

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

May 12, 1982

The monthly meeting of the State Highway and Transportation Commission was held in the Central Highway Office in Richmond, Virginia, on May 12, 1982, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Guiffre, Hooper, Robinson, Smalley, Smith, Vaughan and Watkins.

Absent: Messrs. Brydges and Mohr.

On motion of Mr. Hooper, seconded by Mr. Bane, the minutes of the meeting of April 15, 1982, were approved.

On motion of Mr. Hooper, seconded by Mr. Bane, permits issued from April 15, 1982, to May 11, 1982, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Hooper, seconded by Mr. Bane, that cancellation of permits from April 15, 1982, to May 11, 1982, inclusive, as shown by records of the Department, were approved.

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission approve additions to the Secondary System from April 15, 1982, to May 11, 1982, inclusive, as shown by records of the Department. Motion carried.

On motion of Mr. Hooper, seconded by Mr. Vaughan, the Commission voted to reinstate Blakemore Construction Corporation to the Department's prequalified bidders' list.

Mr. Leo E. Busser, III, Deputy Commissioner and Chief Engineer, reviewed for the Commission the Estimate of Revenue and Appropriations for Fiscal Year 1982-83; and on motion of Mr. Robinson, seconded by Mr. Bane, it was approved, as attached.

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
ESTIMATE OF REVENUES
FISCAL YEAR 1982-83

	<u>EXISTING</u> <u>SOURCES</u>	<u>ACTS OF 1982</u> <u>(HB 532)</u>	<u>TOTAL</u>
<u>STATE SOURCES</u>			
Highway User Taxes and Fees:			
Fuel Tax-SCC	\$ 12,884,000	--	\$ 12,884,000
Fuel Tax-DMV	<u>300,600,000</u>	--	<u>300,600,000</u>
Fuel Tax-Nat	313,464,000	--	313,464,000
3% Oil Company Excise Tax	--	88,094,895	88,094,895
Title Registration	7,280,000	4,065,180	11,345,180
Motor Vehicle Licenses	78,752,000	28,445,495	106,197,495
Operators Licenses	10,850,000	--	10,850,000
Outdoor Advertising	128,000	--	128,000
Uncollected Check Fees, DMV	38,000	82,500	121,500
Reserved License Plate Fees	1,398,000	--	1,398,000
License & Registration Reinstatement Fees	172,000	29,610	201,610
Operators License Reinstatement Fees	1,088,000	187,790	1,255,790
Jonestown Ferry Tolls	316,000	--	316,000
Sales and Use Tax	87,372,000	--	87,372,000
Recording, Copying, and Certifying			
Public Record Fees	3,847,000	--	3,847,000
Service of Process Notices	19,000	--	19,000
Truck Weighing Fees	30,000	--	30,000
Liquidated Damages-Weight Violations	2,200,000	--	2,200,000
Overload Permits	--	3,000,000	3,000,000
Motor Vehicle Carrier Permits-SCC	2,066,000	3,500,000	5,566,000
Mileage Permit Fees-DMV	172,000	--	172,000
Mileage Permit Fees-DHT	359,000	--	359,000
Hauling Permit Fees	330,000	--	330,000
Permit Inspection Fees	243,000	--	243,000
Dealers Licenses	314,000	76,110	390,110
Fines for Littering Highways	1,000	--	1,000
Land and Building Rentals	8,000	--	8,000
Miscellaneous Revenue	7,000	--	7,000
Motor Vehicle Rental Tax	4,390,000	--	4,390,000
Interstate Reciprocal Registration Plan	13,179,000	3,952,105	17,141,105
Drivers Improvement Clinic Fees	<u>103,000</u>	<u>71,650</u>	<u>174,650</u>
Subtotal	<u>\$525,924,000</u>	<u>\$131,495,335</u>	<u>\$657,419,335</u>
Local Contributions:			
Urban Construction Projects	3,500,000	--	3,500,000
Revenue Sharing	1,500,000	--	1,500,000
Coal Severance Tax Roads	<u>9,000,000</u>	<u>--</u>	<u>9,000,000</u>
Subtotal	<u>\$ 14,000,000</u>	<u>--</u>	<u>\$ 14,000,000</u>
TOTAL STATE SOURCES	\$539,924,000	\$131,495,335	\$671,419,335

