

4/21/77

Moved by Mr. Hooper, seconded by Mr. Fralin,
that the Commission confirm letter ballot action on bids received
March 22, 1977, on the following projects:

Project 20072027-042-043-044

120-foot shop building and connect utilities - Route 220 approximately
.75 mile north intersection Routes 57 and 220, Henry County. Award of
contract to low bidder, J. V. Richardson, Inc., Martinsville, Virginia.

Bid (Capital Outlay)	\$147,400.00
10% for engineering and additional work	14,740.00
Amount chargeable to project	162,140.00

Wythe Street, Project U000-123-102, C-501

Crater Road - 0.045 Mi. E. Amelia Street, City of Petersburg. Award of
contract to low bidder, Short Paving Company, Inc., Petersburg, Virginia.

Bid	\$457,756.75
10% for engineering and additional work	45,775.67
Work by State Forces	4,424.00
Amount chargeable to project	507,956.00

Acct. Rec. City of Petersburg - \$76,193.46
\$84,013.00 to be provided from future Urban Construction Allocations.

Route 17, Project 0017-046-102, B-603

Vertical lift bridge superstructure over James River, City of Newport News.
Award of contract to low bidder, Stupp Brothers Bridge and Iron Company,
St. Louis, Missouri.

Bid	\$ 9,279,147.00
10% for engineering and additional work	927,914.70
Amount chargeable to project	10,207,061.00

Route 19, Project 6019-083-107, C-504, B-625, B-626

0.764 Mi. E. E. Int. 80 - 2.570 Mi. E. E. Int. 80, Russell County. Award
of contract to low bidder, Pendleton Construction Corporation, Wytheville,
Virginia.

Bid	\$1,089,291.90
10% for engineering and additional work	108,929.19
Work by State Forces	5,614.00
Amount chargeable to project	1,203,835.00

\$1,203,835.00 to be provided from future Primary Construction Allocations.

4/21/77

Route 23, Project 6023-097-114, B-613, B-614

Twin bridges over Route 610, Wise County. Award of contract to low bidder, Edwin O'Dell and Company, Pulaski, Virginia.

Bid	\$454,333.60
10% for engineering and additional work	45,433.36
Amount chargeable to project	499,766.00

\$149,836.00 to be provided from future Primary Construction Allocations.

Route 29, Project 0029-076-702, M-600

Widen existing bridge and approaches - North Fork Creek (0.98 Mi. S. Route 55 at Gainesville), Prince William County. Award of contract to low bidder, J. L. Kent and Sons, Fredericksburg, Virginia.

Bid	\$75,723.00
10% for engineering and additional work	7,572.30
Work by State Forces	2,117.50
Amount chargeable to project	85,412.00

Route 37, Project 6037-034-101, S-901

Permanent traffic signs - 0.060 Mi. N. Int. I-81 (South of Winchester) - 0.133 Mi. N. Int. 50 (Winchester), Frederick County. Award of contract to low bidder, N. H. Stone, Inc., Sharpsburg, Kentucky.

Bid	\$148,568.00
10% for engineering and additional work	14,856.80
Amount chargeable to project	163,424.00

\$163,424.00 to be provided from future Primary Construction Allocations.

Route 58, Project 0058-038-102, B-607

Bridge over New River, Grayson County. Award of contract to low bidder, J. Lawson Jones Construction Company, Inc., Clarksville, Virginia.

Bid	\$1,743,235.20
10% for engineering and additional work	174,323.52
Amount chargeable to project	1,917,558.00

Route 64, Project 0064-003-104, P-403

5.788 Mi. W. Alleghany-Rockbridge CL - Alleghany-Rockbridge CL, Alleghany County. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia, and State Contracting and Stone Company, Division of Medusa Aggregates Company, Salem, Virginia.

Bid	\$3,136,494.83
10% for engineering and additional work	313,649.48
Work by State Forces	7,150.00
Amount chargeable to project	3,457,294.00

\$3,457,294.00 to be provided from future Interstate Construction Allocations.

4/21/77

Route 64, Project 0064-081-101, P-401, P-407

Alleghany-Rockbridge CL - 2.649 Mi. E. Alleghany-Rockbridge CL, Rockbridge County. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia, and State Contracting and Stone Company, Division of Madusa Aggregates Company, Salem, Virginia.

Bid	\$1,857,290.48
10% for engineering and additional work	185,729.04
Work by State Forces	3,562.00
Amount chargeable to project	2,046,581.00

\$2,046,581.00 to be provided from future Interstate Construction Allocations.

Route 64, Project 0064-081-101, P-408, P-409, P-410, P-403

2.649 Mi. E. Alleghany-Rockbridge CL - 6.557 Mi. W. Int. 81, Rockbridge County. Award of contract to low bidder, Moore Brothers Company, Inc., Verona, Virginia.

Bid	\$4,042,172.05
10% for engineering and additional work	404,217.20
Work by State Forces	6,710.00
Amount chargeable to project	4,453,099.00

\$4,453,099.00 to be provided from future Interstate Construction Allocations.

Route 64, Project 0064-964-101, C-502

Guardrail, permanent traffic sign adjustment and ramp mod. - 1.522 Mi. E. Goochland-Henrico CL - Richmond-Petersburg Turnpike, Henrico County and City of Richmond. Award of contract to low bidder, Apex Contracting, Inc., Paris, Kentucky.

Bid	\$888,131.45
10% for engineering and additional work	88,813.14
Work by State Forces	4,230.00
Amount chargeable to project	981,174.00

\$981,174.00 to be provided from future Interstate Construction Allocations.

Route 66, Project 0066-967-101, C-501, B-601, B-602

Relocate guardrail, signs, incids. and bridge widening - Int. 29/211 (near Gainesville) - Int. 495, Prince William and Fairfax Counties. Award of contract to low bidder, Apex Contracting, Inc., Paris, Kentucky.

Bid	\$1,709,674.90
10% for engineering and additional work	170,967.49
Work by State Forces	7,700.00
Amount chargeable to project	1,888,342.00

4/21/77

Route 77, Project 0077-017-101, P-402, P-405

4.047 Mi. N. Int. 58 - Wythe-Carroll CL, Carroll County. Award of contract to low bidder, D. R. Allen and Son, Inc., Fayetteville, North Carolina.

Bid	\$3,529,833.74
10% for engineering and additional work	352,983.37
Work by State Forces	13,254.00
Amount chargeable to project	3,896,071.00

\$3,896,071.00 to be provided from future Interstate Construction Allocations.

Route 81, Projects 0081-060-701, M-800; 0081-060-702, M-800

Addition to and renovation of rest area buildings - NBL and SBL Route 81 approximately 2 miles south of Route 787, Montgomery County. Award of contract to low bidder, William E. Reynolds Construction Company, Salem, Virginia.

