCENTAGE
13.0	13.0	13.0	13.0	13.0	130.0	3
48.8	45.9	48.0	50.3	52.6	432.2	10
25.0	25.2	27.4	28.6	30.0	246.3	6
133.4	138.2	143.9	151.8	158.3	1,311.1	31
88.3	83.7	98.9	102.5	107.6	873.2	21
116.2	124.8	130.6	136.7	143.0	1,174.9	28
2.5	2.5	2.5	2.5	2.5	25.0	1
629.2	444.3	464.3	485.2	607.0	4,182.7	100

ALL FUNDS UNDER SIX-FACTOR FORMULA
 (AREA, MILES OF EXISTING HIGHWAYS, MILES OF
 REGISTRATION AND NEEDS
 (Including Interstate)

(4) DAILY MILES OF TRAVEL		(5) VEHICLE REGISTRATION		(6) "NEEDS" \$ THOUSANDS		COMBINED
FACTOR		FACTOR		FACTOR		
4,523,324	7.309	144,449	6.518	1,833,900	10.827	9.829
7,073,866	11.430	254,834	11.499	2,221,600	12.763	12.488
4,885,860	8.073	158,444	7.086	1,797,200	10.317	9.796
8,341,590	13.478	369,491	16.216	2,142,400	12.286	14.105
16,883,787	27.298	482,150	21.747	3,031,300	17.402	18.378
3,089,620	5.009	83,889	3.784	743,700	4.289	5.631
12,168,772	19.683	583,881	25.438	4,308,700	24.736	19.839
4,789,506	7.738	171,733	7.748	1,841,000	7.683	9.157
61,868,224	100.000	2,217,081	100.000	17,419,800	100.000	100.000

MASS TRANSIT

With the Commonwealth's urban growth has come the need for improvements in mass transportation facilities, and an added emphasis on the movement of people—not only vehicles—during peak traffic periods.

Important steps already have been taken:

*In 1964, the General Assembly authorized establishment of transportation districts, in which two or more localities may join efforts to bring about improved public transit. Through such districts, administered by commissions, localities have the mechanism to provide coordinated, area-wide public transit service. The Northern Virginia Transportation Commission (NVTC) is the only unit functioning at present under this authorization; its accomplishments have been significant.

*The 1968 session of the General Assembly established the Virginia Metropolitan Areas Transportation Study Commission, which recommended a comprehensive analysis of the position of public transit after finding most transit companies faced with serious financial problems. The Legislature in 1970 extended the work of this Commission, assigning it the mission of making such an analysis. Its findings will be before the 1972 General Assembly.

*The Legislature in 1970 authorized the use of highway funds for such transit-related projects as construction of exclusive bus lanes, off-street parking lots in fringe and downtown areas, bus turnouts, and passenger shelters.

*The Department of Highways has joined with the NVTC, the U.S. Department of Transportation's Urban Mass Transportation Administration and Federal Highway Administration, and the Washington Metropolitan Area Council of Governments in conducting an experimental busway project on approximately 10 miles of the Shirley Highway (Interstate 95) in Northern Virginia. Under this plan, lanes are reserved exclusively for buses, permitting them to bypass congestion in

the conventional lanes.

Since the Shirley busway project began in September, 1969, the number of commuters riding buses has more than doubled. At the outset, 38 buses carried approximately 1,900 passengers from the Virginia suburbs into Washington during the peak morning period. Now, 102 buses carry 5,100 riders during the same period, an increase of 168 per cent.

This represented the first instance in the United States in which lanes of an interstate highway were reserved for buses. While several similar projects now have been undertaken elsewhere in the nation, the Shirley experiment continues to be observed with interest by many transportation agencies.

*The Department of Highways, with the Richmond Regional Planning District Commission and the City of Richmond and the County of Henrico, is at present attempting to arrange an express commuter bus operation between the suburban west end and downtown. The Department, acting under authorization of the 1970 General Assembly for highway funds to be used for such projects, has purchased land for a fringe parking lot.

*Planning for six miles of Interstate 66 in Northern Virginia is being coordinated with the Washington Metropolitan Area Transit Authority's planning for its commuter rail and subway line, so that the rail line and several passenger stations may be located in the median of the highway.

Virginia's course for the years ahead in mass transit planning and operations should be based on the recommendations of the Virginia Metropolitan Areas Transportation Study Commission. The Department of Highways will work closely with other agencies when appropriate to implement these recommendations, and will continue to strengthen its efforts in bringing about mass transportation improvements.

The \$150 million included in the 10-year program will be essential to help finance these new projects, and to improve mobility for buses and other vehicles on existing streets.



Experimental "Busway" on Interstate 95 in Northern Virginia.

**A PROPOSED TEN-YEAR PROJECTION OF HIGHWAY
(\$6,202.7 MILLION TOTAL PROGRAM LESS INTERSTATE I**

PURPOSE	1972-73	1973-74	1974-75	1975-76	1976-77
	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)	AMOUNT (MILLIONS)
MATCHING STATE FUNDS FOR 90-10 INTERSTATE PROGRAM	13.0	13.0	13.0	13.0	13.0
MAINTENANCE OF INTERSTATE, ARTERIAL AND PRIMARY ROUTES	26.0	26.5	26.2	40.0	41.0
DEPARTMENT OVERHEAD AND GENERAL EXPENSES	19.8	20.8	21.8	22.8	23.0
ARTERIAL NETWORK AND REGULAR PRIMARY SYSTEM	106.0	112.0	117.0	122.5	128.2
URBAN SYSTEM	70.2	72.5	75.2	78.8	82.5
SECONDARY SYSTEM	94.7	99.3	103.9	108.8	113.8
INDUSTRIAL ACCESS	2.5	2.5	2.8	2.5	2.8
TOTAL	341.2	368.6	372.8	380.4	406.8

**PROPOSED DISTRIBUTION OF ADDITIONAL
WITH EQUAL INFLUENCE OF POPULATION, A
TRAVEL, VEHICLE REI
(Excludi**

DISTRICT	(1)	FACTOR	(2)	FACTOR	(3)	FACTOR	MI.
	POPULATION		AREA SQUARE MILES		MILES OF ROAD		
Bristol	320,494	7.106	6,541.86	13.578	7,265.81	12.739	
Salem	480,906	10.655	6,533.90	13.569	8,962.57	14.985	
Lynchburg	330,828	7.108	5,379.25	18.177	7,436.24	13.088	
Richmond	755,488	16.242	5,402.00	13.225	7,506.82	13.159	
Buffalo	1,164,148	26.028	4,752.00	11.845	7,502.86	13.154	
Fredericksburg	162,046	3.484	3,632.00	8.809	4,418.32	7.743	
Culpeper	1,036,952	23.594	6,026.00	12.326	7,916.88	13.880	
Staunton	320,700	6.894	8,540.00	13.578	8,440.81	11.202	
TOTAL	4,651,448	100.000	40,815.00	100.000	87,037.12	100.000	

*Based on National Highway Functional Classification and Needs Study

SUMMING UP

Obviously, in developing a long-range program of highway transportation improvement and in asking motorists to make an additional financial commitment to such a program, consideration must be given to the state's ability to perform what it promises.

Can the design and other planning work be accomplished with present manpower? Can public hearings be held on individual projects as needed, to insure citizen participation in project planning? Will there be time enough to purchase the necessary right-of-way, and to provide relocation assistance? Is the construction industry capable of executing the work efficiently?

These are fundamental requirements. And they were considered carefully in establishing the time limits for the 10-year program. They can be met.

Indeed, the full objectives can be reached—if the program begins now, if sufficient funding is provided, and if an orderly work schedule is maintained.

Experience has shown all too clearly that the task will grow more difficult and become more expensive the longer it is delayed.

VIRGINIA'S

ROADS AND STREETS

1972-82

Preliminary projects listing
- supplement to a study for the
Virginia Advisory Legislative
Council, December 1971

The following projects, listed alphabetically by construction district, are those envisioned as essential to the highway improvement program being proposed by the Department of Highways to the Virginia Advisory Legislative Council. Based on presently available traffic and engineering information, the listing is intended as a fiscal and planning guide for the development of specific work projects. The overall program will be refined and broken into yearly construction increments on a priority basis. Urban priorities, especially, will be selected in cooperation with local government officials to assure maximum benefits and minimum disruption in the communities affected.

The projected revenue estimates and project costs reflect total revenues including anticipated Federal Aid Highway Funds. Federal Aid Funds for Primary, Secondary and Urban Systems are based on fixed factors and are not in any way related to availability of State Funds beyond those necessary to match the Federal Aid Funds in the ratio specified by Federal Law.

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Stamton District

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Stafford District

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**I N T E R P R E T A T I O N
S Y S T E M**

PROPOSED INTERSTATE CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
1972-73 thru 1981-82

The program for construction of the Interstate System of Highways was originated by the Federal Government in 1956 with an estimated completion date of 1972. The construction is financed on a 90% Federal - 10% State ratio. The Highway Commission at the initiation of the Program adopted a policy of matching Federal funds as they became available and has adhered fully to this policy. Federal funds have not been apportioned at a rate sufficient to keep the program on schedule, and with the original completion date imminent, the system is far from complete nationwide. In Virginia, with 1,077 miles in the total system, 862 miles have been completed or under construction leaving 215 miles estimated to cost \$777,800,000 to be placed under construction. Assuming Interstate Federal Aid is to continue at the present rate, it will be about ten years before the system is complete. A listing of those sections remaining to be constructed follows. Highest priorities are being given to those projects meeting the heaviest traffic demands and closing gaps between completed sections.