	<u>EXISTING SOURCES</u>	<u>ACTS OF 1982 (HB 532)</u>	<u>TOTAL</u>
<u>FEDERAL AID</u>			
Interstate Construction	\$147,886,000	--	\$147,886,000
Interstate 4R	<u>38,021,000</u>	--	<u>38,021,000</u>
Interstate Total	185,886,000	--	185,886,000
Consolidated Primary	32,580,600	--	32,580,600
Rural Secondary	6,986,000	--	6,986,000
Urban System	8,071,000	--	8,071,000
Bridge Replacement	25,301,000	--	25,301,000
Appalachian	5,000,000	--	5,000,000
Forestry	200,000	--	200,000
Planning and Research - HPR	2,214,000	--	2,214,000
- PR	269,000	--	269,000
Metro Planning (PL)	739,000	--	739,000
UMTA	2,343,500	--	2,343,500
Rail Continuance Assistance	<u>900,000</u>	--	<u>900,000</u>
TOTAL FEDERAL AID	\$271,300,000	--	\$271,300,000
<u>OTHER SOURCES</u>			
Toll Facilities	48,432,300	--	48,432,300
General Funds	<u>112,500</u>	--	<u>112,500</u>
TOTAL OTHER SOURCES	\$ 48,544,800	--	\$ 48,544,800
TOTAL ESTIMATED REVENUES	\$859,768,800	\$131,495,335	\$991,264,135

ALLOCATIONS OF ESTIMATED REVENUE
FISCAL YEAR 1982-83

	<u>EXISTING SOURCES</u>	<u>ACTS OF 1982 (HB 532)</u>	<u>TOTAL</u>
A. OPERATING BUDGET			
A.1 Administrative & Support Services			
Administration & Supervision	\$ 26,082,300	..	\$ 26,082,300
Advertising	40,000	..	40,000
Employee Education & Training	170,000	..	170,000
Legal	588,000	..	588,000
Safety, Accident Prevention, etc.	170,000	..	170,000
Unemployment Payments	700,000	..	700,000
Workmen's Compensation	40,000	..	40,000
Computer Services	2,518,000	..	2,518,000
Physical Plant Services	4,800,000	..	4,800,000
Total Administrative & Support Services	34,908,300	..	34,908,300
A.2 Ground Transportation Regulation			
Traffic & Safety Mobile Truck Weighing	680,000	..	680,000
Interstate Permanent Truck Weighing	1,391,500	..	1,391,500
Primary Permanent Truck Weighing	568,000	..	568,000
Total Ground Transportation Regulation	2,649,500	..	2,649,500
A.3 Ground Transportation System Planning And Research			
Skid Resistance Testing	130,000	..	130,000
Research Council-Administration	658,524	..	658,524
Research Council-State Research	887,182	..	887,182
Traffic Census	1,133,000	..	1,133,000
Traffic and Safety-Routine	2,780,560	..	2,780,560
Rail Transportation-Routine	322,018	..	322,018
Rail Transportation-Thoroughfare Studies	7,000	..	7,000
Transportation Planning-Routine	120,000	..	120,000
Transportation Planning-Thoroughfare Studies	150,000	..	150,000
Public Transportation-Routine	157,000	..	157,000
HPR-PR	2,938,748	..	2,938,748
Total Ground Transportation System Planning and Research	9,262,000	..	9,262,000

	<u>EXISTING SOURCES</u>	<u>ACTS OF 1982 (HB 532)</u>	<u>TOTAL</u>
A.4 Highway System Acquisition and Construction			
Industrial Access	\$ 3,000,000	--	\$ 3,000,000
Recreational Access	500,000	--	500,000
Airport Access	500,000	--	500,000
Construction Training-Supported Services	336,500	--	336,500
Engineering Overhead	3,119,500	--	3,119,500
Subtotal Access Roads and Other Construction	7,458,000	--	7,458,000
Interstate Construction	211,008,000	--	211,008,000
Primary Construction	40,709,900	47,000,000	87,709,900
Appalachian Federal Aid	4,750,000	--	4,750,000
Interstate Discretionary for Primary System	--	7,000,000	7,000,000
Subtotal Primary Construction	46,459,900	54,000,000	99,459,900
Secondary Construction-Regular	33,016,050	23,545,300	56,561,350
Unpaved Roads	5,145,300	6,954,700	12,100,000
Appalachian Federal Aid	250,000	--	250,000
Revenue Sharing	3,000,000	--	3,000,000
Coal Severance	9,000,000	--	9,000,000
Subtotal Secondary Construction	50,411,350	23,500,000	80,911,350
Urban Construction	33,016,350	23,500,000	56,516,350
Local Match	3,500,000	--	3,500,000
Subtotal Urban Construction	36,516,350	23,500,000	60,016,350
Total Highway System Acquisition And Construction	350,849,600	108,000,000	458,849,600
A.5 Highway System Maintenance			
Interstate Maintenance	38,336,900	--	38,336,900
Primary Maintenance	94,779,900	--	94,779,900
Secondary Maintenance	130,311,600	--	130,311,600
Total Highway System Maintenance	263,428,300	--	263,428,300
A.6 Toll Facility Operations			
Toll Facility Acquisition and Construction	22,678,000	--	22,678,000
Toll Facility Debt Service	9,766,000	--	9,766,000
Toll Facility Maintenance and Operation	15,988,300	--	15,988,300
Total Toll Facility Operations	48,432,300	--	48,432,300