Bid (Capital Outlay)	\$128,100.00
10% for engineering and additional work	12,810.00
Amount chargeable to project	140,910.00

Route 81, Project 0081-081-701, M-800

Addition to and renovation of rest area building - SBL Route 81 approximately 2 miles north Route 712, Rockbridge County. Award of contract to low bidder, J. S. Mathers, Inc., Waynesboro, Virginia.

Bid (Capital Outlay)	\$68,990.00
10% for engineering and additional work	6,899.00
Amount chargeable to project	75,889.00

Route 173, Project 0173-099-101, C-501

ECL Newport News - 0.002 Mi. W. Int. Route 17 (SBL), York County. Award of contract to low bidder, Williams Paving Company, Inc., Virginia Beach, Virginia.

Bid	\$705,549.50
10% for engineering and additional work	70,554.95
Work by State Forces	34,434.00
Amount chargeable to project	810,538.00

Route 360, Project 0360-019-701, M-600

Drainage Structure at Meherrin Creek, Charlotte County. Award of contract to low bidder, Toler Contracting Company, Inc., Carrollton, Virginia.

Bid	\$69,161.11
10% for engineering and additional work	6,916.11
Work by State Forces	13,669.70
Amount chargeable to project	89,746.00

\$89,746.00 to be provided from future Primary Construction Allocations to Lynchburg District Roadside Obstacle Fund.

4/21/77

Route 460, Project 6460-026-104, C-507, B-602

6.542 Mi. E. Dinwiddie-Nottoway CL - 5.582 Mi. E. Dinwiddie-Nottoway CL, Dinwiddie County. Award of contract to low bidder, W. W. Warsing, Inc., Crewe, Virginia.

Bid	\$ 882,187.91
10% for engineering and additional work	88,218.79
Work by State Forces	4,992.00
Railroad	20,700.00
Flagging	6,777.10
Amount chargeable to project	1,002,875.00

\$978,647.00 to be provided from future Primary Construction Allocations.

Route 604, Project 0604-004-129, C-501

0.215 Mi. S. Int. 616 - Powhatan CL, Amelia County. Award of contract to low bidder, Shoosmith Brothers, Inc., Chester, Virginia.

Bid	\$199,445.97
10% for engineering and additional work	19,944.59
Work by State Forces	1,100.00
Utilities	1,295.39
Amount chargeable to project	221,785.00

\$168,720.00 to be provided from future Secondary Construction Allocations.

Route 611, Project 0611-089-128, C-501

Int. 637 (near Boswell's Store) - 0.112 Mi. S. Int. 636, Stafford County. Award of contract to low bidder, J. L. Kent and Sons, Fredericksburg, Virginia.

Bid	\$228,908.09
10% for engineering and additional work	22,890.80
Work by State Forces	2,590.62
Utilities	6,732.00
Amount chargeable to project	260,121.00

Projects GR-6-77; 0202-066-701, M-600; 0205-096-701, M-600; 0354-051-701, M-600

Guardrail replacement - Various locations, Fredericksburg District. Award of contract to low bidder, Makco, Inc., Charlottesville, Virginia.

Bid	\$65,884.30
10% for engineering and additional work	6,588.43
Amount chargeable to project	72,472.00

\$12,435.00 to be provided from future Primary Construction Allocations to Lynchburg District Roadside Obstacle Fund. To be financed from Fredericksburg Primary Construction Fund.

4/21/77

Project P-3-77

Cleaning and Painting Bridge Structural Steel - Various locations, Bristol District. Award of contract to low bidder, Bonded Painting Contractors, Inc., Cleveland, Ohio.

Bid	\$111,300.00
10% for engineering and additional work	11,130.00
Amount chargeable to project	122,430.00

To be financed from the Bristol District Interstate and Primary Maintenance Replacement Fund.

Culpeper District (Contract Item 7-Q-7)

Plant Mix Schedule. Award of contract to low bidder, Newton Asphalt Company, Incorporated of Virginia, Alexandria, Virginia, and Tri-County Asphalt Company, Inc., Leesburg, Virginia.

Bid	\$718,204.75
10% for engineering and additional work	71,820.47
Amount chargeable to project	790,025.00

To be financed from Fairfax County Secondary Funds.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Frahn,
that the Commission confirm letter ballot action rejecting bids received
March 22, 1977, and authorize readvertisement of the following projects:

Route 22, Project 0022-002-701, M-600

Drainage improvements and bridge widening - Various locations between Routes 744 and 231, Albemarle County. Low bid - 23.2% over estimate.

Route 81, Project 0081-095-701, M-800

Addition to and renovation of rest area building - NBL Route 81 approximately 1 mile south of Abingdon Interchange, Washington County. Low bid - 40% over estimate.

Route 81, Projects 0081-098-701, M-800; 0081-086-701, M-800

Addition to and renovation of rest area buildings - Rest area building NBL Mythe County, SBL Smyth County, NBL north of Interchange Route 680, SBL 6 M1. S. of Interchange Route 680, Mythe and Smyth Counties. Low bid - 17.5% over estimate.

4/21/77

Route 220, Project 6220-128-105, P-401

0.141 Mi. N. 220 (Franklin Road) - 0.900 Mi. N. SCL Roanoke, City of Roanoke. Low bid - 19.8% over estimate.

Routes 340 and 622, Projects 0340-069-110, C-501; 0622-303-142, C-501

FROM: 0.093 Mi. W. WCL Stanley TO: 0.943 Mi. E. WCL Stanley and FROM: 0.016 Mi. N. Int. 340 TO: 0.068 Mi. N. Int. 340, Page County and Town of Stanley. Low bid - 56.3% over estimate.

Route 460, Projects 0460-013-708, M-400; 701, M-600

Guardrail improvements and bridge widening - Tazewell CL (MP. 0.00) - Deel (MP. 16.13), Buchanan County. Low bid - 63.4% over estimate.

Route 495, Project 0495-029-102, C-506, C-507

Noise abatement barriers and fire protection facilities - 0.411 Mi. S. Route 617 (Backlick Road) - 0.302 Mi. N. George Washington Memorial Parkway, Fairfax County. Low bid - 27.8% over estimate.

Route 602, Project 0602-091-130, C-501

Int. 623 - 1.701 Mi. E. Int. 623, Sussex County. Low bid - 19.7% over estimate.

Route 616, Project 0616-045-116, B-606

Bridge over Cowpasture River, Highland County. Low bid - 12.8% over estimate.