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>
64	Alleghany & Rockbridge	Clifton Forge Bypass - Route 81 (Near Lexington)
64	James City & York	Anderson's Corner - Camp Peary
64	Hampton - Norfolk	Hampton Roads Bridge - Tunnel (Contracts 3, 4, 5, and 7)
64	Norfolk	Willoughby Spit - Granby Street
66	Warren & Fauquier	Front Royal - West End Marshall Bypass
66	Fauquier & Prince William	East End Marshall Bypass - Gainesville
66	Fairfax & Arlington	Route 495 (Capitol Beltway) - Rosslyn
77	Bland	East River Mountain Tunnel (Contracts 2, 3 & 4)
77	Bland	Rocky Gap - Blind Court House
77	Wythe & Carroll	Route 81 - North Carolina State Line
81	Wythe	Wytheville - East
95	Greensville, Sussex & Friaus George	Emporia - Route 35

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>
93	Prince William	Improve Interchange and Connection to Dale City
95	Arlington	Wiring Bowl - 14th Street Bridge
195	Richmond	Route 64 - Richmond Expressway
266	Arlington	3 Sisters Bridge and Approach
295	Chesterfield, Henrico & Hanover	Route 95 (South of Richmond) - Route 64 (West of Richmond)
464	Chesapeake & Norfolk	Route 15 (Military Highway) - Fortsmouth Tunnel
495	Parkes	Route 95 - Cabin John Bridge (2 additional lanes)
564	Norfolk	Route 64 (Pard's Corner) W. O. B. Gate
595	Arlington	Route 95 - Airport Connector
664	Hampton, Hamport Bay & Perthmouth	Route 64 - Craney Island

BRISTOL DISTRICT

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Two Year Highway Fiscal Program
 1972-73 thru 1981-82
 Bristol District
 (Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
11/19	Washington & Abingdon	Route 140 - Russell Street in Abingdon (Convert to 4 Lanes)	1,650	
16	Tazewell	Tazewell - North (Reconstruction and convert to 4 lanes)	2,400	
19/660	Bluefield	Bluestone River Bridge - West Virginia Line (Replaces E & W Railroad Underpass, 4 lanes)	2,400	
19/660	Tazewell	Bluefield Bypass (Construct 4-lane facility on new location)	9,600	Does not include Appalachian Program matching funds
19/660	Tazewell	Bluefield - Claypool Hill (Includes Tazewell Bypass) (Provide 4-lane facility on new location and convert to 4 lanes)	650	Does not include Appalachian Program matching funds
19	Tazewell and Russell	Claypool Hill - West End Lebanon Bypass (Includes Lebanon Bypass) (Convert to 4 lanes and provide 4-lane facility on new location)	26,000	
21	Crayson and Wyrba	Between Independence and Wyrbaville (Reconstruction)	2,800	
21/52	Wyrba	Bridges and Approaches Stony Fork Creek	150	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
23 & Alt. 58	Wise	Big Stone Gap - Appalachia (Convert to 4 lanes)	4,200	
23	Norton, Lee and Wise	Scott County Line - Kentucky State Line (Includes Powell Valley Relocation and Norton Bypass) (Convert to 4 lanes and construct 4 lanes on new location)	19,950	Does not include Appalachian Program matching funds
25	Lee	Kentucky State Line - North of Tennessee State Line (Convert to 4 lanes)	600	Does not include Appalachian Program matching funds
42	Miland and Smyth	Between South Intersection Route 21/52 and Route 91 (Spot Improvement and Widening)	2,205	
58	Lee	Between Jonesville and Cumberland Gap (Reconstruction of Sections)	2,100	
58	Grayson & Washington	Between Damascus and Volney (Spot Improvements)	800	
58	Grayson	Between Galax and West of Independence (Includes relocation due to proposed Blue Ridge Project) (Construct 2 lanes on 4-lane R/W)	10,000	
Alt. 58	Russell and Wise	Between Runners Corner and Norton (Complete 4-laning including Saint Paul and Coeburn Bypasses)	24,000	
Alt. 58	Big Stone Gap, Wise and Lee	Big Stone Gap and Jonesville (Begin the construction of 4 lanes between Big Stone Gap and Pennington Gap and construct 4 lanes between Pennington Gap and Jonesville)	16,700	Partial Financing
65	Scott	Bridge and Approaches over Clinchfield Railroad and Clinch River at Dunganon	600	
65	Scott	Improvements in Clinchport	300	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>HOWAERS</u>
72	Dickerson and Vine	Georges Fork - Durgason (Reconstruction)	1,050	Partial Financing
75	Washington	Route 81 - South (Reconstruction)	3,100	
Haystack Spur	Dickerson and Buchanan	Between Haystack and Proposed Route 460 Relocation (Construct 2 Lanes on 4-Lane E/W)	2,000	
80	Dickerson and Buchanan	Between Kentucky State Line and Haystack (Complete Reconstruction)	160	
80	Buchanan	Dickerson County Line - Council (Reconstruction)	500	
80	Washington	Bridge and Approaches over Wolf Creek South of Haystack Gap	160	
80	Washington	North of Route 11 - Route 11	600	
83	Vine and Dickerson	Between Ford and Haystack (Reconstruct 2 Lanes on 4-Lane R/W)	15,500	Does not include Appalachian Access Funds nor Recreation Growth Centers and Development Highway Funds
83	Dickerson and Buchanan	Between Haystack and Vansant (Reconditioning and Widening)	1,200	
91	Washington	Between Damascus and Route 11 (Reconstruction)	2,600	
91	Fazorell and Seyth	Between Route 19/60 and Route 42 (Spot reconstruction and widening)	825	
94	Wynba	Route 52 - South (Reconstruction of Sections)	1,200	
460	Buchanan	Town of Grundy (Curb and Gutter)	1,100	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
460	Buchanan	East of Vanceant - Kentucky State Line (Convert to 4 lanes and construct 2 lanes on 4-lane R/W)	9,000	Does not include Appalachian Program matching funds
Front, Spencer, and Randall Streets	Bristol	State Street - Routes 11 and 19 (Reconstruct 4 lanes divided)	1,300	
Ridge Street	Wytheville	16th Street - Route 21 (Reconstruct 4 lanes)	215	
	Abingdon	Other Street Improvements in Town of Abingdon	1,300	
	Bristol	Other Street Improvements in City of Bristol	1,680	
	Marion	Street Improvements in Town of Marion	2,265	
	Norton	Other Street Improvements in City of Norton	200	
	Richlands	Street Improvements in Town of Richlands	510	
	Tazewell	Street Improvements in Town of Tazewell	680	
	Wytheville	Other Street Improvements in Town of Wytheville	1,300	
		Reserve for Construction Deficits, Safety Improvement Projects, Preliminary Engineering, and continuing new Project Construction	11,697	
		Total Allocations	187,247	

PROPOSED URBAN MAINTENANCE PAYMENTS

Ten Year Highway Paving Program
1972-73 Thru 1981-82

Referral District

Paving Extensions - \$2,500 Per Lane Mile Other City Streets - \$1,500 Per Lane Mile

Excluded

(Cost in Thousands)

City or Town	10 Yr.											
	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	Total
Ashland	\$ 66	\$ 83	\$ 84	\$ 85	\$ 86	\$ 87	\$ 88	\$ 89	\$ 90	\$ 91	\$ 91	\$ 874
Big Stone Gap	52	77	78	78	79	80	81	82	82	83	84	804
Burkefield	63	72	73	74	75	75	76	76	77	78	79	755
Draper	136	218	220	222	225	227	229	231	234	236	238	2,280
Horton	81	111	112	114	115	116	117	118	120	121	122	1,166
Horton	76	76	76	76	76	77	78	78	79	80	81	777
Richlands	57	77	78	78	79	80	81	82	82	83	84	806
Zwiesel	111	111	111	111	111	111	111	111	111	111	111	1,110
Psychowilla	101	169	171	173	174	176	177	180	181	183	185	1,769
Total	\$ 743	\$ 994	\$1,003	\$1,011	\$1,020	\$1,029	\$1,038	\$1,047	\$1,056	\$1,066	\$1,075	\$10,339

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Bristol District
 (Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Bland	386	477	500	524	548	574	601	629	658	689	720	5,920
Buchanan	1,022	1,321	1,385	1,449	1,518	1,589	1,663	1,741	1,822	1,907	1,995	16,390
Dickinson	714	866	908	950	994	1,041	1,089	1,141	1,194	1,249	1,307	10,739
Grayson	860	1,029	1,079	1,129	1,182	1,238	1,295	1,356	1,419	1,486	1,554	12,767
Lee	899	1,016	1,066	1,115	1,168	1,222	1,280	1,339	1,401	1,467	1,535	12,609
Russell	983	1,118	1,172	1,227	1,284	1,345	1,407	1,473	1,542	1,614	1,688	13,870
Scott	1,067	1,292	1,345	1,417	1,484	1,554	1,626	1,703	1,782	1,865	1,951	16,029
Smyth	714	961	1,007	1,054	1,104	1,155	1,209	1,266	1,325	1,387	1,451	11,919
Tazewell	840	1,016	1,066	1,114	1,169	1,222	1,279	1,339	1,401	1,467	1,535	12,608
Washington	1,342	1,637	1,717	1,796	1,881	1,969	2,061	2,157	2,258	2,363	2,472	20,311
Wise	870	1,053	1,104	1,156	1,210	1,267	1,326	1,388	1,452	1,520	1,590	13,066
Wythe	716	904	947	991	1,038	1,087	1,137	1,191	1,246	1,304	1,364	11,209
Total	10,481	12,690	13,306	13,923	14,579	15,263	15,973	16,723	17,500	18,318	19,162	157,437

COLLEEN DIBRACI

AID TO MASS TRANSIT

**Ten Year Highway Fiscal Program
1972-73 Thru 1981-82
Salisbury District**

**HIGHWAY AID TO METRO AND BUS TRANSIT IN
NORTHERN VIRGINIA AREA UNDER PROVISIONS OF SECTION 33,1-46.1
CODE OF VIRGINIA**