	<u>EXISTING SOURCES</u>	<u>ACTS OF 1982 (HB 632)</u>	<u>TOTAL</u>
A.7 Financial Assistance to Localities for Ground Transportation			
Financial Assistance for City Street Construction and Maintenance (City Street Payments)	\$ 62,300,000		\$ 62,300,000
Financial Assistance for County Road Construction and Maintenance			
Arlington County	4,011,232	1,648,000	5,659,232
Henrico County	6,724,768	2,352,000	9,076,768
Financial Assistance for Mass Transit			
Northern Virginia Transportation Commission	6,634,000	14,000,000	20,634,000
Tidewater Transportation District Commission	848,000	2,066,790	2,914,790
Richmond Area	1,271,000	1,806,710	2,876,710
Peninsula Transportation District Commission	876,000	678,210	1,553,210
Roanoke Area	243,000	278,816	521,816
Lynchburg Area	114,000	243,790	357,790
Tri-Cities Area	28,000	87,750	113,750
Bristol Area	17,000	13,650	30,650
Charlottesville Area	77,000	172,300	249,300
Danville Area	174,000	81,900	255,900
All Areas-Discretionary	1,300,000	267,620	1,567,620
Experimental Public Transportation Projects	420,000		420,000
Public Transportation Promotion, Operations Studies and Ridesharing Support	200,000		200,000
Subtotal State Aid to Mass Transit	12,300,000	19,486,336	31,786,336
Washington Metropolitan Area Transit Commission	112,500		112,500
UMTA Grants	2,343,500		2,343,500
Rail Continuance Assistance Grants	900,000		900,000
Subtotal Financial Assistance for Mass Transit	15,658,000	19,486,336	35,161,336
Financial Assistance for Transportation Planning	950,000		950,000
Total Financial Assistance to Localities for Ground Transportation	89,642,000	23,486,336	112,137,336
A.8 Land Management			
Regulation of Outdoor Advertising	238,400		238,400
Total Land Management	238,400		238,400
TOTAL OPERATING BUDGET	\$798,408,400	\$131,486,336	\$929,894,736

B.	CAPITAL BUDGET	
B.1	Replacement	
	Ferryboat "Ocean City," Jamestown-Scotland Ferry	\$ 2,500,000
	(An additional \$2,500,000 will be required in FY-84)	
	Total Replacement	2,500,000
B.2	Construction: Operational Facilities	
	Bristol District-Claypool Hill Area Headquarters	
	Area Superintendent and Timekeepers Office and Gas Island	46,000
	Salem District -	
	Salem Residency Shop and Gas Island	100,000
	Salem Residency Site Work & Security Fence-State Forces	85,000
	Hillsville Residency Shop Modification	180,000
	Lynchburg District -	
	Bethel Area Headquarters Asphalt Tank	30,000
	Bethel Area Headquarters Storage Building	40,000
	Richmond District -	
	Church Road Area Headquarters - Area Superintendent and Timekeepers Office, Gas Island, Well and Septic Tank, Asphalt Tank	40,000
	South Brunswick Area Headquarters Well	6,000
	Dulpeper District -	
	Albemarle-Greene County Lot-Access Road Site Work and Fencing	15,000
	Staunton District -	
	District Shop Security Fence	24,000
	McGahaysville Area Headquarters Oil and Gas House and Island	10,000
	Norham Virginia Division -	
	Camp 30-60' x 150' Metal Building for Storage of Traffic Signals and Work Area for Two Superintendents	185,000
	Reserve-Contingency Fund	50,000
	Total Construction: Operational Facilities	760,000
	TOTAL CAPITAL BUDGET	\$ 3,260,000
C.	SUPPORT TO OTHER STATE AGENCIES	(from the Highway Maintenance and Construction Fund)
	Division of Motor Vehicles-Authority: Titles 46.1 & 58	61,780,100
	State Corporation Commission-Highway Vehicle Regulation, Budget Item 680; Authority: Titles 56 & 58	4,636,000
	Department of Education-Driver Safety Regulation, Budget Item 188; Authority: s 22.1-206, et al	92,000