Route 650, Project 0650-069-124, C-501, B-613

Int. 340 - 0.172 Mi. E. Int. 602, Page County. Low bid - 31.2% over estimate.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Blacksburg Municipal Building, 300 South Main Street, Blacksburg, Virginia, on February 17, 1977, at 2:00 p.m., for the purpose of considering the proposed improvement of Prices Fork Road from 0.19 mile east of the intersection of Route 460 Bypass to the intersection of North Main Street (Business Route 460) in the Town of Blacksburg, State Project UG00-150-102, C-501; and

4/21/77

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

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

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

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Buena Vista on additional streets totaling 0.81 mile and meeting required standards under the aforementioned section of the Code, effective April 1, 1977, for quarterly payment due after June 30, 1977. The additional streets and mileage eligible for payments are described as follows:

38th Street	- From Long Hollow Road to Lombardy Avenue	0.09 Mile
37th Street	- From Aspen Avenue to Lombardy Avenue	0.12 Mile
Aspen Avenue	- From Long Hollow Road to 37th Street	0.04 Mile
Lombardy Avenue	- From Long Hollow Road to 35th Street	0.24 Mile
31st Street	- From Rockbridge Avenue to Lombardy Avenue	0.10 Mile
30th Street	- From Rockbridge Avenue to Aspen Avenue	0.04 Mile
Larch Avenue	- From 2nd Street to 203 feet north	0.04 Mile
Linden Avenue	- From 8th Street to 296 feet south	0.06 Mile
Cherry Avenue	- From 11th Street to 234 feet south	0.04 Mile
Chestnut Avenue	- From 12th Street to 192 feet south	0.04 Mile

These "Other Streets" additions, totaling 0.81 mile, increase the total "Other Streets" mileage in the City of Buena Vista from 32.82 miles to 33.63 miles of approved streets subject to payment.

MOTION CARRIED

4/21/77

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets totaling 0.13 mile and meeting required standards under the aforementioned section of the Code, effective April 1, 1977, for the quarterly payment due after June 30, 1977. The additional streets and mileage eligible for payment are described as follows:

Grissom Lane - From Nellies Cave Road to New Kent Road	0.09 Mile
New Kent Road - From Sussex Road to Grissom Lane	0.04 Mile

These additions, totaling 0.13 mile, increase the total mileage in the Town of Blacksburg from 73.81 miles to 73.94 miles of approved streets subject to payment.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Culpeper on additional streets totaling 0.65 mile and meeting required standards under the aforementioned section of the Code, effective April 1, 1977, for the quarterly payment due after June 30, 1977. The additional streets and mileage eligible for payment are described as follows:

Gum Street - From Route 15 northwest to dead end	0.09 Mile
Aster Street - From Chestnut Drive southwest to dead end	0.09 Mile
Evergreen Street - From Route 15 northwest to dead end	0.11 Mile
Chestnut Drive - From Route 15 to Aster Street	0.06 Mile
Fairview Road - From North Main Street to Nottingham Street	0.18 Mile
3rd Street - From Glazier Street west to dead end	0.12 Mile

These additions, totaling 0.65 mile, increase the total mileage in the Town of Culpeper from 26.87 miles to 27.52 miles of approved streets subject to payment.

MOTION CARRIED

4/21/77

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 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 Stafford County has by resolution requested the use of industrial access funds to provide access to the proposed new facility of European Parts Exchange, Incorporated, to be located in the Spring Knoll Industrial Park off Route 618 northwest of Falmouth, estimated to cost \$30,000; 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 and Transportation Commission's policy on the use of industrial access funds:

NOW, THEREFORE, BE IT RESOLVED, that \$30,000 from the 1976-77 industrial access fund be allocated to provide access to the proposed new facility of European Parts Exchange, Incorporated, to be located in the Spring Knoll Industrial Park off Route 618 northwest of Falmouth in Stafford County, Project 0618-089-155, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Virginia Beach on additional streets totaling 5.41 miles and meeting required standards under the aforementioned section of the Code, effective April 1, 1977, for quarterly payment due after June 30, 1977. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 4, dated April 1, 1977.

These "Other Streets" additions, totaling 5.41 miles, increase the total "Other Streets" mileage in the City of Virginia Beach from 811.48 miles to 816.89 miles of approved streets subject to payment.

MOTION CARRIED


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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED 5.41
LANE MILES ~~30784~~ / 1090

SUBMITTED BY THE CITY OR TOWN (Date 2/01/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-2-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Pinewood Court	Sparrow Rd- Cul-de-sac		50'	30'	0.09	No	Stone	Plant Mix	2 A-9
Oakbeaks Crescent	Princess Anne Rd.-Cul-de-sac		Var 65/50'	Var 48/32'	0.10	No	Stone	Plant Mix	2 C-9 D-9
Broad Meadows Blvd	Newtown Road 270' North McComb Drive		60'	36'	0.25	No	Stone	Plant Mix	2 D-6
Kempshire Lane	Princess Anne Rd.- Dead End		50'	30'	0.14	No	Stone	Plant Mix	2 D-9
Beaton Court	Kempshire Lane- Dead End		50'	30'	0.03	No	Stone	Plant Mix	2 D-9
Ashforth Court	Kempshire Lane- Dead End		50'	30'	0.05	No	Stone	Plant Mix	2 D-9
Amboy Court	Kempshire Lane- Dead End		50'	30'	0.05	No	Stone	Plant Mix	2 D-9
Clairmont Court	Kempshire Lane- Dead End		50'	30'	0.04	No	Stone	Plant Mix	2 D-9
Dunderdale Court	Kempshire Lane- Dead End		50'	30'	0.04	No	Stone	Plant Mix	2 D-9
Garfield Ave	Good Hope Rd- Alabama Rd.		50'	30'	0.38	No	Stone	Plant Mix	2 G-9 G-10
Good Hope Rd.	Rosemont Rd- McKinley Ave.		50'	30'	0.23	No	Stone	Plant Mix	2 G-9 G-10
Farsday Lane.	Garfield Ave- McKinley Ave.		50'	30'	0.12	No	Stone	Plant Mix	2 G-10
Dana Lane	Rosemont Rd- McKinley Ave.		50'	30'	0.21	No	Stone	Plant Mix	2 G-10

SIGNED  Dept. of Highway Engineer

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 2/01/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-2-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
ChAMPLAIN Lane	McKinley Ave - Rosemont Rd.		50'	30'	0.20	No	Stone	Plant Mix	2 G-10
Forest Glen Rd.	McKinley Ave - Rosemont Rd.		50'	30'	0.22	No	Stone	Plant Mix	2 G-10
Alabama Rd.	Roosevelt Ave - Lincoln Ave		50'	30'	0.11	No	Stone	Plant Mix	2 G-10
Roosevelt Ave.	Bancroft Ave - Alabama Rd.		50'	30'	0.16	No	Stone	Plant Mix	2 G-10
Lincoln Ave.	Bancroft Ave - Alabama Rd.		50'	30'	0.15	No	Stone	Plant Mix	2 G-10
Bancroft Ave.	Rosemont Rd. - To East End		50'	30'	0.22	No	Stone	Plant Mix	2 G-10
Express Way Dr.	South Blvd - Dead End		60'	31'	0.16	No	Stone	Plant Mix	2 E-8 E-9
Old Glory Rd.	Newland Drive to 520' East Magic Hollow Subdivision		50'	30'	0.28	No	Stone	Plant Mix	2 H-11
Newland Drive	Magic Hollow Blvd. to Old Glory Rd.		50'	30'	0.05	No	Stone	Plant Mix	2 H-11
Newland Drive Lane	Magic Hollow Blvd. to 300' East Magic Hollow Subdivision		50'	30'	0.05	No	Stone	Plant Mix	2 H-11
Blackburn Lane	Bluecastle Lane - Cul-de-sac		50'	30'	0.34	No	Stone	Plant Mix	2 I-5 I-6
Bluecastle Lane	Rosehall Dr - Cul-de-sac		50'	30'	0.34	No	Stone	Plant Mix	2 I-5 I-6
Bluecastle Court	Bluecastle Lane - Cul-de-sac		50'	30'	0.11	No	Stone	Plant Mix	2 I-5 I-6