\$38.5 MILLION

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Culpeper District
 (Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
1	Arlington	North Corporate Limits of Alexandria - Route 233 (Airport Connector and Includes Bridge over Four Mile Run) (Convert to 6 lanes)	4,000	
1	Alexandria	Potomac Yards Bridge and Approaches including Jefferson Davis Highway to Arlington County Line (Reconstruct to 6 lanes)	9,200	
1	Fairfax	Route 495 - South (Convert to 6 lanes)	9,870	
3	Orange and Culpeper	Route 20 (Wilderness) - Lignum (Widening existing road on 4-lane right of way)	2,000	
3	Culpeper	Route 15 - East Corporate Limits (Convert to 4 lanes)	510	
6	Flovanna	3.6 Miles West of Coblescat - Scottsville (Reconstruction)	1,710	
7	Alexandria	West Corporate Limits - Route I-95 (Reconstruct 5 lanes divided and Interchange at Beauregard Street)	2,500	
7 & 244	Fairfax	Radleys Crossroads Interchange and Approaches	7,500	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u> <u>FINANCED</u> <u>73-82</u>	<u>REMARKS</u>
7	Staffax and Loudoun	Between Tyson's Corner and 1.5 Miles East of Clarke County Line (Convert to 4 lanes and/or multiple facilities on new location)	19,000	
7	Leesburg	Castroville Circle - East Corporate Limits (Construct 4 lanes divided)	1,163	
9	Loudoun	Between Route 7 and Route 287 (Convert to 4 lanes)	800	
15	Loudoun	Maryland State Line - 8.0 Miles South (Widening and Spot Reconstruction)	2,000	
15	Leesburg and Loudoun	Castroville Circle - Route 50 (Gilbert's Corner) (Convert to 4 lanes)	4,115	
15	Madison and Orange	Route 230 (Madison Mills) - Orange (Convert to 4 lanes)	1,325	
15	Orange	New Location in Town of Orange	510	
15	Orange	Orange - Gordonsville (Convert to 4 lanes)	1,695	
15	Louisa	New Bridge over South Anna River	150	
15	Fluvanna	Dixie - York Union (Reconstruction)	800	
15	Fluvanna	Pork Union - South (Reconstruction)	700	
15/28 Business	Calipaper	North of Route 229 - Calipaper Bypass (Convert to 4 lanes)	970	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
17	Fauquier and Harrenton	Route I-66 - North of Route 15-29-211 (Convert to 4 lanes)	4,985	
17	Fauquier	Stafford County Line - Route 29 (Opal) (Convert to 4 lanes)	7,365	
20	Orange	Route 15 - 3.0 Miles North (Convert to 4 lanes)	1,090	
20	Orange	Bridge over Blue Run	320	
20	Orange	Improvements at Route 639	250	
20	Orange	Route 231 - North of Route 33 (Reconstruction of Sections)	320	
20	Orange and Albemarle	Between Harboursville and Route 250 (Reconstruction of Sections)	700	
20	Albemarle	Between Scottsville and Charlottesville (Reconstruction and Spot Improvement)	1,280	
28	Fauquier and Prince William	Route 29 (Near Remington) - Manassas Bypass (Reconstruction of Sections)	2,100	
28	Prince William and Fairfax	Manassas Bypass (Build 2-lane facility on 4-lane right of way)	3,950	Partial Financing
28	Fairfax & Prince William	Manassas Park - Route 29 (Convert to 4 lanes)	3,020	
28	Fairfax and Loudoun	Between Route 66 and Route 7 (Convert to 4 lanes)	1,785	
2A	Manassas	Query Road - East Corporate Limits (Reconstruct 4 lanes)	1,170	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 7-3-82</u>	<u>REMARKS</u>
29	Albemarle	Route I-64 (Sharlotteville) - Nelson County Line (Convert to 4 lanes)	3,780	
29 & 250	Albemarle	Charlotteville Bypass (Convert to 4 lanes)	1,090	
29 Barnett Street	Charlotteville	North of Chesapeake and Ohio Overpass - Jefferson Park Avenue (Reconstruct 4 lanes and 4 lanes divided)	2,170	
29	Albemarle	New Beliges (Southbound lane) over South Fork and North Fork of Rivanna River	1,500	
29	Greene and Madison	Bridge and Approaches over Rapidan River	545	
29	Madison	2.5 Miles South of Gulpaper County Line - South End Madison Bypass	650	To Complete Financing
29	Culpeper	Culpeper Bypass	1,735	To Complete Financing
29	Culpeper	Culpeper Bypass - Remington Bypass (Convert to 4 lanes)	2,660	
29	Culpeper and Fauquier	Remington Bypass (Construct 4-lane facility on new location)	3,020	
29	Fauquier	Warrenton Bypass (Construct 4-lane facility on new location)	6,220	
29	Yerkes	Ball's Church - West (Convert to 6 lanes)	2,595	
29 & 211	Arlington	Spout Run Parkway - Yerkes Street (Convert to 6 lanes)	2,400	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
29 & 211	Arlington	East Route 237 - Route 237 (Convert to 4 lanes)	250	
33	Greene	Route 29 - Rockingham County Line (Includes Stanardsville Bypass) (Convert to 4 lanes and 4-lane facility on new location)	10,375	
50	Arlington	Route 50 and Jefferson Davis Highway Interchange Ramp	200	
50	Arlington and Fairfax	10th Street - Seven Corners (Widening, Service Roads, and provide improvements at major intersections)	8,700	
50	Loudoun and Fauquier	West of Fairfax County Line - West (Continue conversion to 4 lanes)	10,860	
120	Arlington	Permit Run Bridge	260	
123	Arlington and Fairfax	Improvements at Tysons Corner and Westgate	1,000	
123	Vienna and Fairfax	Vienna - Route I-66 (Convert to 4 lanes)	1,415	
123	Fairfax	Fairfax - South (Convert to 4 lanes)	6,360	
193	Fairfax	Route 123 - West (Reconstruction and Widening)	3,910	
209	Louisa	Route 522 - East of Route 522 (Reconstruction)	1,220	
211	Fauquier, Culpeper, Rappahannock and Warrenton	Warrenton - East of Page County Line (Convert to 4 lanes)	12,260	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-'82</u>
211	Warrenton	Roads 15-17-29 + Alexandria Street (Reconstruct 4 lanes)	870
231	Albermarle	Reconstruct and widen eight bridges	400
236	Alexandria	Diagonal Road - Roberts Lane (Reconstruct 6 lanes divided)	2,840
236	Alexandria	Jordan Street - Tangrove Drive (Reconstruct 6 lanes divided)	2,240
236	Wairfex	Route 29-211 - West Street (Reconstruct 3 lanes for one-way pair)	730
236	Wairfex	Improve Intersection of Beavergard Street near West Corporate Limits of Alexandria	265
237	Arlington	Routes 29 and 211 - McKimley Road (Widen Sections)	1,000
241	Wairfex	Route 1 - South Corporate Limits of Alexandria (Reconstruct to 4 lane divided)	1,200
244	Arlington	Columbia Pike Bypass (Courthouse Road) - Oakland Street (Construct 6-lane facility on new location)	8,600
250-A Bypass	Charlottes- ville	Saint Clair Avenue - Sweet High Street (Reconstruct 4 lanes)	600
250 Princeton Avenue	Charlottes- ville	McIntire Road - 10th Street (Reconstruct 4 lanes divided on 6-lane right of way)	2,700
250	Albermarle	Charlottesville - West (Convert to 4 lanes)	1,000

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>
309	Arlington and Fairfax	Route 123 - Route 29/211 (Widening)	3,000
522	Chapear	Main Street - Glasier Street (Reconstruct 4 lanes)	270
522	Louisia	Louisa Court House - I-64 (Reconstruction of Sections)	720
522	Louisia	Mineral - Route 208 (Reconstruction and Gurb and Gutter)	1,900
522	Orange	Spotsylvania County Line - North (Spot Improvement)	200
522	Chapear	Route 9 - South (Spot Improvement)	230
Outer Beltway	Fairfax	Northern Virginia Outer Circumferential (Preliminary Engineering and advanced right of way acquisition)	3,000
Connection to Dale City	Prince William	Improve Interchange and Connection to Dale City (Supplemental to Interstate Funds)	500
Van Dorn Street Extension	Alexandria	South Corporate Limits - Duke Street (Reconstruct 6 lanes divided including Interchange at Duke Street)	6,640
Beauregard Street	Alexandria	Seminary Road - Route 7 (Reconstruct 6 lanes divided)	840
Braddock Road	Alexandria	Interchanges at Quaker Lane, Route 7 and Mount Vernon Avenue	3,840
Howard Street	Alexandria	Seminary Road - Braddock Road (Reconstruct 4 lanes)	1,280

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
Quaker Lane	Alexandria	Route 236 - Route 7 (Reconstruct 4 lanes)	2,080	
South Walter Road Drive	Arlington	Glabe Road - Route 7 (Reconstruct 6 lanes divided)	1,560	
Fifteenth Street Expressway	Arlington	Route 95 - Route 1 (Provide new multi-lane facility)	2,000	Partial Financing
Carlyn Springs Road	Arlington	2nd Street South - Harrison Street (Reconstruct Route 50 Interchange and convert to 4 lanes)	1,400	Partial Financing
Quincy Street and Military Road	Arlington	Spot Improvement including intersection with Lee Highway in Cherrydale	1,000	
McIntire and 31st Roads	Charlottesville	Route 250 (Preston Avenue) - North Corporate Limits (Reconstruct 4 lanes divided)	1,860	
5th Street	Charlottesville	East Corporate Limits - Cherry Avenue (Reconstruct 4 lanes divided)	1,200	
Carroll Street	Charlottesville	Ridge Street - Avon Street (Construct 4 lanes divided)	1,020	
Fairfax Town Loop	Fairfax	Construct 4 and 6 lanes divided (circumferential) in Fairfax	10,840	
Outer Loop (Plataste Road)	Fairfax	North Corporate Limits - Route 236 (Construct 4 lanes divided)	2,240	
Roberts Road	Fairfax	South Corporate Limits - Route 237 (Construct 4 lanes divided)	1,120	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
-	Alexandria	Other Street Improvements in City of Alexandria	4,260	
-	Arlington	Other Street Improvements in County of Arlington	150	
-	Charlottesville	Other Street Improvements in City of Charlottesville	2,420	
-	Falls Church	Street Improvements in City of Falls Church	2,200	
-	Herndon	Street Improvements in Town of Herndon	1,120	
-	Leesburg	Other Street Improvements in Town of Leesburg	140	
-	Manassas	Other Street Improvements in Town of Manassas	2,370	
-	Vienna	Other Street Improvements in Town of Vienna	1,160	
-	Warrenton	Other Street Improvements in Town of Warrenton	600	
		Reserve for Construction Deficits, Safety Improvement Projects, Preliminary Engineering, and Continuing New Project Construction	24,901	
		Total Allocations	296,534	

PROPOSED URBAN MAINTENANCE PAYMENTS

Two Year Highway Fiscal Program

1972-73 thru 1981-82

Colquhoun District

Primary Excavations - \$2,500 Per Lane Mile; Other City Streets - \$1,500 Per Lane Mile

Reinstated

(Cost in Thousands)

City or Town	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Alexandria	\$ 315	\$ 729	\$ 756	\$ 788	\$ 818	\$ 848	\$ 878	\$ 908	\$ 938	\$ 968	\$ 998	\$ 8,431
Charlotteville	246	458	477	496	514	533	552	571	590	609	627	5,427
Colquhoun	111	130	135	140	145	151	156	161	167	172	177	1,534
Yatesville	168	254	265	275	286	296	307	317	327	338	348	3,023
Falls Church	74	125	130	135	140	145	151	156	161	166	171	1,480
Harden	42	62	65	68	70	73	75	78	80	83	86	740
Leesburg	57	72	74	78	81	83	87	89	92	95	98	849
Madison	106	146	152	158	164	170	176	182	188	194	200	1,730
Montrose Park	29	39	41	42	44	46	47	49	51	52	54	465
Vienna	87	192	200	208	216	224	231	239	247	255	263	2,275
Warrenton	100	106	111	115	120	124	128	133	137	141	146	1,261
Total	\$1,335	\$2,313	\$2,408	\$2,503	\$2,598	\$2,693	\$2,788	\$2,883	\$2,978	\$3,073	\$3,168	\$27,405

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
1972-73 thru 1981-82
Culpeper District
(Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-yr. Total
Albemarle	1,413	1,712	1,795	1,878	1,966	2,059	2,155	2,256	2,360	2,471	2,583	21,237
Culpeper	639	774	811	849	889	931	974	1,020	1,067	1,117	1,168	9,600
Fairfax	7,225	8,751	9,176	9,601	10,053	10,525	11,015	11,532	12,068	12,632	13,214	108,567
Fauquier	1,169	1,416	1,683	1,554	1,627	1,703	1,782	1,866	1,953	2,044	2,138	17,568
Fluvanna	440	533	559	584	612	641	671	702	735	769	805	6,611
Greene	285	345	361	378	396	414	433	454	475	497	520	4,273
Loudoun	1,446	1,732	1,837	1,922	2,013	2,107	2,205	2,309	2,416	2,529	2,646	21,736
Louis	747	904	947	991	1,038	1,087	1,137	1,191	1,246	1,304	1,364	11,209
Madison	477	577	605	633	663	694	727	761	796	833	872	7,161
Orange	593	719	754	789	826	865	905	948	992	1,038	1,086	8,922
Prince William	1,945	2,356	2,470	2,583	2,707	2,833	2,965	3,104	3,249	3,401	3,557	29,227
Sappahannock	346	418	440	460	482	504	528	552	578	605	633	5,200
Total	16,725	20,257	21,240	22,224	23,272	24,363	25,497	26,695	27,935	29,240	30,588	251,311

PROPOSED DISTRIBUTION TO ARLINGTON COUNTY ROADS AND STREETS

With the exception of the Interstate and Primary routes, Arlington County maintains its own roads and streets. The payments to this county are covered in Sections 33.1-76, 33.1-77, 33.1-78, and 33.1-216 of the Code of Virginia. The total county funds for Fiscal Year 1971-72 amounted to \$1,861,000.