	<u>TOTAL</u> <u>FY-83</u>
C. SUPPORT TO OTHER STATE AGENCIES (Continued)	
Department of Conservation and Economic Development- Land Management, Budget Item 143; Authority: Titles 10 & 46.1	\$ 28,200
Marine Resources Commission-General Management, Marine Life Management, Budget Items 154 & 155; Authority: Title 28.1	324,400
Department of Health-Emergency Medical Services, Budget Item 419; Authority: § 32.1 et al	165,800
Secretary of Transportation-General Management and Direction, Budget Item 628; Authority: Title 2.1, Chapter 5.5	150,800
Department of Transportation Safety-Safety Research and Analysis, Budget Item 632; Authority: Title 33.1, Chapter 11 and § 18.2-271.1	871,800
Department of General Services-Analysis of Gasoline, Diesel Fuel and Motor Oil, Budget Section 3-1.01	91,500
Department of Agriculture and Consumer Services-Inspection of Gasoline, Diesel Fuel and Motor Oil, Budget Section 3-1.01	46,400
Department of Law-Legal Services to Division of Motor Vehicles, Budget Section 3-1.01	23,800
TOTAL SUPPORT TO OTHER STATE AGENCIES	\$ 58,110,400
D. SUMMARY	
Operating Budget	929,903,735
Capital Budget	3,250,000
Support to Other State Agencies	58,110,400
TOTAL FUNDS ALLOCATED	\$991,264,135

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action on the
following resolution:

WHEREAS, under authority of Section 33.1-48 of the Code
of Virginia of 1950, as amended, request is made by the City
of Newport News for additions and a deletion of a street subject
to maintenance payments. The deletion is due to construction
within the City of Newport News.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments
be made to the City of Newport News on additional streets,
totaling 5.37 miles, and meeting required standards under the
aforementioned section of the Code, effective April 1, 1982,
for the quarterly payment after June 30, 1982. The additions
and deletion are described on the attached tabulation sheets
numbered 1 through 6, dated April 1, 1982.

These "Other Streets" additions, totaling 5.37 miles, and the
"Other Streets" deletion of 0.15 mile, for a net addition of
5.22 miles, will increase the total "Other Streets" mileage
in the City of Newport News from 345.35 miles to 350.57 miles
of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action on the
following resolution:

WHEREAS, under authority of Section 33.1-48 of the Code
of Virginia of 1950, as amended, request is made by the City
of Winchester for maintenance payments on additional streets
meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments
be made to the City of Winchester on additional streets,
totaling 1.48 miles, and meeting required standards under the
aforementioned section of the Code, effective April 1, 1982,
for the quarterly payment due after June 30, 1982. The
additional streets and mileage eligible for payments are
described on attached tabulation sheets numbered 1 and 2,
dated April 1, 1982.

These "Other Streets" additions, totaling 1.48 miles, increase
the total "Other Streets" mileage in the City of Winchester
from 64.36 miles to 65.84 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 City of Newport News
 Actual Miles: .63
 Lane Miles: 1.26

TOTAL ADDITIONAL MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 12/29/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-21-82)

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
Young Hills La.	Warwick Blvd.	800' east to dead end	50'	32'	800' .15	no	6"CR	S-5	X2 = .30
Darden Dr.	Denbigh Blvd.	200' north of Cremona Dr.	50'	32'	1100' .21	no	6"CR	S-5	X2 = .42
Parma Dr.	Darden Dr.	'cul-de-sac west	50'	32'	200' .04	no	6"CR	S-5	X2 = .08
Venetia Dr.	Darden Dr.	cul-de-sac west	50'	32'	300' .06	no	6"CR	S-5	X2 = .12
Cremona Dr.	Darden Dr.	400' west to dead end	50'	32'	400' .08	no	6"CR	S-5	X2 = .16
Cremona Dr.	Darden Dr.	cul-de-sac east	50'	32'	450' .09	no	6"CR	S-5	X2 = .18
				Actual Miles: .63				Lane Miles: 1.26	

SIGNED L. M. Hall
 Dept. of Highways' Engineer

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

MUNICIPALITY City of Newport News

Actual Miles: .56

TOTAL ADDITIONAL MILEAGE REQUESTED

Lane Miles: 1.12

SUBMITTED BY THE CITY OR TOWN (Date 12/29/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-21-82)

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
Woodside La.	Richneck Rd.	Red Oak Cir.	70'	40'	1300' .25	no	6"CR	S-5	X2 = .50
Aspen Dr.	Woodside La.	Cottonwood Dr.	50'	32'	700' .13	no	6"CR	S-5	X2 = .26
Aspen Dr.	Woodside La.	cul-de-sac north	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Redwood Ct.	Aspen Dr.	cul-de-sac east	50'	32'	200' .04	no	6"CR	S-5	X2 = .08
Peachwood Ct.	Woodside La.	cul-de-sac north	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Cherrywood Ct.	Woodside La.	cul-de-sac north	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Orangewood Ct.	Woodside La.	cul-de-sac north	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Maplewood Ct.	Cottonwood Dr.	cul-de-sac west	50'	32'	100' .02	no	6"CR	S-5	X2 = .04
			Actual Miles:		.56			Lane Miles:	1.12