SIGNED _____



Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1971 AMENDMENT

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-2-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Chatsworth Court	Blackburn Lane - Cul-de-sac		50'	30'	0.05	No	Stone	Plant Mix	2 I-6
Blackburn Court	Blackburn Lane - Cul-de-sac		50'	30'	0.04	No	Stone	Plant Mix	2 I-5
Mowbray Court	Blackburn Lane - Cul-de-sac		50'	30'	0.03	No	Stone	Plant Mix	2 I-5
Butternut Drive	Old Great Neck Road to Long Leaf Road		50'	30'	0.26	No	Stone	Plant Mix	2 I-7
Burr Oak Circle	Butternut Drive - Cul-de-sac		50'	30'	0.04	No	Stone	Plant Mix	2 I-7
Burr Oak Court	Butternut Drive - Cul-de-sac		50'	30'	0.05	No	Stone	Plant Mix	2 I-7
Longleaf Rd.	Longleaf Ct. to Cul-de-sac		50'	30'	0.09	No	Stone	Plant Mix	2 I-7
Longleaf Ct.	Longleaf Rd. to Cul-de-sac		50'	30'	0.12	No	Stone	Plant Mix	2 I-7
Shagbark Rd.	Peritan Rd. to Reagan Ave,		50'	30'	0.15	No	Stone	Plant Mix	2 I-7
Chinberry Cir.	Butternut Dr. to Cul-de-Sac		50'	30'	0.04	No	Stone	Plant Mix	2 I-7
Chinberry Ct.	Butternut Dr. to Cul-de-Sac.		50'	30'	0.05	No	Stone	Plant Mix	2 I-7
Bigleaf Cir.	Butternut Dr. to Cul-de-Sac		50'	30'	0.04	No	Stone	Plant Mix	2 I-7
Bigleaf Ct.	Butternut Dr. to Cul-de-Sac.		50'	30'	0.03	No	Stone	Plant Mix	2 I-7

SIGNED _____
Dept. of Highways Engineer

4/21/77

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Portsmouth on additional streets totaling 1.26 miles and meeting required standards under the aforementioned section of the Code, effective April 1, 1977, for quarterly payment due after June 30, 1977. The additional streets and mileage eligible for payments are described as follows:

Welcome Road	- From Horne Avenue west to Rotunda Street	0.40 Mile
Welcome Court	- From Welcome Road south to end of cul-de-sac	0.03 Mile
Cole Road	- From Lake Forest Road east to Horne Avenue	0.13 Mile
Cole Court	- From Cole Road north to end of cul-de-sac	0.03 Mile
Lake Forest Road	- From Rotunda Street southerly to end of and including loop	0.41 Mile
Lake Forest Court	- From Lake Forest Road west to end of cul-de-sac	0.03 Mile
Newby Road	- From Lake Forest Road north to Welcome Road	0.09 Mile
Horne Avenue	- From Carson Crescent West north to Rotunda Street	0.14 Mile

These "Other Streets" additions, totaling 1.26 miles, increase the total "Other Streets" mileage in the City of Portsmouth from 349.94 miles to 351.20 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 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 Henry County has by resolution requested the use of industrial access funds to provide adequate access to the expanded facility of Martin Processing, Incorporated, located off Route 907 north of Fieldale, estimated to cost \$25,000; and

4/21/77

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

NOW, THEREFORE, BE IT RESOLVED, that \$25,000 from the 1976-77 industrial access fund be allocated to provide adequate access to the expanded facility of Martin Processing, Incorporated, located off Route 907 north of Fieldale in Henry County, Project 0907-044-199, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 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 Henry County has by resolution requested the use of industrial access funds to provide adequate access to a proposed new plant of Martin Processing, Incorporated, which is now under construction off Route 583 north of Fieldale, estimated to cost \$85,000; 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 and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$85,000 from the 1976-77 industrial access fund be allocated to provide adequate access to a new plant of Martin Processing, Incorporated, which is now under construction off Route 583 north of Fieldale in Henry County, Project 0683-044-198, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

4/21/77

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 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 Town Council of Saltville and the Board of Supervisors of Smyth County have by resolution requested the use of industrial access funds to provide adequate access to the proposed new facility of Greer Lime Company, to be located off Plant Road within the Town of Saltville in Smyth County, estimated to cost \$134,000; 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 and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$134,000 from the 1976-77 industrial access fund be allocated to provide adequate access to the proposed new facility of Greer Lime Company, to be located off Plant Road within the Town of Saltville in Smyth County, Project 9999-295-166, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, the Federal Government, acting through the Federal Urban Mass Transportation Administration (UMTA), has made an offer of contractual assistance to the Virginia Department of Highways and Transportation to further planning activities under Section 9 of the Urban Mass Transportation Act of 1964, as amended; and

WHEREAS, the State Highway and Transportation Commission has been delegated the responsibility for developing and coordinating balanced and unified transportation system plans; and

WHEREAS, it is necessary that the Commission authorize the Commissioner to act in its behalf;

4/21/77

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission does hereby authorize the Commissioner to enter into any necessary contractual agreements to carry out these planning activities.

MOTION CARRIED

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

WHEREAS, on June 26, 1974, bids were received for construction of the West Norfolk Bridge on Route 164 in the City of Portsmouth, at which time the low bid in the amount of \$15,076,445.50 was submitted by B. F. Diamond Construction Company, Incorporated; and

WHEREAS, this bid was greatly in excess of the engineer's estimate, funds in the amount of the low bid were not available; and the bid was rejected by the Commission; and

WHEREAS, due to the urgent need for replacement of the existing structure, the plans were modified to provide a two-lane roadway on a four-lane substructure with bids being received on October 22, 1975, at which time the low bid in the amount of \$8,013,300.10 was submitted by T. A. Loving Company; and the contract was subsequently awarded by the Commission; and

WHEREAS, the Council of the City of Portsmouth has requested by resolution dated April 12, 1977, that the existing contract be extended to provide the complete four-lane roadway and has agreed to participate to the extent of 15% in the additional cost, and understands that adjustments will have to be made in the time schedule for future projects on the Western Freeway; and

WHEREAS, construction at a later date will require additional environmental permits and necessitate additional costs; and

WHEREAS, the contractor is agreeable to extending the existing contract to include this work in the approximate amount of \$3,270,000.00, which will result in a total cost of approximately \$11,283,300.00 for the four-lane structure, as compared to \$15,076,445.50 originally bid, resulting in a net savings of approximately \$3,793,145.00;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission concurs in the extension of the contract to provide for the completion of the four-lane bridge in the approximate amount of \$3,270,000.00.