Under a continuation of these existing statutes and by projecting a similar percentage of the additional revenues, the estimated county share for the Fiscal Year 1972-73 would be \$2,466,000. Distribution of funds for the remaining nine years of the fiscal program can be assumed to increase at a rate comparable to that of total user revenues over the period.

F R E D E R I C K S B U R G D I S T R I C T

December 1971

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
1972-73 thru 1981-82
Fredericksburg District
(Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>THOUSANDS</u>
1	Stafford and Fredericksburg	Route 208 (Fort Mills Fork) - East-West Connector (Convert to 4 lanes)	3,000	
	Fredericksburg and Stafford	Route 1 - Route 3 (Provide 4-lane facility on new location)	6,000	
3 & 14	Gloucester and Mathews	Route 17 (Gloucester) - Route 14 (Fort Mifflin) (Convert to 4 lanes)	1,735	
3	Lancaster	Reconstruction at Kays and Carters Hill	240	
3	Lancaster	Kilmarnock - Lynly (Convert to 4 lanes)	3,350	
3	Richmond	Yarham - Route 360 (Convert to 4 lanes)	3,735	
3	Richmond	Route 360 (Warren) - Lynly (Convert to 4 lanes)	1,500	
3	Stafford	Route 202 - West (Convert to 4 lanes and curb and gutter)	3,500	
3	Stafford	Route 205 - King George County Line (Reconstruction)	850	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
3	Scaffold and King George	East End Chatham Bridge - East (Continue 4-lanes)	8,000	
3	Spotsylvania	Chancellorsville - Orange County Lane (Convert to 4 lanes)	2,750	
14	Gloucester and King and Queen	Route 17 - Route 33 (Best Improvement and Widening)	950	
14	King and Queen	Between Route 360 and Route 33 (Cantersville) (Improvement of Sections)	1,900	
14	King and Queen	Corbin Mill Pond (Reconstruction)	500	
14	Mathews	0.4 Mile North of South Route 198 - North Route 198 (Convert to 4 lanes)	600	
17	Gloucester, Middlesex, and Essex	North of Gloucester Court House - Route 360 South of Tappahannock (Convert to 4 lanes including bypass of Saluda and Neays Fork Interchange)	13,185	Partial Financing
17	Essex and Carolina	North of Tappahannock - Route 2 (New Post) (Convert to 4 lanes)	14,375	Partial Financing
17	Stafford	Route 95 East of Fredericksburg - Fauquier County Line (Convert to 4 lanes)	3,615	
17 Sub.	Spotsylvania and Fredericksburg	Charles Street - Route 2 (Convert to 4 lanes divided)	4,095	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED</u>	<u>REMARKS</u>
30	King William	Improvement of Sections 1a and near King William Court House	380	
33	Waldleeck	Saluda - Route 3 (Harmony Village) (Convert to 4 lanes)	1,860	
33	Waldleeck	Bishop Gate - Driveway (Reconstruction)	750	
33	King and Queen	Lord Dalmore Bridge (West End) - Route 17 (Glenn)	2,815	
198	Gloucester	Route 33 - Cash Post Office (Reconstruction)	1,500	
198	Hughes	Route 14 - Route 223 (Reconstruction)	275	
200	Lancaster	Kilmarnock - Middle Branch (Convert to 4 lanes)	1,710	
202	Westmoreland	Bridge and Approach to Round Creek	1,635	
202	Northumberland and Westmoreland	Between North Route 360 and West Route 203 (Reconstruction)	1,225	
203	Westmoreland	4.0 Miles North of Richmond County Line - West Route 202 (Reconstruction)	750	
205	King George	1.5 Miles East of Route 301 - Route 3 (Reconstruction)	620	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 79-82</u>	<u>REMARKS</u>
206	King George	Route 301 - Delighten (New Williams Creek Bridge, Reconstruction and Curb and Gutter in Delighten)	1,160	
208	Spotsylvania	In River Bridge - Spotsylvania Court House (Reconstruction)	1,900	
218	Stafford and King George	Route 3 - East (Convert to 4 lanes and Reconstruction)	2,625	
301	Caroline	Bridge and Approaches over Rappahannock River (Part Royal)	3,000	
301	Caroline	Route 721 - Hanover County Line (Convert to 4 lanes)	6,500	
360	Richmond and Northumberland	Waunas - East (Continous 4-laning)	8,800	
-	Stafford	Route 3 - Route 17 Connector (Provide 4-lane facility on new location)	2,500	Partial Financing
-	Fredericksburg	Street Improvement in City of Fredericksburg	960	
		Reserve for Construction Deficits, Safety Improvement Projects, Preliminary Engineering, and continuing new Project Construction	12,179	
		Total Allocations	128,784	

PROPOSED URBAN MAINTENANCE PAYMENTS

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82

Fredericksburg District

Primary Extensions - \$2,500 Per Lane Mile
 Estimated
 (Cost in Thousands)

City or Town	10-Yr.											
	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	Total
Fredericksburg	\$ 148	\$ 217	\$ 222	\$ 227	\$ 232	\$ 237	\$ 242	\$ 247	\$ 252	\$ 257	\$ 262	\$2,395
Total	\$ 148	\$ 217	\$ 222	\$ 227	\$ 232	\$ 237	\$ 242	\$ 247	\$ 252	\$ 257	\$ 262	\$2,395

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Frederickburg District
 (Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Carolina	685	830	870	911	954	998	1,045	1,094	1,145	1,198	1,253	10,298
Essex	376	455	477	499	522	547	572	599	627	656	686	5,640
Gloucester	450	546	573	599	627	657	687	719	753	788	823	6,774
King George	256	309	324	339	355	372	389	408	427	447	467	3,837
King & Queen	393	476	499	522	547	573	599	628	657	688	719	5,908
King William	375	453	475	497	521	545	570	597	625	654	684	5,621
Leicester	320	388	406	425	443	466	488	511	534	559	585	4,807
Mathews	224	271	283	298	312	326	341	357	374	392	410	3,366
Middlesex	244	296	310	325	340	356	372	390	408	427	447	3,671
Northumberland	417	505	530	554	580	608	636	666	697	729	763	6,268
Richmond	301	364	382	400	419	438	459	480	502	526	550	4,520
Spotsylvania	633	792	830	869	910	952	997	1,044	1,092	1,143	1,196	9,825
Stafford	615	744	780	816	855	895	937	980	1,026	1,074	1,123	9,230
Westmoreland	509	617	647	676	708	741	776	812	850	890	931	7,646
Total	5,818	7,066	7,388	7,730	8,095	8,474	8,868	9,285	9,717	10,171	10,639	87,413

LYNCHBURG DISTRICT

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Lynchburg District
 (Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
15	Mackinham	South of James River Bridge (Reconstruction of Sections)	850	
15	Backingham and Prince Edward	North of Prince Edward County Line - Route 460 West of Farmville (Reconstruction)	1,500	
20	Doaktonham	South of James River Bridge - South (Strengthen or rebuild base)	350	
24	Appomattox and Backingham	Between Route 60 at Mount Rush and Appomattox (Widen and Reconstruction of Sections)	2,000	
24	Campbell	Between Route 501 and Route 29 (Reconstruction)	1,400	
24	Campbell	Between Swington and Bedford County Line (Reconstruction)	1,200	
29	Pittsylvania and Campbell	South End Grates Bypass - Alvarado Bypass (Complete dual-laning including Grates Bypass)	15,700	
29	Amherst and Lynchburg	Convert Carter Glass Memorial Bridge and Approaches to 4 lanes	1,225	
29	Lynchburg	Carter Glass Memorial Bridge - Wards Road (Construct Median Barrier and Acceleration Lanes)	600	
29	Lynchburg	Expand Main Street Interchange	800	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
29	Nelson	North of Aberrat - Albemarle County Line (Complete dual-laning)	3,400	
29	Aberrat and Lynchburg	Replace Williams Viaduct	6,180	
29	Lynchburg	Park Lane - Main Street (Reconstruct 4 lanes divided including bridge over N & W and Southern Railway and reconstruct 4th Street for one-way pair)	3,500	
29	Lynchburg	Wards Road - Butters Alley (Reconstruct 4 lanes)	1,600	
40	Campbell	North Intersection of Route 501 (Brookneal) 2.0 Miles East (Reconstruction)	700	
41	Pittsylvania	North Corporate Limits of Danville - North (Convert to 4 lanes)	1,150	
45	Cumberland	New James River Bridge and Approaches	755	Joint Project with Richmond District
45	Cumberland	West Intersection of Route 60 - South (Reconstruction)	750	
47	Appomattox	Construct Norfolk and Western Railroad Underpass at Pamplin City	450	
47	Charlotte	Reconstruct Bridge and Approaches at Horsepen Creek (South of Drake's Branch)	200	
56	Buckingham and Nelson	Reconstruct James River Bridge and Approaches at Wingina	500	
56	Buckingham	Reconstruct Bridge and Approaches over North River (West of Route 60)	300	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 7-3-82</u>	<u>REMARKS</u>
58	Ballfax	Wachlamberg County Line - Route 304 at South Boston (Complete dual-laning)	3,400	
60	Cumberland and Buckhanges	Between Potomac County Line and Route 24 at Mount Knib (Construct on 4 lanes with a relocation at Buckhanges Court House)	14,850	Partial financing - Excludes adequate section in Cumberland Court House
62	Pittsylvania	Construct Approaches to new bridge	50	North Carolina is building new project which includes bridge
86	Danville	Branch of Industrial Avenue - Watson Street (Construct Interchange and Bridge over Southern Railroad)	1,700	
86 Relocated	Danville	Watson Street - Broad Street (Construct 4 lanes divided)	2,300	
291 Westbarn Byram	Campbell and Ashurst	Route 460 West of Lynchburg - Route 29 near Madison Heights (4-lane facility on new location including improvements at Route 460 Interchange)	17,600	Partial financing
304	Ballfax	Route 34 - Route 38 (Parallel bridge and approach over Dan River)	2,300	
307	Potomac Edward	Between River and Potomac County Line (Dual-laning)	1,350	
360	Potomac Edward	Complete dual-laning West of Green Bay	300	
36D	Pittsylvania	East of Danville - East (Widens and Reconstruct sections)	1,265	
460	Lynchburg and Campbell	East of Bedford County Line - Route 460/501 East of Lynchburg (Provide 4-lane facility on new location with connector to Route 128 in Lynchburg)	18,300	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
460	Campbell	Between Routes 501 and East of Route 726 East of Lynchburg (Reconstruction of Sections and Improvements at Route 726)	1,000	
460	Appomattox	Appomattox Bypass (4-lane facility on new location)	5,300	
460	Prince Edward	West End Farmville Bypass - Nottoway County Line (Completes dual-laning including Farmville Bypass)	13,600	
501	Halifax	Overpass and Approaches at Norfolk, Franklin and Danville Railroad and Bridge and Approaches at Hyno River (South of South Boston)	920	
501	Campbell	Between Lynchburg and South of Brookneal (Dual-laning and reconstruction of existing 2 lanes)	11,900	
501	Lynchburg	New Riverment Bridge and Approaches over Norfolk and Western Railroad and Blackwater Creek	1,500	
Danville Expressway	Pittsylvania	Route 29 South of Danville - Route 29 North of Danville (Construct 4-lane facility on new location)	33,950	Partial Financing
	Danville	Other Street Improvements in City of Danville	3,260	
	Farmville	Street Improvements in Town of Farmville	2,545	
	Lynchburg	Other Street Improvements in City of Lynchburg	3,235	
	South Boston	Street Improvements in City of South Boston	1,900	
		Reserve for Construction Deficits, Safety Improvement Projects, Preliminary Engineering, and Continuing New Project Construction	13,843	
		Total Allocations	201,078	