SIGNED L. M. Stoll
 Dept. of Highways' Engineer

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

MUNICIPALITY City of Newport News
 Actual Miles: 1.53
 Lane Miles: 3.06

TOTAL ADDITIONAL MILEAGE REQUESTED
 Lane Miles: 3.06

SUBMITTED BY THE CITY OR TOWN (Date 12/29/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-21-82)

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 Tr.
Wendwood Dr.	Fitzhugh Dr.	cul-de-sac west	50'	32'	300' .06	no	6"CR	S-5	X2 = .12
Fitzhugh Dr.	Wendwood Dr.	cul-de-sac north	50'	32'	350' .07	no	6"CR	S-5	X2 = .14
Fitzhugh Dr.	Wendwood Dr.	cul-de-sac south	50'	32'	700' .13	no	6"CR	S-5	X2 = .26
Graves Cir.	Fitzhugh Dr.	cul-de-sac west	50'	32'	400' .08	no	6"CR	S-5	X2 = .16
Merritt Rd.	Prince Drew Rd	cul-de-sac south	50'	32'	500' .09	no	6"CR	S-5	X2 = .18
Olive Dr.	300' N. of Chatsworth Dr.	cul-de-sac north	50'	32'	400' .08	no	6"CR	S-5	X2 = .16
Louise Dr.	J. Clyde Morris Blvd.	350' west of Bayberry Dr.	50'	32'	900' .17	no	6"CR	S-5	X2 = .34
Marcus Dr.	Oyster Pt. Rd.	cul-de-sac south	50'	32'	600' .11	no	6"CR	S-5	X2 = .22
Village Green Parkway	100' north of Plymouth Cir.	100' north of Brandywine Dr.	50'	32'	2300' .44	no	6"CR	S-5	X2 = .88
Valley Forge Dr.	Village Green Parkway	Village Green Parkway	50'	32'	1100' .21	no	6"CR	S-5	X2 = .42
Crown Pt. Dr.	Village Green Parkway	cul-de-sac east	50'	32'	300' .06	no	6"CR	S-5	X2 = .12
Palmouth Cir.	Village Green Parkway	cul-de-sac north	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
			Actual Miles:		1.53			Lane Miles:	3.06

SIGNED J. D. Hall

Dept. of Highways' Engineer

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

MUNICIPALITY City of Newport News

Actual Miles: 1.17

TOTAL ADDITIONAL MILEAGE REQUESTED

Lane Miles: 2.34

SUBMITTED BY THE CITY OR TOWN (Date 12/29/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-11-82)

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
Graham Dr.	Barclay Rd.	dead end/cul-de-sac south	50'	32'	1300' .25	no	6"CR	S-5	X2 = .50
Reynolds Dr.	Graham Dr.	dead end east	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Paula Maria Dr	Queens Court 200' S. of Kings Court		50'	32'	1,000' .19	no	6"CR	S-5	X2 = .38
Lantern Cir.	100' west of James Landing Rd.	cul-de-sac west	50'	32'	500' .09	no	6"CR	S-5	X2 = .18
Valentine Ct.	Paula Maria Dr.	cul-de-sac west	50'	32'	300' .06	no	6"CR	S-5	X2 = .12
Lynchburg Dr.	Church Rd.	Cherbourg Dr.	50'	32'	300' .06	no	6"CR	S-5	X2 = .12
Cherbourg Dr.	Lynchburg Dr.	100' north of Deauville Cir.	50'	32'	700' .13	no	6"CR	S-5	X2 = .26
Cherbourg Dr.	Lynchburg Dr.	cul-de-sac south	50'	32'	800' .15	no	6"CR	S-5	X2 = .30
Deauville Cir.	Cherbourg Dr.	cul-de-sac west	50'	32'	250' .05	no	6"CR	S-5	X2 = .10
St. Lo Ct.	Cherbourg Dr.	cul-de-sac west	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Granville Dr.	Cherbourg Dr.	cul-de-sac west	50'	32'	600' .11	no	6"CR	S-5	X2 = .22
Kendwood Dr.	Marwick Blvd.	Fitzhugh Dr.	70'	44'	100' .02	no	6"CR	S-5	X2 = .04

Actual Miles: 1.17

Lane Miles: 2.34

SIGNED J. W. Adell

Dept. of Highways' Engineer

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

MUNICIPALITY City of Newport News

Actual Miles: 1.48

TOTAL ADDITIONAL MILEAGE REQUESTED

Lane Miles: 2.96

SUBMITTED BY THE CITY OR TOWN (Date 12/29/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-21-82)