MOTION CARRIED

4/21/77

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 460, State Highway Project 626-FW, the Commonwealth acquired certain lands from Madeline D. Fleetwood by deed dated August 10, 1943 and recorded in Deed Book 40, Page 22 in the Office of the Clerk of the Circuit Court of Sussex County; and

WHEREAS, the adjoining landowner has requested that any unneeded land be conveyed to her in order to more fully develop her land; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southwest side of and adjacent to the southwest right of way limits of Route 460 from a point 40 feet opposite Station 1844+00 (centerline Route 460) to a point 40 feet opposite approximate Station 1845+00 (centerline Route 460) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjacent 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. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 615, State Highway Project 0615-047-108, C-501, the Commonwealth acquired certain lands from Better Buy Builders Supply, Incorporated by deed dated May 5, 1966 as recorded in Deed Book 108, Page 367 in the Office of the Clerk of the Circuit Court of James City County; and

WHEREAS, a portion of the land, so acquired, lies outside the northwest normal right of way limits of Route 615, and the adjoining landowners have requested that the Commonwealth convey the excess land in order that they may more fully develop their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying northwest of and adjacent to the northwest normal right of way limits of Route 615 from a point 25 feet opposite approximate Station 205+20 (centerline Route 615) to a point 25

4/21/77

feet opposite approximate Station 206+75 (centerline Route 615) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of §33.1-154 of the 1950 Code of Virginia, as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowners of record for a consideration acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 514, now Route 17, State Highway Projects 523-E and 2099-04, now Project 0017-099-101, RW-202 the Commonwealth acquired certain lands from the Board of Supervisors of York County by deed dated July 20, 1929 and recorded in Deed Book 44, Page 219; and from T. M. Harper and Hazel Harper by deed dated August 20, 1951 and recorded in Deed Book 72, Page 469. Both of these deeds are recorded in the Clerk's Office of the Circuit Court of York County; and

WHEREAS, the adjacent landowners have encroached on the right of way and in order to clear this encroachment it is recommended that the southwest right of way line be shown along the normal right of way limits and the surplus land be conveyed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southwest side of and adjacent to the southwest normal right of way limits from a point 81 feet opposite approximate survey Station 315+77.63 (centerline proposed N.B.L. Route 17) to a point 81 feet opposite survey Station 320+29 (centerline proposed N.B.L. Route 17) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

4/21/77

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 14, now Route 29, State Highway Project 577-A, now Project 0029-071-109, RW-203, the Commonwealth acquired certain lands from Charles Crane and Lottie May Crane by deed dated August 15, 1929, as recorded in Deed Book 206, Page 108; and from Bryant Brothers and Company, et al by deed dated July 24, 1929, as recorded in Deed Book 205, Page 536. These deeds are recorded in the Office of the Clerk of the Circuit Court of Pittsylvania County; and

WHEREAS, a portion of the land, so acquired lies outside the east normal right of way limits of Route 29, and the adjoining landowner has requested that any of the land which can be declared surplus be conveyed to him in order that he may more fully develop his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the east side of and adjacent to the east normal right of way limits of Route 29 from a point approximately 60 feet opposite approximate Station 536+76 (centerline N.B.L. Route 29) to a point approximately 50 feet opposite approximate Station 539+48 (centerline N.B.L. Route 29) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 13, formerly Route 34, State Highway Project 296-CW, formerly State Highway Project 296C, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way limits, from J. E. Gladstone, et al by deed dated October 9, 1928 and recorded in Deed Book 86, Page 420 in the Office of the Clerk of the Circuit Court of Northampton County; and

WHEREAS, a portion of the land acquired lies outside the normal right of way limits and is large enough for independent development; and

4/21/77

WHEREAS, since there appears to be a market for the land, it is to be advertised for sale by receipt of sealed bids, with the right reserved to reject any and all bids; and provided the highest bid received is not satisfactory to this Department, we propose to negotiate a sale with anyone willing to pay a consideration that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southeast side of and adjacent to the southeast normal right of way limits from a point approximately 25 feet opposite approximate Station 21+15 (centerline Route 13) to a point approximately 25 feet opposite approximate Station 24+70 (centerline Route 13) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 460, State Highway Project 0460-013-101, RW-208, the Commonwealth acquired certain lands from Georgia Pacific Corporation, et al by deed dated May 8, 1967 as recorded in Deed Book 179, Page 401 in the Office of the Clerk of the Circuit Court of Buchanan County and is the apparent owner of certain land comprising the northwestern half of a certain section of old Route 460; and

WHEREAS, a section of Route 460 was relocated in a southeastern direction from Station 921+05 to Station 927+56 and the new location serves the same citizens as the old location, and the said new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at its regular meeting held on March 17, 1977, the State Highway and Transportation Commission abandoned the section of old Route 460; and

WHEREAS, the adjoining landowners, in order to more fully develop their properties, have requested that the old section of Route 460 be conveyed to them; and

4/21/77

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the northwest side of and adjacent to the northwest normal right of way limits of Route 460 from a point 80 feet opposite survey Station 921+05.16 (office revised centerline) to a point approximately 85 feet opposite approximate survey Station 927+50 (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.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute deeds of quitclaim, conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes,

seconded by Mr. Roos,

.that

WHEREAS, the Commonwealth is the apparent owner of the land comprising a section of old Route 63 in Russell County; and

WHEREAS, under Project 0063-083-008, a portion of Route 63 was relocated in a southern direction and the new location serves the same citizens as the old location, and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the County Board of Supervisors, at its regular meeting held on February 7, 1977 abandoned the old location of Route 63 from Station 119+00 to Station 124+50, which action was confirmed by the State Highway and Transportation Commissioner at its regular meeting held on March 17, 1977; and

WHEREAS, the adjoining landowner has requested that the section of old Route 63 be conveyed in partial exchange for certain lands required for improvements to Route 63; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the north side of and adjacent to the north proposed right of way line from a point approximately 60 feet opposite approximate Station 119+00 (centerline Route 63) to a point approximately 60 feet opposite approximate survey Station 124+50 (centerline Route 63) 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.

4/21/77

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 is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying same to the adjoining landowner of record in partial exchange for certain lands required for improvements to Route 63.

Motion carried.