PROPOSED URBAN MAINTENANCE PAYMENTS

Ten Year Highway Fiscal Program

1972-73 thru 1981-82

Lynchburg District

Primary Extensions - \$2,500 Per Lane Mile; Other City Streets - \$1,500 Per Lane Mile

Estimated
(Cost in Thousands)

City or Town	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-yr. Total
Danville	\$ 421	\$ 685	\$ 694	\$ 702	\$ 711	\$ 720	\$ 728	\$ 737	\$ 746	\$ 754	\$ 763	\$ 7,240
Farmville	96	125	126	128	129	131	133	134	136	137	139	1,318
Lynchburg	463	658	666	675	683	691	700	708	716	725	733	6,955
South Boston	86	110	112	113	115	116	117	119	120	122	123	1,167
Total	\$1,066	\$1,578	\$1,598	\$1,618	\$1,638	\$1,658	\$1,678	\$1,698	\$1,718	\$1,738	\$1,758	\$16,680

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Lynchburg District
 (Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Amherst	817	990	1,038	1,086	1,137	1,191	1,246	1,305	1,365	1,429	1,495	12,282
Appomattox	572	692	725	759	795	832	870	911	954	998	1,044	8,580
Buckingham	724	878	920	963	1,008	1,056	1,105	1,157	1,210	1,267	1,326	10,890
Campbell	1,197	1,449	1,520	1,590	1,665	1,743	1,825	1,910	1,999	2,093	2,189	17,983
Charlotte	640	774	812	850	890	931	975	1,020	1,068	1,118	1,169	9,607
Cumberland	387	468	491	514	538	563	589	617	646	676	707	5,809
Halifax	1,270	1,536	1,612	1,687	1,767	1,850	1,936	2,027	2,121	2,220	2,322	19,080
Mason	698	845	886	927	971	1,016	1,064	1,114	1,165	1,220	1,276	10,484
Pittsylvania	2,166	2,623	2,751	2,879	3,014	3,156	3,302	3,457	3,618	3,787	3,962	32,549
Prince Edward	521	633	664	694	727	761	796	834	873	913	955	7,850
Total	8,992	10,890	11,419	11,949	12,512	13,099	13,708	14,352	15,019	15,721	16,445	135,114

RICHMOND DISTRICT

AID TO MASS TRANSIT

**Two Year Highway Fiscal Program
1972-73 Thru 1981-82
Richmond District**

**AID TO MASS TRANSIT IN THE RICHMOND
METROPOLITAN AREA UNDER PROVISIONS OF
SECTION 39.1-46.1 CODE OF VIRGINIA**

\$7.5 Million

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
1972-73 thru 1981-82
Richmond District
(Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
1	Petersburg	Bayard Street - Sycamore Street (Reconstruct 3 lanes for one way pair with Washington Street)	2,740	
1 & 301	Petersburg	Construct 4-lane bridge over Appomattox River	5,000	
1 & 301	Colonial Heights	North End of Appomattox River Bridge - Dupuy Avenue (Reconstruct 5 lanes)	620	
1 & 301	Colonial Heights	Temple Avenue - Swift Creek Bridge (Reconstruct 6 lanes divided)	4,415	
1 & 301	Richmond	New Lea Bridge and Approaches over James River (New 6-lane bridge)	17,425	
5	Henrico	Interstate 295 East of Richmond - West (Convert to 4 lanes)	2,100	
6	Goehland	West of Henrico County Line - West (Convert to 4 lanes and spot reconstruction)	3,800	
10	Richmond and Chesterfield	Between Balt Boulevard and Chesterfield Court House (Convert to 4 lanes)	6,000	
10	Chesterfield	Between Chesterfield Court House and Chester (Construct 4 lanes)	1,100	
10	Hopewell and Prince Georges	Just West of East Corporate Limits Hopewell towards Surry County Line (Convert to 4 lanes with parallel structure over Railleys Creek and 2-lane reconstruction)	4,800	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
33 Staples Mill Road	Essex	Between Broad Street and Interstate 295 (Convert to 6 and 4 lanes excluding adequate sections)	6,640	
33 Garrington Brewer and Rise Mill Road	Richmond	25th Street - Interstate Route 64 Interchange (Convert to 4 lanes divided)	750	
33	Essex	Between Highland Springs and Interstate 64 Connector (Widening)	300	
40	Durham and Rottoway	Between McHenry and Blackstone (Continue Reconstruction)	1,200	
45	Goebland	New James River Bridge and Approaches	800	Cooperative Project with Lynchburg District
46	Brunswick	South of Route 58 - North Carolina State Line (Reconstruction)	500	To Complete Financing
46 & 137	Brunswick	Relocation at Dandaleon (Construct 2 lanes on new location)	600	
49	Rottoway	Approaches to Norfolk and Western Overpass in Cross	100	
54	Roanoke	Route 1 - East (Reconstruction and 2-lane relocation)	1,800	
58 & 1/58	Mecklenburg	Between Route 15 and Route 85 including Boylston and South Hill Bypasses (Dual landing and 4 lanes on new location)	15,500	
60	Forsyth	Between Forsyth and Cumberland County Lines (Convert to 4 lanes)	3,900	Partial Financing

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
60	Richmond	4th Street Bridge over James River (Construct 6-lane Bridge and Approaches)	3,535	To Complete Financing
60	Henrico	Between Richmond and Interstate 295 including connection on new location at Route 295 (Convert to 4 lanes)	4,560	
144	Chesterfield	Between Route 288 and Route 1 including Chester Bypass (Convert to 4 lanes)	2,200	Partial Financing
147	Chesterfield	Between Route 60 and Old Gun Road (Convert to 4 lanes)	2,800	
150	Chesterfield and Richmond	Huguenot Road (Route 147) - Just North of Route 60 (Convert to 4 lanes)	2,500	
150 & 150 Extension	Chesterfield and Henrico	Develop to 4 lanes from Route 360 to Chesterfield to Route 5 in Henrico including approaches to a proposed toll bridge over James River	20,600	Partial Financing
156	Hopewell	Courthouse Road - Oaklawn Boulevard (Reconstruct 4 lanes)	370	
250	Henrico	Glenside Drive - Route 157 (Convert to 6 lanes)	8,500	
271	Henrico, Goochland and Hanover	Between Route 250 and Rockville (Improvement of Sections)	1,500	
288	Chesterfield	Richmond Beltway - Between Route 360 and I-95 (Richmond-Petersburg Turnpike) (Construct 4-lane facility on new location)	20,050	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT PLANNED 7-3-82</u>	<u>REMARKS</u>
298	Chesterfield, Goodland and Henrico	Richmond Beltway - Between Route 360 in Chesterfield and Interstate 66 in Henrico Provide R/W for new 4-lane facility on new location)	9,000	
301	Banover	Interstate 295 - Caroline County Line (Convert to 4 lanes)	7,700	
307	Amelia and Mortonsby	Route 360 - Prince Edward County Line (Convert to 4 lanes)	1,500	Partial Financing
360	Richmond	Mechanicville Turnpike - 14th Street (Convert to 4 and 6 lanes)	1,575	
460	Kortovay and Dinwiddie	West of Blackstone - West of Petersburg (Complete dual-laning including Blackstone Bypass with connector into Blackstone)	13,000	
6th Street	Hopewell	City Point Road - Winston Churchill Drive (Overpass N & W Railroad on new location, 4-lanes divided)	900	
2-195 Extension	Richmond	Interstate 195 - Newion Street (Construct 6-lanes divided on new location)	16,000	
Temple Avenue Extension	Prince George and Colonial Heights	Route 1/301 in Colonial Heights - Route 36 South of Hopewell (Construct 4-lane facility on new location)	5,895	
Wythe and Washington Streets	Petersburg	Jefferson Street - Route 36 East (Reconstruct 4 lanes)	1,500	
Central Business District	Richmond	New Centrally Controlled Traffic Signal System for Central Business District	400	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FORWARDED 73-82</u>	<u>REMARKS</u>
Leigh Street	Richmond	Second Street - Mosby Street (Replace Marshall Street Viaduct and provide 6 lanes)	10,000	
17th Street Extension	Richmond	Hospital Street - Chamberlayne Avenue (Construct 4-lanes divided)	3,060	
Mechanicsville Pike and Mosby Street	Richmond	Interstate 64 - Venable Street (Reconstruct 4-lanes divided)	1,150	
Forest Hill Avenue	Richmond	41st Street - Route 161 (Reconstruct 4 lanes)	440	
Venable or Carrington Street	Richmond	Mosby Street - 25th Street (Reconstruct 6-lanes divided)	1,800	
-	Blackstone	Street Improvements in Town of Blackstone	660	
-	Bopewell	Other Street Improvements in City of Bopewell	1,315	
-	Petersburg	Other Street Improvements in City of Petersburg	1,584	
-	Richmond	Other Street Improvements in City of Richmond	7,460	
-	South Hill	Street Improvements in Town of South Hill	500	
		Reserve for Construction Deficits, Safety Improvement Projects Preliminary Engineering and continuing new Project Construction.	9,984	
		Total Allocations	236,128	

PROPOSED URBAN MAINTENANCE PAYMENTS

New Year Highway Fiscal Program
1972-73 Thru 1981-82

Richmond District
Primary Extensions - \$2,500 Per Lane Miles Other City Streets - \$1,500 Per Lane Miles
Estimated
(Cost in Thousands)

City or Town	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-yr. Total
Blackstone	62	88	89	91	92	94	95	97	99	100	102	947
Colonial Heights	91	196	199	203	206	209	213	216	220	223	227	2,112
Hopewell	195	359	366	372	378	384	391	397	403	410	416	3,876
Petersburg	250	403	410	417	423	432	439	446	453	460	467	4,352
Richmond	1,418	2,835	2,885	2,934	2,984	3,034	3,083	3,133	3,183	3,233	3,282	30,586
South Hill	89	112	114	116	118	120	122	124	125	127	129	1,207
Total	\$2,085	\$3,949	\$4,063	\$4,133	\$4,203	\$4,273	\$4,343	\$4,413	\$4,483	\$4,553	\$4,623	\$43,080