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
Cottonwood Dr.	Shields Rd.	Woodside La.	50'	32'	750' .14	no	6"CR	S-5	X2 = .28
Chowan Pl.	Shields Rd.	Woodside La.	100'	40'	850' .16	no	6"CR	S-5	X2 = .32
Red Oak Cir.	Chowan Pl.	Woodside La.	50'	32'	1200' .23	no	6"CR	S-5	X2 = .46
Red Oak Cir.	Woodside Pl.	cul-de-sac north	50'	32'	450' .09	no	6"CR	S-5	X2 = .18
Oakwood Pl.	Red Oak Cir. south	Red Oak Cir. north	50'	32'	750' .14	no	6"CR	S-5	X2 = .28
Hazelwood Ct.	Oakwood Pl.	cul-de-sac south	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Pinewood Ct.	Red Oak Cir.	cul-de-sac south	50'	32'	150' .03	no	6"CR	S-5	X2 = .06
Woodside La.	Old Denbigh Blvd.	1000' north to dead end	70'	40'	1000' .19	no	6"CR	S-5	X2 = .38
Shields Rd.	Denbigh Blvd.	300' west of Denbigh Blvd.	50'	32'	500' .06	no	6"CR	S-5	X2 = .12
St. Francis Dr.	Miller Rd.	cul-de-sac south	50'	32'	500' .09	no	6"CR	S-5	X2 = .18
Deloice Gros.	Campbell Rd.	300' north of Roch La.	50'	32'	1350' .26	no	6"CR	S-5	X2 = .52
Roch La.	Deloice Gros.	200' west to dead end	50'	32'	200' .04	no	6"CR	S-5	X2 = .08
Ruston Dr.	Deloice Gros.	100' west of Crutchfield Dr.	50'	32'	100' .02	no	6"CR	S-5	X2 = .04

Actual Miles: 1.48

Lane Miles: 2.96

SIGNED

[Signature]

Dept. of Highways' Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Winchester

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.48

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.88

SUBMITTED BY THE CITY OR TOWN (Date 2/18/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3/16/82)

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
						RT	LT			
Circle Drive	Longview Av	End	50'	30'	0.15	No	No	Aggr.	Bit. Conc.	2
Longview Avenue	End of Existing	End	50'	30'	0.09	No	No	Aggr.	Bit. Conc.	2
*Hockman Avenue	Massanutten Terrace	End	50'	20'	0.15	No	No	Aggr.	Bit. Conc.	2
Harvest Drive	Cedar Creek Grade	End	70'	48'	0.16	No	No	Aggr.	Bit. Conc.	2
Applesseed Court	Harvest Dr.	End	56'	36'	0.09	No	No	Aggr.	Bit. Conc.	2
Grove Street	Purcell Ave.	Christopher Dr.	56'	36'	0.05	No	No	Aggr.	Bit. Conc.	2
*Prestmont Street	Liberty St.	Kern St.	32'	24'	0.14	No	No	Aggr.	Bit. Conc.	2
*Bellview Avenue	Braddock St.	Loudoun St.	50'	24'	0.08	No	No	Aggr.	Bit. Conc.	2
Whittier Avenue	Ridge Ave.	Branner Av.	50'	36'	0.07	No	No	Aggr.	Bit. Conc.	2
Euclid Avenue	Grove St.	Woodstock La.	42'	24'	0.11	No	No	Aggr.	Bit. Conc.	2
*Morgan Street	End of Existing	End	36'	28'	0.04	No	No	Aggr.	Bit. Conc.	2
*Shawnee Avenue	Leicester St.	End	40'	25'	0.09	No	No	Aggr.	Bit. Conc.	2
*Lee Street	Joist Kite Pl.	Cork St.	32'	20'	0.08	No	Yes	Aggr.	Bit. Conc.	1

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

SIGNED W.H. Buchanan

Dept. of Highways' Engineer

*Streets dedicated prior to 1950

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Winchester

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.48

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.88

SUBMITTED BY THE CITY OR TOWN (Date 2/18/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3/16/82)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED AT (Yes or No) ^{L.T.}		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
						Yes	No			
Baker-Knight St.	Berryville Ave.	300' North	53'	36'	0.06	Yes	No	Aggr.	Sealcoat	2
*Strothers Lane	Fairmont Ave.	West to End	36'	30'	0.12	No	No	Aggr.	Bit.Conc	2

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

SIGNED W.H. Buchanan

Dept. of Highways' Engineer

*Streets dedicated prior to 1950

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action on the
following resolution:

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

WHEREAS, the Highway and Transportation Commission has
selected certain streets within the Corporate Limits of the
City of Richmond for such payments; and

WHEREAS, the City of Richmond has requested the Virginia
Department of Highways and Transportation to make certain
adjustments to the Primary Route Extensions relogged by the
City to update records and resolve numerous discrepancies;
and

WHEREAS, the Urban Division has concurred with the
revisions submitted by the City;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to
Section 33.1-41 of the Code of Virginia, as amended, the
additions of mileage for payment on the Primary Route Extensions
within the City of Richmond be approved as described on attached
tabulation sheets numbered 1 through 32, dated April 1, 1982,
effective April 1, 1982, for quarterly payment due after June 30,
1982.