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 50, State Highway Project 0050-034-104, RW-201 and old Project 321, the Commonwealth acquired certain lands from Russell R. Cooper and Blanche Conrod Cooper by deed dated August 30, 1966 as recorded in Deed Book 326, Page 133 and from Marshall W. Cooper by deed dated September 8, 1924. Both deeds are recorded in the Office of the Clerk of the Circuit Court of Frederick County; and

WHEREAS, under Project 0050-034-104, RW-201, a section of Route 50 was relocated in a southern direction, serving the same citizens as the old location; and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at its regular meeting held January 8, 1975, the Board of Supervisors of Frederick County abandoned the old section of Route 50 from a point opposite Station 191+50 to a point opposite Station 200+50, which action was confirmed by the State Highway and Transportation Commission on February 20, 1975; and

WHEREAS, the adjacent landowners have requested that the Commonwealth convey to them the excess land comprising the old road lying north of and adjacent to the north normal right of way limits of present Route 50 in order that they may more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying north of and adjacent to the north normal right of way limits of present Route 50 from a point approximately 48 feet opposite approximate Station 191+00 (centerline W.B.L.) to a point approximately 48 feet opposite approximate Station 198+30 (centerline W.B.L.) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds, without warranty, conveying same to the adjoining landowners of record for considerations

4/21/77

satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes,

seconded by Mr. Roos.

that

WHEREAS, in connection with Route 17, State Highway Project 6017-028-105, RW-201, the Commonwealth acquired certain lands comprising the present connection of Route 633 from R. Hugh Motley, et al by Certificate No. C-17841, case for which has been settled, as recorded in Deed Book 110, Page 703; Heirs at Law of Lewis Williams by Certificate No. C-19501, case for which has been settled as recorded in Deed Book 112, Page 358; and the Heirs at Law of H. V. Chinsult by deed dated November 12, 1970 as recorded in Deed Book 112, Page 231. The instruments referred to above are of record in the Office of the Clerk of the Circuit Court of Essex County; and

WHEREAS, Mr. S. W. Sisson and Mr. R. W. Watts are developing the adjacent property and have constructed a new connection of Route 633 with Route 17 approximately 500 feet north of the present connection under Permit No. 6-9679; and upon acceptance of the new connection, they have requested that the land comprising the present connection be conveyed to them; and

WHEREAS, the Board of Supervisors of Essex County, at its regular meeting held on August 12, 1975 tentatively passed a resolution accepting the new location and abandoning the old location upon the satisfactory completion of the new construction; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising the present connection of Route 633 with Route 17 from a point 83 feet opposite Station 674+00 (centerline proposed N.B.L. Route 17) to a point 78 feet opposite Station 677+00 (centerline proposed N.B.L. Route 17) 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 new connection is officially accepted and the present connection is abandoned by the Board of Supervisors of Essex County.

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 is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowners of record in partial exchange for a deed to the lands comprising the new connection of Route 633 with Route 17 and subject to such restrictions as may be deemed requisite.

Motion carried.

4/21/77

Moved by Mr. Landes,

seconded by Mr. Roos,

that

WHEREAS, in connection with Route 716, State Highway Project 0716-081-143, C-502, the Commonwealth acquired certain lands from Joseph S. Mackey and Sara Jane Mackey by deed dated December 4, 1970 as recorded in Deed Book 318, Page 353 in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, a section of Route 716 was relocated in a northern direction, and the connection of Route 717 with Route 716 was relocated in a western direction; and the new locations serve the same citizens as the old locations and the said new locations have been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at its meeting held on May 8, 1972, the Board of Supervisors of Rockbridge County abandoned both sections of old rights of way, which action was approved effective June 8, 1972; and

WHEREAS, the adjoining landowners have requested that the land comprising the old connection of Route 717 with Route 716 be conveyed to them in order that they may more fully develop their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the centerline of old Route 717 and the south normal right of way limits of Route 716 from a point approximately 35 feet opposite approximate Station 10+70 (survey centerline connection Route 717) to a point approximately 30 feet opposite approximate Station 106+45 (survey centerline Route 716) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said lands, so certified, in accordance with the provisions of §33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowners of record for a consideration acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

4/21/77

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

WHEREAS, on the morning of February 24, 1977, the tanker, Marine Floridian, struck the Benjamin Harrison Memorial Bridge over the James River on Route 156 between Prince George County and Charles City County, resulting in the destruction of two spans north of the lift span, the north tower and the lift span, along with serious damage to the south tower; and

WHEREAS, this damage resulted in the elimination of both highway and river traffic with immediate serious effect on highway users and industries relying on supplies by water, necessitating emergency action on the part of the Department of Highways and Transportation; and

WHEREAS, Section 33.1-185 of the Code of Virginia excludes in cases of emergency the requirement for advertisement of bids, the Chief Engineer has entered into an emergency contract with Atkinson Dredging Company of Chesapeake, Virginia, in the amount of \$100,000, covering the channel dredging necessary to provide passage of military landing craft and other vessels required to provide essential vehicular passage until such time as the bridge can be restored;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission confirms this action.

MOTION CARRIED

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

WHEREAS, the Paramount Land Company, Incorporated, is developing an area northwest of Route 23 (Wise Bypass) between Esserville and Wise; and

WHEREAS, some eighteen businesses and services will operate in this area, thus contributing to the economy of localities surrounding this development; and

WHEREAS, this development will be public in nature as opposed to a private enterprise; and

WHEREAS, the developer has stated he will construct an internal roadway to this Commission's specifications and will take necessary steps to have the completed roadway and right of way presented to the Wise County Board of Supervisors for inclusion of the road into the secondary system of highways; and

WHEREAS, the developer has requested an access point to his property from Route 23 (Wise Bypass), which was constructed and is being maintained by this Commission as a limited access right of way; and

4/21/77

WHEREAS, the requested access point will intersect Route 23 opposite the present grade intersection of Route 23 and the Wise Connector Road; and

WHEREAS, the City of Norton has approved the access point; and

WHEREAS, the Federal Highway Administration has approved the access point; and

WHEREAS, five members of the Wise County Board of Supervisors expressed approval of the access point in a letter of March 15, 1977, to Mr. John F. Turner, Highway and Transportation Department District Engineer at Bristol; and

WHEREAS, an engineering study indicates future traffic in the intersection will increase by approximately 4,000 vehicles per day and accidents could be expected to increase due to the increase in traffic volumes;

NOW, THEREFORE, BE IT RESOLVED, that this Commission does approve the access point opposite the grade intersection of Route 23 and the Wise Connector, known as Point "B" on mapping presented with the request, provided the developer will dedicate to this Commission a sufficient area of his land to accommodate an interchange at this point when it is considered needed by this Commission, and, further, that the validity of the signatures of the members of the Wise County Board of Supervisors on the Board's letter of March 15, 1977, to Mr. John F. Turner, can be verified.