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
1972-73 thru 1981-82
Richmond District
(Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Amelia	497	602	632	661	692	724	758	794	831	870	910	7,474
Brunswick	848	1,027	1,077	1,126	1,180	1,235	1,292	1,353	1,416	1,482	1,550	12,738
Charles City	250	303	318	332	348	364	381	399	418	437	457	3,757
Chesterfield	1,822	2,205	2,313	2,420	2,534	2,653	2,776	2,906	3,042	3,184	3,330	27,363
Dinwiddie	869	1,053	1,104	1,155	1,210	1,266	1,325	1,387	1,452	1,520	1,590	13,062
Goochland	477	577	606	634	663	695	727	761	796	834	872	7,165
Hanover	1,225	1,484	1,556	1,628	1,705	1,785	1,868	1,956	2,046	2,142	2,241	18,411
Lanahanburg	689	834	874	915	958	1,003	1,050	1,099	1,150	1,204	1,259	10,346
Mecklenburg	996	1,205	1,263	1,322	1,384	1,449	1,517	1,588	1,662	1,739	1,819	14,948
New Kent	284	344	360	377	395	413	433	453	474	496	519	4,264
Nottoway	465	563	590	617	646	677	708	742	776	812	850	6,981
Powhatan	333	404	423	443	464	486	508	532	557	583	610	5,010
Prince George	614	744	780	817	855	895	937	981	1,026	1,074	1,124	9,233
Total	9,389	11,345	11,896	12,447	13,034	13,645	14,280	14,951	15,646	16,377	17,131	140,752

PROPOSED DISTRIBUTION TO HENRICO COUNTY ROADS AND STREETS

With the exception of the Interstate and Primary routes, Henrico County maintains its own roads and streets. The payments to this county are covered in Sections 33.1-76, 33.1-77, 33.1-78, and 33.1-216 of the Code of Virginia. The total county funds for Fiscal Year 1971-72 amounted to \$2,889,000.

Under a continuation of these existing statutes and by projecting a similar percentage of the additional revenues, the estimated county share for the Fiscal Year 1972-73 would be \$3,689,000. Distribution of funds for the remaining nine years of the fiscal program can be assumed to increase at a rate comparable to that of total user revenue over the period.

SALER DISTRICT

AID TO MASS TRANSIT

**Ten Year Highway Fiscal Program
1972-73 Thru 1981-82
Salmon District**

**AID TO MASS TRANSIT IN THE BOARDER
METROPOLITAN AREA UNDER PROVISIONS OF
SECTION 39.1-46.1 CODE OF VIRGINIA**

\$5.0 Million

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Salem District
 (Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
8	Floyd and Montgomery	Between Floyd and Christiansburg (Reconstruction and structure over Little River)	5,350	
24	Bedford	West of Route 43 - East of Route 43 (Reconstruction)	850	
24	Romona	11th Street - 19th Street (Reconstruct 4-Lanes divided)	910	
40	Franklin	Reconstruct Shooting Creek Bridge and Approaches	200	
40	Franklin	Feetm - Rocky Mount (Reconstruct 2 lanes on 4-lane E/W and convert to 4 lanes)	6,450	Partial Financing
40	Franklin	End of Four Lanes East of Rocky Mount - East (Convert to 4 lanes)	600	Partial Financing
43	Bedford	Route 460 Business - Route 122 (Construct 4 lanes on new location including over W & W Railroad)	1,500	
43	Bedford	Between Bedford and Route 24 (Reconstruction between Wimmer and Machine Creeks)	800	
57	Henry	East End Leatherwood Creek Bridge - Route 58 East of Martinsville (Construct 2 lanes on new location with some 4-lane E/W)	1,400	
57	Martinsville	West Church Street - Chatham Road (Construct 4 lanes divided)	1,500	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT ESTIMATED 73-82</u>	<u>REMARKS</u>
58	Henry	Martinsville Bypass - West (Convert to 4 lanes)	2,900	
58	Patrick	Stuart - West (Construct 2 lanes on A-lane R/W and convert to 4 lanes)	5,900	
58/220	Henry	Martinsville Bypass (Construct 4-lane facility on new location)	26,500	
58/221	Carroll	Between Hillsville and Galax (Curb and gutter in Hillsville and convert to 4 lanes)	4,600	
99	Pulaski	Between Route 81 Interchange and Pulaski (Convert to 4 lanes)	2,000	
100	Giles and Pulaski	Between Parrishburg and North of Dublin (Reconstruction and convert to 4 lanes)	9,050	
101	Rossmore	Route 11 - Route 117 (Topics project initially, later convert to 6 lanes)	9,770	Partial financing
103	Patrick	Reconstruct Dan River Bridge and Approaches	150	
108	Henry	North Martinsville - North (Reconstruction)	450	
114	Pulaski and Montgomery	Between Route 11 and Route 460 (Convert to 4 lanes)	3,575	
115	Rossmore	Between Interstate 81 and Rossmore (Convert to 4 lanes)	2,000	
115 and 115 Extension	Rossmore	Riversdale Road - Wingfield Avenue (Convert to 4 lanes)	3,475	
116	Rossmore	Riverland Road - South Corporate Center of Rossmore	450	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
122	Bedford	Route 24 - South (Reconstruction)	3,400	
220	Botetourt	North Route 81 - North (Convert to 4 lanes)	19,465	
220	Roanoke	Southwest Freeway (Construct 4 and 6-lane facility on new location)	25,550	
220	Roanoke	North of Franklin County Line (Norfolk and Western Railroad Overpass)	550	
221 and Brembleton Avenue	Roanoke	Brandon Avenue in Roanoke - South of South Corporate Limits Roanoke (Convert to 4 lanes and Reconstruction)	8,350	
232	Montgomery	Between Route 81 Interchange and Bedford (Reconstruction)	1,000	
311	Roanoke	Salem - Route 419 (Reconstruct 2 lanes on 4-lane R/W)	500	
311	Roanoke and Craig	South of Craig County Line - North of Roanoke County Line (Reconstruction of Sections)	950	
419	Roanoke	0.8 Mile South of Route 220 - Route 220 (Convert to 4 lanes)	200	
419	Roanoke and Salem	Route 221 (Cave Springs) - Lynchburg Turnpike in Salem (Convert to 4 lanes)	3,850	
460	Giles	Eastern West Virginia State Line - Blacksburg (Complete four-laning includes Ripplensad Relocation and Pearleburg Bypass)	10,850	Does not include Appalachian Program matching funds
460	Salem	Route 419 - Route 311 (Reconstruct 4-lanes divided)	1,500	Partial Financing

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT ESTIMATED 73-82</u>	<u>1974</u>
460	Roseoke	Route 561 - Fisher Creek (Reconstruct 6-lanes divided)	2,300	
460 Quetzana	Blackeburg	Facility Street - Borch Corporation Limited (Reconstruct 4 lanes)	1,030	
301	Bedford	New Structures over Peters, Battery, and Hunting Creeks	600	
Arterial Connector	Bedfordcourt and Roseoke	Routes 11 and 230 - Route 460 (Convert to 4 lanes)	2,000	
Jefferson Street	Roseoke	New Bridge over Roseoke River and N & W Railroad with Necessary Approaches	4,000	
10th Street	Roseoke	Patterson Avenue - Williamson Road (Reconstruct 4-lanes divided including bridge over N & W Railroad)	2,400	
	Bedford	Other Street Improvements in City of Bedford	705	
	Blackeburg	Other Street Improvements in Town of Blackeburg	800	
	Christiansburg	Street Improvements in Town of Christiansburg	1,370	
	Galax	Street Improvements in City of Galax	990	
	Warrentonville	Other Street Improvements in City of Warrentonville	1,000	
	Pulaski	Street Improvements in Town of Pulaski	2,000	
	Bedford	Street Improvements in City of Bedford	1,360	
	Roseoke	Other Street Improvements in City of Roseoke	7,390	
	Rocky Mount	Street Improvements in Town of Rocky Mount	1,050	
	Salem	Other Street Improvements in City of Salem	2,075	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
	Vinton	Street Improvements in Town of Vinton	600	
		Reserve for Construction Deficits, Safety Improvement Projects, Preliminary Engineering, and Continuing New Project Construction	12,795	
		Total Allocations	211,230	

PROPOSED URBAN MAINTENANCE PAYMENTS

Ten Year Highway Fiscal Program

1972-73 thru 1981-82

Salmon District

Primary Extensions - \$2,500 Per Lane Mile Other City Streets - \$1,500 Per Lane Mile

Estimated

(Cost in Thousands)

City or Town	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-yr. Total
Budford	\$ 119	\$ 131	\$ 132	\$ 133	\$ 135	\$ 136	\$ 137	\$ 139	\$ 140	\$ 141	\$ 142	\$ 1,365
Maechburg	75	134	135	136	138	139	140	142	143	144	146	1,397
Christiansburg	121	155	156	158	160	161	163	164	166	167	169	1,619
Galax	127	176	178	180	181	183	185	187	188	190	192	1,840
Marionville	193	313	316	319	322	326	329	332	335	338	341	3,271
Polaski	103	167	169	171	172	174	175	177	179	181	182	1,747
Budford	94	189	190	192	194	196	198	200	201	203	205	1,968
Downside	637	1,161	1,173	1,184	1,196	1,207	1,219	1,230	1,241	1,253	1,264	12,128
Rocky Mount	71	79	80	81	81	82	83	84	85	85	86	826
Salmon	276	416	421	425	429	433	437	441	445	450	454	4,351
Winton	57	119	120	121	122	123	124	125	127	128	129	1,238
Total	\$1,873	\$3,040	\$3,070	\$3,100	\$3,130	\$3,160	\$3,190	\$3,220	\$3,250	\$3,280	\$3,310	\$31,750

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
1972-73 thru 1981-82
Salmon District
(Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Bedford	1,344	1,628	1,707	1,786	1,871	1,956	2,049	2,145	2,245	2,350	2,458	20,197
Botetourt	930	1,126	1,181	1,235	1,294	1,353	1,417	1,484	1,559	1,629	1,700	13,968
Carroll	1,121	1,358	1,424	1,490	1,560	1,634	1,710	1,790	1,873	1,961	2,051	16,851
Craig	317	385	403	422	442	463	484	507	531	555	581	4,773
Floyd	810	980	1,028	1,076	1,127	1,179	1,234	1,292	1,352	1,415	1,481	12,164
Franklin	1,461	1,769	1,855	1,941	2,033	2,128	2,227	2,332	2,440	2,554	2,672	21,951
Giles	595	722	757	792	829	868	909	951	996	1,042	1,090	8,956
Henry	1,250	1,315	1,589	1,662	1,740	1,822	1,907	1,996	2,089	2,187	2,287	18,794
Montgomery	873	1,056	1,107	1,159	1,213	1,270	1,329	1,392	1,456	1,524	1,595	13,101
Petrick	878	1,063	1,115	1,166	1,221	1,279	1,338	1,401	1,466	1,534	1,605	13,188
Pulaski	714	865	907	949	993	1,040	1,088	1,139	1,192	1,248	1,305	10,726
Roanoke	1,254	1,520	1,594	1,668	1,747	1,829	1,914	2,004	2,097	2,195	2,296	18,864
Total	11,547	13,987	14,667	15,346	16,070	16,823	17,606	18,439	19,290	20,190	21,121	179,593