The Primary Extension mileage of 4.50 miles increases the total
Primary Extension mileage in the City of Richmond from 76.78
miles to 81.28 miles of approved streets subject to payment.

MOTION CARRIED

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MINICIPALITY City of Richmond
MASTER
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.010
ADDED
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED +0.93

SUBMITTED BY THE CITY OR TOWN (Date 3-19-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-83)

LINE	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED BY (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
		Note: 1								
0.35	Belvidere St.	Broad St. - Grace St.		80-100'	80-56'	0.07	Yes	Stab.	Asph.	5
0.28	Belvidere St.	Grace St. - Franklin St.		62-110'	44'	0.07	Yes	Stab.	Asph.	4
0.36	Belvidere St.	Franklin St. - Main St.		110'	43-64'	0.09	Yes	Stab.	Asph.	4
0.36	Belvidere St.	Main St. - Cary St.		80-65'	54-41'	0.09	Yes	Stab.	Asph.	4
0.36	Belvidere St.	Cary St. - Canal St.		80'	55'	0.09	Yes	Stab.	Asph.	4
0.36	Belvidere St.	Canal St. - Jefferson Ave.		80'	55'	0.09	Yes	Stab.	Asph.	4
2.07						0.50				
13.00	Belvidere St.	Broad St. - Hollister Ave		100-110'	90'	0.50	Yes	Stab.	Asph.	6
1.0.93						0.00				

SIGNED P.H. Swearingen
 Dept. of Highways Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

ORDER NO.

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.39

ADJUSTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 1.58

SUBMITTED BY THE CITY OR TOWN (DATE 1-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (DATE 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) P.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
		Rtc. 60								
0.80	Michlathun Tpke.	Conington Rd. - Agency Rd.		160'	2-22'	0.20	Yes	Stabl.	Conc.	4
0.72	Michlathun Tpke.	Agency Rd. - Erich Rd.		160'	2-22'	0.16	Yes	Stabl.	Conc.	4
1.20	Michlathun Tpke.	Erich Rd. - Germania School Rd.		160'	2-22'	0.30	Yes	Stabl.	Conc.	4
1.12	Michlathun Tpke.	Germania School Rd. - La Brook Dr.		160'	2-22'	0.28	Yes	Stabl.	Conc.	4
0.24	Michlathun Tpke.	La Brook Dr. - Jefferson Village Dr.		160'	2-22'	0.06	Yes	Stabl.	Conc.	4
0.72	Michlathun Tpke.	Jefferson Village Dr. - Warwick Rd.		160'	2-22'	0.18	Yes	Stabl.	Asph.	4
1.40	Michlathun Tpke.	Warwick Rd. - Arcadia St.		160'	2-22'	0.35	Yes	Stabl.	Asph.	4
1.40	Michlathun Tpke.	Arcadia St. - Wyck St.		160'	2-22'	0.35	Yes	Stabl.	Asph.	4
0.24	Michlathun Tpke.	Wyck St. - WCL		160'	2-22'	0.06	Yes	Stabl.	Asph.	4
7.84						1.96				
19.42	Michlathun Tpke.	Conington Rd. - WCL		160'	2-33'	1.57	Yes	Stabl.	Asph.	6
(1.58)						0.39				

SIGNED

P.H. Senechal
Dept. of Highways Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Loudoun

PROPOSED TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 6.60

ADDED TO TOTAL ADDITIONAL LANE MILEAGE REQUESTED 10.41

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

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) (T)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak-hour traffic
West Ramp Northside	VB B Etc. GO								
8 th St.	Canal St. - Manchester Bridge		Varies	32'	0.185	Yes	Asph.	Asph.	3
	Canal St. - Manchester Bridge		Varies	63'	0.18	Yes	Asph.	Asph.	4
					(0.100)				
East Ramp Northside	LS Etc. GO								
1 st St.	Manchester Bridge - Byrd St.		Varies	46-38'	0.11	Yes	Asph.	Asph.	3
9 th St.	Byrd St. - Canal St.		40'	40'	0.06	Yes	Asph.	Asph.	2
	Canal St. - Cary St.		66'	42'	0.01	Yes	Asph.	Asph.	4
					0.24				
1 st St.	Manchester Bridge - Cary St.		Varies	60'	0.24	Yes	Asph.	Asph.	4
					0.100				