MOTION CARRIED

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

WHEREAS, the Department of Highways and Transportation on March 3, 1977, advertised for bids to be received April 5, 1977, for the construction of Route 66, Project 0066-029-103, C-504, B-627 thru B-630, B-639, B-640, B-648, B-649, a segment of Route 66 between Route 495 (Capital Beltway) and Route 7 at Falls Church; and

WHEREAS, wage rates as specified by the Davis-Bacon Act and approved by the U.S. Department of Labor in Decision No. 76-VA-647 for this project were included in the contract proposal; and

WHEREAS, on March 25, 1977, the U.S. Department of Labor in Decision No. 77-VA-235, superseding Decision No. 76-VA-647, established rates for this project comparable to Metro transit construction, which resulted in an average increase of 82% over rates authorized for the project in Decision No. 76-VA-647; and

4/21/77

WHEREAS, the Department immediately objected strenuously to this arbitrary change, stating that work items were highway related and no different from other Interstate projects, with the result that on March 29, 1977, the Department of Labor issued Decision No. 77-VA-242, superseding Decision No. 77-VA-235, which provided for the higher Metro rates on those segments of the project constituting aid to Metro transit; and

WHEREAS, the administration of split wage rates would be completely impractical to administer in the same contract, would set a precedent, would establish Metro wage rates in Fairfax County where no Metro construction has been performed to date, and would lead to higher wage rates and subsequent higher highway construction costs in the entire Northern Virginia area;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission expresses its strong objection to this arbitrary action by the U.S. Department of Labor and fully concurs in the appeal of Decision No. 77-VA-242, and encourages action as may be necessary to secure authorization for wage rates on this project comparable to rates for other highway construction projects in the area; and

BE IT FURTHER RESOLVED, that the State Highway and Transportation Commission expresses appreciation to Governor Mills E. Godwin, Jr., for his letter to the Secretary of Labor and his strong support for the repeal of the wage rates established for this project.

MOTION CARRIED

Mr. J. M. Wray, Jr., Director of Operations, briefed the Commission on the recent flooding conditions in the southwest part of the state and showed slides of the damage. On motion of Mr. Hooper, seconded by Mr. Hassell, the following resolution of appreciation was adopted:

WHEREAS, devastating floods ravaged a wide area of Southwest Virginia in the period April 3-5, 1977, claiming a heavy toll in property losses and human suffering; and

WHEREAS, 1,600 miles of roads and 38 highway bridges were damaged beyond use, making the provision of immediate emergency assistance exceedingly difficult; and

WHEREAS, employees of the Virginia Department of Highways and Transportation responded quickly to restore transportation facilities so that other flood recovery operations could proceed and so that a large measure of orderly and safe mobility could be resumed; and

4/21/77

WHEREAS, these employees worked untold hours without rest and with little concern for themselves, and in so doing exemplified the highest levels of devoted public service and compassion for those in distress;

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Commission of the Commonwealth of Virginia does in this manner express to these employees of the Department of Highways and Transportation its deepest gratitude and heartiest congratulations for an exceptional performance in the face of extremely difficult conditions.

MOTION CARRIED

Mr. Harwood told the Commission of a resolution recently adopted by the Board of Supervisors of Surry County concerning ferry service linking Surry County and the Williamsburg area. The resolution requested the Department to (1) increase the budget of the ferry system so that better care can be taken of the existing ferries, (2) seriously investigate the purchase of new ferries, and (3) provide toll-free service. The chairman referred this matter to the Commission's Toll Road Committee, and it was stated that this committee plans a visit in the near future to observe the service. Messrs. Wray, Hodge, and Leigh are to work with the committee.

Mr. Harwood pointed out that in a resolution adopted by the Commission at its January meeting, he had been instructed to appoint an Advisory Committee to study the movement of 14-foot wide mobile homes and modular housing units. He would like to appoint Mr. A. L. Thomas, Jr., with the Department's Traffic and Safety Division, Major C. M. Boldin with the State Police, Mr. Walter Douglas with the Highway Safety Division, Mr. James W. Severt with the Home Manufacturers Association of Virginia, Inc., Mr. Marvin M. Parr, Executive Director of the Virginia Manufactured Housing Association, and Mrs. James M. Minor, Jr., Legislation Chairman of the Virginia Federation of Women's Clubs. The appointment of this committee was approved by the Commission on motion of Mr. Hall, seconded by Mr. Roos. The newly appointed committee will meet with the Commission's Permit Committee and will report to the Commission through that committee.

Mr. William J. Leidinger, City Manager of Richmond, appeared before the Commission to request an immediate halt to construction on Route I-295 north of the City. A copy of his talk is attached. The chairman appointed a committee comprised of Messrs. Fralin (chairman), Beaton, Glass, and Hassell to review the situation described by Mr. Leidinger and as promptly as possible make a recommendation to the Commission as to what action should be taken. Messrs. Coldiron and Royer are to work with the committee.

Presentation By City of Richmond, Virginia
to the
VIRGINIA HIGHWAY COMMISSION REGARDING I-295
April 21, 1977
Charlottesville, Virginia

Thank you for this opportunity to bring to you a matter of extreme and vital concern to the City of Richmond, the State, and the Nation. We are asking you to stop, immediately, any further construction of the I-295 Beltway around Richmond. No longer are we asking that you delay or postpone construction because of Richmond's concerns - but to stop construction because you are concerned. The facts scream out that a tremendous waste of state and federal funds will occur if we permit construction of an expressway that is not, and will not, be needed; and which will violate local objectives and national policies.

Yes, you are right, we are late in raising this point, but the facts have only recently become clear to us. We, like everyone else during the 1950s and 1960s, accepted beltways as an integral part of the planning of highway networks. But in the 1970s it became increasingly evident that changing conditions nationally and locally could make this Beltway a mistake.

First in meetings in 1972 with the Transportation and Land Use committees of the Regional Planning Commission we voiced our concern that a beltway could lead to unwise land use development and urban sprawl. Later, in 1973, Barton-Aschman, consultants to RRPDC confirmed this concern and warned that such a beltway would be harmful.

However, it wasn't until consultants working with the Downtown Development Commission in 1975 advised the City that the beltway should be stopped that we started taking a real look at whether a beltway was needed, whether such a beltway would solve the traffic problems facing the area, and what the impact on the economic environment might be. The Downtown Development Commission had been spending tremendous time, energy and millions of dollars to revitalize the Carter Core, and advice from these renowned consultants that a beltway would be harmful was of major concern. In order to secure an unbiased competent analysis on the beltway and its effects, the City then asked The Urban Institute, a most highly respected non-profit research organization, devoted to studies of urban problems, if they would undertake such a study. The Institute accepted this assignment only because they found that such a study had never been made anywhere in the United States and the results would be of national interest.

The findings of their research study are startling and very persuasive. As a result City Council felt compelled, even at this late date, to pass a Resolution asking that the construction of I-295 be stopped and requested City Administrative officials to make strenuous efforts to make others aware of the need to stop the beltway.

The first startling fact discovered was that Richmond would be the smallest city in the United States to have such a beltway - the next smallest city being over 50% larger in population. Also, this beltway is through open land much farther beyond the urban area than those found in other cities.