STANTON DISTRICT

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Two Year Highway Fiscal Program
 1972-73 thru 1981-82
 Stanton District
 (Thousands Dollars)

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT TITATED 73-82</u>	<u>REMARKS</u>
7	Fredrick and Clarke	Berryville Bypass (Includes Deficit East of Berryville) (Construct 4 Lanes on new location)	3,325	
7	Clarke	Curb and Gutter in Berryville	300	
7	Winnchester	Bradlock Street - Dunlap Street (Construct 4 lanes on new location)	3,000	
11	Shenandoah	Curb and Gutter in Woodstock	480	
11	Shenandoah	Route I-81 - Strasburg (Convert to 4 Lanes)	900	
11	Harrisonburg	South Concrete Interst of Harrisonburg - Gratton Street (Reconstruct 5 Lanes)	1,100	
18	Covington	Two-Lane Bridge and Approaches over Jackson River	900	
18	Covington	Two-Lane Bridge and Approaches over C & O Railroad	700	
33	Rockingham	Harrisonburg - West (Convert to 4 Lanes)	3,660	
37	Fredrick	Route I-81 South of Winnchester - Route 50 (Construct 4 Lanes on new location)	10,565	
39	Math	Replace two bridges over Little Back Creek	50	
39	Rockbridge	Between Route 252 and Route I-64 (Reconstruction)	2,075	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
42	Rockingham and Town of Bridgewater	Drainage Improvement	275	
42	Rockingham	Three Bridges and Approaches over Glade Creek	270	
42	Augusta	Between Route 250 (Churchville) and Rockingham County Line (Reconstruction)	2,070	
42	Rockingham	Between Harrisonburg and Broadway (Convert to 4 lanes)	8,000	
50	Frederick and Clarke	Route 1-81 - Fauquier County Line (Convert to 4 lanes)	6,950	
50	Frederick	Corr - West Virginia State Line (Convert to 4 lanes)	3,750	
60	Buena Vista and Rockbridge	Route 60 - Route 501 (Construct 4 lanes on new location, including bridge over Maury River)	3,065	
60	Clifton Forge	West Corporate Limits of Clifton Forge - 5th Street (Convert to 4 lanes)	1,950	
130	Rockbridge	Between Route 501 and Route 11 (Reconstruction)	1,650	
159	Allegheny	Bridge and Approaches over Ogle Creek	60	
211	Page	West End Luray Bypass - 2.8 Miles East of Shenandoah County Line (Finance Deficit)	1,000	
211	Shenandoah	From Intersection Route 81 - East (at New Market) (Convert to 4 lanes)	500	
220	Allegheny	Covington - North (Improvement of Sections)	1,000	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 79-82</u>	<u>REPAIRS</u>
220	Allghany	Route I-64 - South of Iron Gate (Construct 4 lanes on new location)	6,930	
250	Augusta	Waynesboro - Staunton (Convert to 4 lanes)	7,535	
250	Augusta	Staunton - Charlottesville (Convert to 4 lanes)	3,265	
250	Augusta and Highland	Between Route 42 and West Virginia State Line (Reconstruction of Sections including Bridge and Approaches over Ramsey's Draft)	2,500	
252	Rockbridge	Replace two Bridges over Wolfers Creek	100	
252 Middlebrook Avenue)	Staunton	Southern Route - Commerce Road (Route 11) (Convert to 4 lanes)	2,500	
254	Augusta	Route 275 - Waynesboro (Reconstruction)	2,190	
257	Rockingham	Route 11 - Route I-81 (Reconstruction)	365	
Southern Connector	Augusta	Routes I-64/81 South of Staunton - West (Construct 4 lanes on new location)	8,775	
311	Allghany	Widen Bridge over Mountain Branch	25	
340	Warren	Underpass and Approaches to Norfolk and Western Railroad South of Front Royal (Complete financing)	320	
340 Bypass (615)	Page	Route 340 - Route 211 (Reconstruction of Route 615 - 2-lane facility on 4-lane right of way)	2,520	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
340	Page	Improvements in Town of Stanley	300	
340	Page and Rockingham	South Corporate Limits of Shomoedah - North Corporate Limits of Elkton (Convert to 4 lanes)	3,500	
340	Augusta	Between Waynesboro and Route 11 (Convert to 4 lanes)	7,300	
340	Clarke	Maryville Bypass - West Virginia State Line (Convert to 4 lanes)	2,500	
340	Waynesboro	4th Street - Faber Street including 2nd Street Connector (Reconstruct 4 lanes divided, including Bridge on 2nd Street over Norfolk and Western Railway)	1,660	
501	Rockbridge	Between Buena Vista and Route 130 (Reconstruction)	2,120	
522	Frederick	Between 13.6 Miles South of West Virginia State Line and West Virginia State Line (Convert to 4 lanes)	7,040	
522	Warren	Route 55 - Route I-66 (Convert to 4 lanes)	2,265	Partial Financing
-	Buena Vista	Other Street Improvements in City of Buena Vista	210	
-	Clifton Forge	Other Street Improvements in City of Clifton Forge	700	
Chestnut Street	Covington	Craig Avenue - Allegheny Avenue (Convert to 4 lanes)	1,900	
-	Covington	Other Street Improvements in City of Covington	1,200	
-	Front Royal	Street Improvements in Town of Front Royal	1,725	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
-	Harrisonburg	Other Street Improvements in City of Harrisonburg	1,365	
-	Lexington	Street Improvements in City of Lexington	420	
-	Luray	Street Improvements in Town of Luray	500	
Inner Loop	Staunton	Southern Route - Coalter Street (Construct 4 lanes divided)	2,700	
Inner Loop	Staunton	Augusta Street - Churchville Avenue (Construct 4 lanes divided)	2,000	
-	Staunton	Other Street Improvements in City of Staunton	1,720	
-	Waynesboro	Other Street Improvements in City of Waynesboro	2,560	
-	Winchester	Other Street Improvements in City of Winchester	310	
		Reserve for Construction Deficits, Safety Improvement Projects, Preliminary Engineering, and Continuing New Project Construction	14,095	
		Total Allocations	152,570	

PROPOSED URBAN MAINTENANCE PAYMENTS

Ten Year Highway Fiscal Program
1972-73 Thru 1981-82

Stanton District

Primary Expansions - \$2,500 Per Lane Mile; Other City Streets - \$1,500 Per Lane Mile

Estimated

(Cost in Thousands)

City or Town	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-yr. Total
Buena Vista	\$ 61	\$ 92	\$ 93	\$ 94	\$ 95	\$ 96	\$ 98	\$ 99	\$ 100	\$ 101	\$ 102	\$ 970
Clifton Forge	58	72	73	74	75	76	76	77	78	79	80	760
Covington	98	133	134	136	138	140	142	143	145	147	149	1,407
Front Royal	94	145	147	149	151	153	155	157	158	160	162	1,537
Harrisonburg	148	211	213	216	219	222	224	227	230	233	236	2,231
Lexington	71	84	85	86	87	88	89	91	92	93	94	889
Luray	71	85	87	88	89	90	91	92	93	94	96	905
Stanton	226	313	317	321	325	329	334	338	342	346	350	3,313
Waynesboro	158	253	257	260	264	267	270	273	277	280	283	2,684
Winchester	169	169	169	169	169	169	169	169	169	169	169	1,690
Total	\$1,154	\$1,597	\$1,575	\$1,593	\$1,612	\$1,630	\$1,648	\$1,666	\$1,684	\$1,702	\$1,721	\$16,388

PROPOSED DISTRIBUTION AND SECONDARY SYSTEM
 Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Stanton District
 (Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Allegheny	500	605	634	663	695	727	761	797	834	873	913	7,502
Augusta	1,765	2,139	2,243	2,346	2,457	2,572	2,692	2,818	2,949	3,087	3,230	26,339
Bath	478	579	607	635	665	696	729	763	798	836	874	7,182
Clarke	357	432	453	474	496	520	544	569	596	624	652	5,360
Frederick	885	1,071	1,129	1,175	1,230	1,288	1,348	1,411	1,477	1,546	1,617	13,286
HIGHLAND	345	417	437	458	479	502	525	550	575	602	630	5,175
Page	534	648	680	712	745	780	816	855	894	936	979	8,045
Rockbridge	921	1,115	1,169	1,223	1,281	1,341	1,403	1,469	1,538	1,609	1,684	13,832
Rockingham	1,733	2,099	2,201	2,303	2,411	2,524	2,642	2,766	2,895	3,030	3,170	26,041
Shenandoah	984	1,192	1,250	1,308	1,370	1,434	1,501	1,571	1,644	1,720	1,800	14,790
Wetzel	349	423	444	464	487	509	533	558	584	611	639	5,252
Total	8,831	10,720	11,241	11,761	12,316	12,893	13,494	14,127	14,784	15,474	16,188	132,998

SUFFOLK DISTRICT

AID TO MASS TRANSIT

**Ten Year Highway Fiscal Program
1972-73 Thru 1981-82
Suffolk District**

**AID TO MASS TRANSIT IN METROPOLITAN
AREAS UNDER PROVISIONS OF SECTION 33.1-46.1
CODE OF VIRGINIA**

\$40.0 Million

PROPOSED PRIMARY AND URBAN CONSTRUCTION PROJECTS

Ten Year Highway Fiscal Program
1972-73 thru 1981-82
Seffolk District
(Thousands Dollars)