Therefore, it will not serve to reduce the heavy local traffic, nor interconnect existing developed areas. This means that most of the traffic on this beltway will be thru-traffic, and the projected future external traffic volumes had been based on obsolete data and obsolete trends and had in no way considered the potential impact of the energy crisis.

The energy crisis alone is sufficient cause to stop construction now and seek a solution more cognizant of the new conditions created by the lack of gasoline.

But even without the energy crisis to contend with, the traffic volumes used by the Highway Department are far in excess of what volumes should be expected in light of recent trends. As you will note from the chart on the next page, the heavy line connecting the dots shows the actual 24-hour traffic volumes for I-95 immediately north of Parham Road for the period 1960 to 1976. These are the actual external thru-traffic volumes. The dashed line shows the thru-traffic volumes projected by Wilbur Smith and Associates in 1985 Update of the Richmond Regional Area Transportation Study made in 1971. The blocks are the projected data points for 1980 and 1985. Note in the upper right hand corner there is a triangular data point at 1995. This is the very latest projection of external traffic by the Highway Department from the 1995 RRATS Up-date, Alternative 5. You can see from the extension of the Wilbur Smith projections that this 1995 point is predicated on an even higher rate of growth than predicted in 1971. The actual volumes measured since 1969 show how absurd such fantastic growth projections are.

Projections of traffic volumes using as a base 1971, '72, and '73 (before the oil boycott crisis) or 1972, '73, and '76 (ignoring the effect of the gasoline

The Urban Institute performed an extensive analysis of the "internal auto driver trip generation rate" based on the latest Census Bureau and U. S. Department of Transportation data available including area population growth, family size, auto ownership, vehicle trip distances and times, population density and area of traffic generation. The Urban Institute study concluded that the observed and projected reductions in traffic volume growth will result in great underutilization of a beltway, since even with the exaggerated traffic volumes of the RRATS, the Beltway could be expected to operate at only 25% to 75% of peak-hour capacity.

Obviously, when one realizes that the future volumes of thru traffic are insufficient to warrant the construction of the beltway, one immediately starts to question whether the beltway is the proper solution to the need to relieve congestion on I-95 through the City of Richmond. The most congested portion is that segment where I-95 and I-64 double up on the same route. (Incidentally I cannot help but remind you that the decision to double up the two Interstate Expressways on one route-bed was made by the State over the official objections of Richmond, Henrico, Chesterfield, and the Regional Planning Commission.) The Urban Institute study calls attention to the fact that other options are available that would ameliorate the congestion presently on I-95 in lieu of the construction of the beltway. Some immediate relief will be available in the next few months when the RMA Ramps are opened into I-95 at the James River Bridge. This will permit a by-pass of the congested section of I-95 via I-195 and the RMA. Another option suggested for study was the

extension of I-195 along the SCLRR tracks from the south side of the Powhite Bridge as presently shown in the City's Master Plan (entitled Beltline Expressway) It would be possible to continue this route southwardly to I-85 south of Petersburg should traffic volumes warrant it. In any case, it would be much more practical and would result in a tremendous financial savings over the proposed I-295 Beltway. A rough estimate of the cost of the Beltway around Richmond and the parallel route to I-95 is one-half billion dollars, based on current dollars. It will be far more by the time the construction occurs.

As you can see there is no reason which justifies the expenditure of at least a half billion and perhaps as much as a billion dollars on a beltway which will leave us with our internal traffic congestion problems unsolved.

Richmond has additional reasons for attempting to prevent the construction of this Beltway. A major concern to the City is the detrimental impact the beltway will have on our tax base. The Urban Institute Study indicates that although outward movement and decentralization of population and business has occurred and will continue, the I-295 Beltway would accelerate and magnify such movement. Industry, as well as commercial development would gravitate from the City to new locations along and even beyond this free Interstate Expressway. The economic development that occurs along the Beltway would not be newly added economic activity for the region, but will primarily be a shift or translocation within the area - from the City and close-in county areas to farout beltway locations. With the construction of the Beltway, it is projected that the rate of decline in the City's share of the SMSA retail trade will be accelerated by another 23% over the next 10 years.

Study after study has confirmed the fact that extensive urban growth is attracted to new expressways at the edge of cities, but no study until this one has shown where it comes from - the Central City. This would be no problem if the city could annex or expand its area to include the total fiscal structure of urban growth. In fact, the three cities in The Urban Institute Study closest to Richmond's size (San Antonio, Columbus and Indianapolis) each incorporated the area developed by their beltways and recouped the socio-economic resources. This option appears foreclosed in Virginia.

Analyses by the Brookings Institute presented to the U. S. Congressional Committee last October showed that only those cities which have spread their boundaries to retain their tax base and middle-income population have remained economically viable. The most distressed cities in the United States were those in the northeast that have not expanded. As more residents and businesses move out, the city's tax base is driven down. Property or other tax rates have to be raised to compensate, and this, in turn, forces more people and industries to leave. If Richmond were caught in such a cycle and unable to annex or secure other relief, it would soon become a blighted State Capitol dependent on the largess of the State.

At a time when HUD, HEW, UMTA, CSA, DOL and other federal and state agencies are expending tremendous efforts and resources to maintain and revitalize the inner City, support mass transportation, and foster efficient and wise use of land and energy, it is counterproductive and unwise to spend additional millions of state and federal funds in a manner which will work against these programs. This is a startling example of massive conflicting state and local policy and the counterproductive use of state and federal funds in one area.

Admittedly, it is very late for the City of Richmond to request that this Beltway be stopped. But new facts, changing conditions and a national crisis demand that a new and very careful look be given this entire project. It is the responsibility of the Highway Commission to deal with such broad and significant policy issues, and we urge you to reconsider the facts, review the objectives and be willing to alter your policy concerning this Beltway.

Since there are convincing reasons that construction of the Beltway should be stopped, it would certainly appear imprudent to accelerate activities or hasten construction at this time. While this matter is being studied further, by you and the U. S. Department of Transportation, we would urge you to cease all acquisition and construction activity.

The Department of Transportation is reviewing the entire issue. Assist us by explaining what the best solution is, under current conditions, of alleviating the existing and anticipated congestion on I-95.

We think your conclusion will lead you to a better way, and if you will use your initiative and assume your responsibilities in this area, hundreds of millions of federal and state dollars can be saved without harm to traffic movement.

4/21/77

Mr. Harwood told the Commission of a letter he had recently received from Senator James T. Edmunds expressing dissatisfaction with the Department's actions preceding a decision by the Commission on the location of the Powhite Parkway Extension. After some discussion, it was decided that the chairman would prepare a suitable response to the Senator.

The next meeting of the Commission will be held in Richmond on May 19, 1977, at 10 a.m.

The meeting was adjourned at 12 noon.

Approved:


Chairman

Attest:


Secretary