ROUTE	CITY OR COUNTY	DESCRIPTION	AMOUNT ADVANCED 73-82	REMARKS
5	James City	Widen Bridge over Potomac Creek	40	
10, 32, & 258	Manassas and Isle of Wight	Route 460 - Smithfield Bypass (Convert to 4 lanes)	3,895	
10	Isle of Wight	Smithfield Bypass	3,150	To Complete Financing
10 & 218	Isle of Wight	Replace Bridge over Cypress Creek (Town of Smithfield)	940	
10	Isle of Wight	Widened Bridge over Pagan River (Town of Smithfield)	750	
10	Surry	Widened Five Bridges	115	
13	Manassas	Route 32 - Whaleyville (Convert to 4 lanes)	2,645	
13	Norfolk	Construct Interchange at Princess Anna Road	3,950	
Connector to Route I-664	Manassas	Approaches to Queeney Island (Construct new 4-lane facility to Interstate standards)	23,400	Partial Financing
17	Chesapeake and Manassas	Route 17 West of Fortmouch - North Carolina State Line (Includes Fortmouch Bypass) (Construct 4-lane facility on new location and convert to 4 lanes)	20,195	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT ADVANCED 7-3-82</u>	<u>REMARKS</u>
17	Namassoud and Taha of Wight	Bridges over Konommed River and Chaudoctuek Creek	6,250	Partial Planning
17	Taha of Wight and Newport News	New Bridge over James River (Complete new 2-lane trussies and partial financing of 4-lane lift span)	27,900	Partial Planning
17 West High Street	Portsmouth	Churchland Boulevard - Churchland Bridge (Reconstruct 4 lanes)	2,000	
32	Konommed	Bridge and Approaches over Barbard Coast Line Railroad	350	
32	Namassoud	Widen Bridge over Cypress Creek	30	
32	Suffolk	Karfolk and Western Railroad Overpass and Approaches (Construct 4 lanes on new location)	2,600	
32 & 258	Isle of Wight	Banns Church - Route 17 (Convert to 4 lanes)	1,090	
35	Southampton and Sussex	Beltram Courtland and Prince George County Line (Spot Improvement, Widen Pavement, and Widen 4 Bridges)	930	
40	Sussex and Perry	Betwam Waverly and Spring Grove (Reconstruction)	1,060	
58 Atlantic Boulevard	Portsmouth	Chauapaska Corporate Limits - Victory Boulevard (Reconstruct 6 lanes divided)	2,000	
58	Chauapaska and Namassoud	Bowers Hill - Suffolk Bypass (Convert to 6 lanes)	9,200	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
58 & 13	Hammerood	Suffolk Bypass (Northeast, Northwest and Southeast Quadrants) (Construct 4-lane facilities on new location)	7,180	Partial Financing
58	Hammerood, Isle of Wight, Southampton, and Grand-ville	Between Route 58 East of Holland and Brunswick County Line (Includes Holland, Franklin and Courtland Bypasses) (Convert to 4 lanes and construct 4-lane facilities on new location)	13,110	
60	York and Williamsburg	Route 402 - West Corporate Limits of Williamsburg (Channelization and convert to 4 lanes)	760	
60	James City, York and Newport News	Williamsburg - 24th Street (Downtown) (Convert to 4 and 6 lanes, interconnected signal system, channelization at major intersections, etc.)	21,715	
60 & 143 Tyler Street	Hampton	Bridge and Approaches over Hampton River (Construct 4 lanes and replace bridge)	1,870	
60 Atlantic Avenue	Virginia Beach	4th Street - Shores Drive (Reconstruct 6 lanes divided)	2,000	
104	Chesapeake	Route 17 - Route 190 and 464 (Includes parallel Drawbridge over Elizabeth River) (Convert to 4 lanes)	4,280	
139	Granville and Sussex	Route 301 - Route 610 (Reconstruction)	140	
164 Western Pransky	Portsmouth and Hammerood	Bayview Boulevard - Route 17 (Construct 4-lane facility and West Norfolk Bridge on new location)	19,515	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT BUDGETED 73-82</u>	<u>REMARKS</u>
166 Melrose Boulevard	Chesapeake	Military Highway - Route 104 (Reconstruct 4 lanes divided)	1,750	
168 Tidewater Drive	Norfolk	Highway Street - Berkman Avenue (Reconstruct 6 lanes divided)	4,000	
168	Chesapeake	Albemarle Drive - North Carolina State Line (Reconstruct 4 lanes)	7,180	
171	York and Poquoson	Route 134 - Route 172 (Construct 2 lanes on 4-lane right of way)	1,475	
173	York and Newport News	Route 143 - Route 17 (Construct 2 and 4 lane facility)	2,500	
175	Accomack	Between Route 13 and Chincoteague (Convert to 4 lanes)	1,500	
178	Northampton	Improvements in Remora	105	
179	Accomack	Improvements in Onley	35	
180	Accomack	Kaliper - Backspringue (Reconstruction)	325	
182	Accomack	Improve Railroad Grade Crossing in Town of Palmette	25	
199	James City, York and Williamsburg	From Route I-64 East of Williamsburg to Route 3 (Williamsburg Artery) (Construct 2 and 4 lane facility on 4 lane right of way including interchange with Route I-64)	11,500	
199	James City	From Route 5 to Route 60 West of Williamsburg (Begin construction of 2 lanes on 4-lane right of way)	5,560	Partial financing

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
258	Southampton	North Carolina State Line - Route 189 (Convert to 4 lanes)	3,700	
258	Isle of Wight	Improvement at Walters and Widen Two Bridges	1,090	
337 Elizabeth River Bridge	Norfolk	Additional Bridge and Approaches over Eastern Branch of Elizabeth River (4-lane Bridge)	29,500	
440	Sussex, Southampton, Isle of Wight and Henric	Between Prince George County Line and Suffolk Bypass (Widen Bridges)	135	
Oak Grove Connector	Chesapeake	Battlefield Boulevard - Route 104 (Construct 4 lanes divided)	4,800	
Southern Chesapeake Bypass	Chesapeake	Route 17 (at Deep Creek) - Route 104 (at Route 165) (Construct 4 lanes divided)	5,000	
Tyra Neck Road	Chesapeake and Fortsouth	Route 337 (Fortsouth Boulevard) - West Norfolk Road (Construct 4 lanes divided)	3,300	
Great Bridge Bypass	Chesapeake	Hillwell Road - Battlefield Boulevard (Construct 4 lanes on 6-lane right of way)	15,170	
Indian River Road	Chesapeake and Virginia Beach	Wingfield Avenue - Route 1-64 (Reconstruct 4 and 6 lanes divided)	3,040	
Providens Road	Chesapeake and Virginia Beach	Atlantic Avenue - Indian River Road (Reconstruct 4 lanes)	2,600	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
Little Barre River Road	Hampton	King Street - Harris Creek Road (Reconstruct 4 and 6 lanes divided)	1,300	
Old Mallory Road	Hampton	Todd's Lane - Route 134 (Construct 4 lanes divided)	4,400	
Harris River Crossing	Hampton	Bridge and Approaches over Harris River (Harris Creek Road - Beach Road)	1,580	
Big Bethel Road	Hampton	Todd's Lane - North Corporate Lane (Construct 4 lanes divided)	4,000	
Connector Roads	Hampton	Connector Roads to Route I-64 at Big Bethel Road, Buckler Farm Road and Old Mallory Road	3,000	
Harpersville Road and Buckler Farm Road	Newport News and Hampton	Route 143 (Jefferson Avenue) - Little Back Creek Road (Construct 4 and 6 lanes divided with interchange)	13,500	
Oyster Point Road and Harpersville Road	Newport News	Relocated Route 60 - Saunders Road (Reconstruct 4 lanes divided)	2,360	
North-South Freeway	Newport News	Patrick Henry Airport-Downtown (25th Street) (Preliminary Engineering for 4 and 6 lane expressway)	6,000	
Todd's River Road	Warfolk	Route I-64 - Chesapeake City Lane (Reconstruct 4 lanes divided on 6-lane right of way)	3,800	

<u>ROUTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
Colley Avenue	Norfolk	Radgate Avenue - 49th Street (except 21st Street to 26th Street) (Reconstruct 3 lanes)	1,400	
Cramford Street Connector	Portsmouth	Washington Street - Columbia Street (Reconstruct at grade connection between Route I-264 and Downtown Tunnel)	1,070	
Great Neck Road	Virginia Beach	Shore Drive - Virginia Beach Boulevard (Reconstruct 4 lanes on 4 and 6 lane right of way)	8,950	
Independence Boulevard	Virginia Beach	Princess Anne - Virginia Beach Toll Road (Construct 4 lanes divided)	7,000	
	Chesapeake	Other Street Improvements in City of Chesapeake	2,000	
	Franklin	Street Improvements in City of Franklin	710	
	Hampton	Other Street Improvements in City of Hampton	2,645	
	Newport News	Other Street Improvements in City of Newport News	440	
	Norfolk	Other Street Improvements in City of Norfolk	3,900	
	Poquoson	Other Street Improvements in Town of Poquoson	700	
	Portsmouth	Other Street Improvements in City of Portsmouth	989	
	Suffolk	Other Street Improvements in City of Suffolk	130	
	Virginia Beach	Other Street Improvements in City of Virginia Beach	1,800	

<u>NOTE</u>	<u>CITY OR COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT FINANCED 73-82</u>	<u>REMARKS</u>
	Williamsburg	Other Street Improvements in City of Williamsburg	537	
		Reserve for Construction Deficit, Safety Improvement Projects, Preliminary Engineering and continuing new Project Construction	16,463	
		Total Allocations	372,164	

PROPOSED URBAN MAINTENANCE PAYMENTS

Ten Year Highway Fiscal Program
 1972-73 Thru 1981-82
 Suffolk District
 Primary Extensions - \$2,500 Per Lane Mile; Other City Streets - \$1,500 Per Lane Mile
 Estimated

(Cont in Thousands)

City or Town	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-Yr. Total
Chesapeake	\$1,521	\$ 2,038	\$ 2,079	\$ 2,120	\$ 2,162	\$ 2,203	\$ 2,245	\$ 2,286	\$ 2,328	\$ 2,370	\$ 2,410	\$ 22,241
Emporia	57	87	89	91	93	94	96	98	100	101	103	952
Franklin	79	123	125	128	130	133	135	138	140	143	145	1,340
Hampton	819	1,373	1,401	1,429	1,457	1,485	1,513	1,541	1,568	1,597	1,624	14,986
Newport News	934	1,480	1,510	1,540	1,570	1,600	1,631	1,661	1,691	1,721	1,751	16,155
Norfolk	1,450	2,741	2,797	2,852	2,910	2,965	3,020	3,076	3,132	3,187	3,244	29,924
Poquoson	119	127	129	132	134	137	139	142	145	147	150	1,382
Portsmouth	644	1,288	1,315	1,341	1,367	1,393	1,420	1,446	1,472	1,497	1,525	14,064
Suffolk	88	119	122	124	126	129	131	134	136	139	141	1,301
Virginia Beach	1,397	2,749	2,805	2,861	2,916	2,973	3,029	3,084	3,140	3,197	3,253	30,007
Williamsburg	144	157	160	164	167	170	173	176	180	183	186	1,716
Total	\$7,252	\$12,282	\$12,532	\$12,782	\$13,032	\$13,282	\$13,532	\$13,782	\$14,032	\$14,282	\$14,532	\$134,070

PROPOSED DISTRIBUTION TO SECONDARY SYSTEM

Ten Year Highway Fiscal Program
 1972-73 thru 1981-82
 Suffolk District
 (Thousands Dollars)

County	1971-72	1972-73	1973-74	1974-75	1975-76	1976-77	1977-78	1978-79	1979-80	1980-81	1981-82	10-yr. Total
Accomack	1,072	1,298	1,361	1,424	1,492	1,562	1,634	1,711	1,790	1,874	1,961	16,107
Crosswells	443	535	561	587	615	643	673	705	738	772	808	6,837
Town of Wight	681	825	866	906	948	993	1,039	1,088	1,138	1,192	1,246	10,241
Jamestown City	589	446	467	489	512	536	561	587	615	643	673	5,529
Northampton	887	1,075	1,127	1,179	1,235	1,293	1,353	1,416	1,482	1,551	1,623	13,334
Northampton	460	536	589	610	639	669	700	733	767	803	840	6,900
Southampton	975	1,181	1,239	1,296	1,357	1,420	1,487	1,557	1,629	1,703	1,783	14,654
Surry	386	468	491	514	538	563	589	617	646	676	707	5,809
Sussex	631	788	827	865	905	948	992	1,039	1,087	1,138	1,190	9,779
Torx	489	593	621	650	681	713	746	781	817	855	895	7,352
Total	6,413	7,765	8,143	8,520	8,922	9,340	9,774	10,234	10,709	11,209	11,726	96,342