SIGNED P.H. Senneker
Dept. of Highways Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.012

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 41.10

SUBMITTED BY THE CITY OR TOWN (Date 3-12-84) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-84)

NAME OF STREET	FROM (If widths vary list each change)	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED KIT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traff
	WB Rte. 60							
Main St.	14 th St. - 8 th St.							
Main St.	14 th St. - 12 th St.	16'-0"	48'-50"	0.13	No	Asph.	Asph.	
Main St.	12 th St. - 8 th St.	10'-0"	44'-48"	0.24	No	Asph.	Asph.	3
				10.37				
8 th St.	Carry St. - Canal St.	66'	41'-44'	0.05	Yes	Asph.	Asph.	4
8 th St.	Carry St. - Canal St.	66'	48'	0.10	Yes	Asph.	Asph.	4
				10.05				
	WB Rte. 141							
Thompson St.	Llwood Ave. - Carry St.	38'	30'-34'	0.08	Yes	Asph.	Asph.	3
Thompson St.	Llwood Ave. - Carry St.	38'	30'-34'	0.08	Yes	Asph.	Asph.	3
				0.00				

P.H. Sencalanga
Dept. of Highways

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

ADDED

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.12

DELETED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED + 0.06

SUBMITTED BY THE CITY OR TOWN (Date 2-2-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-30-83)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traf
	Rte. 197								
Saunders Ave.	WEL - Seeldon Rd.		100'	2-28'	0.17	Yes	Stabl.	Asph.	4
Saunders Ave.	Seeldon Rd. - Tabernum Ave.		100'	2-28'	0.20	Yes	Stabl.	Asph.	3
					0.31				
Saunders Ave.	CL. - Tabernum Ave.		Varies	2-28'	0.37	Yes	Stabl.	Asph.	4
	WB Rte. 340								
Balding St.	11 th St. - 18 th St.		Link.	13-25'	0.04	Yes	Stbl.	Conc.	3
Balding St.	18 th St. - Broad - 11 th St.		Link.	10'	0.04	Yes	Stbl.	Conc.	2
18 th St.	Balding St. - Clay St.		60'	40'	0.18	Yes	Stbl.	Conc.	3
18 th St.	Clay St. - Broad St.		66'	40'	0.15	Yes	Stbl.	Conc.	3
					0.15				
18 th St.	11 th St. - Broad St.		60-66'	40'	0.23	Yes	Stabl.	Conc.	3

P.H. Semanbang
Dept. of Highways Engineer

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ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 311-48 and 311-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

CD 845710

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED + 0.16

ADJUSTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED + 1.34

SUBMITTED BY THE CITY OR TOWN (Date 3-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

NAME OF STREET	FROM (If within vary list each change)	TO	RDW 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
	Rte. 360								
Hull St.	31 st St. - Bell Blvd.		66'	24'	0.28	Yes	Stabl.	Asph.	4
Hull St.	Bell Blvd. - Shelby Dr.		100'	24'	0.52	Yes	Stabl.	Asph.	4
	"0.100"								
Hull St.	31 st St. - Mellon Ave.		66-100'	2-24'	0.39	Yes	Stabl.	Asph.	4
Hull St.	Mellon Ave. - Arizona Dr.		Varies	2-31'	0.31	Yes	Stabl.	Asph.	6
Hull St.	Arizona Dr. - Shelby Dr.		100'	2-24'	0.19	Yes	Stabl.	Asph.	4
					10.15				
					10.15				

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

P.H. Smoak
Dir. of Highway Division

RD 845710

Dept. of Highway Division

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 1

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY LEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RAV. WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for travel, four to six
0.30	Brook Rd.	C.L. - Azalea Ave.		100'	2-44'	0.05	Yes	Stabl.	Conc.	6
1.38	Azalea Ave.	Brook Rd. - Chamberlayne Ave.		100'	2-36'	0.23	Yes	Stabl.	Conc.	6
0.64	Chamberlayne Ave.	Azalea Ave. - Watkins St.		100'	2-30'	0.16	No	Stabl.	Asphalt	4
1.44	Chamberlayne Ave.	Watkins St. - Westminster Ave.		100'	2-30'	0.26	No	Stabl.	Asphalt	4
1.72	Chamberlayne Ave.	Westminster Ave. - Claremont Ave.		100'	2-25'	0.43	Yes	Stabl.	Asphalt	4
3.64	Chamberlayne Ave.	Claremont Ave. - Rennie Ave.		100'	2-20'	0.91	Yes	Stabl.	Asphalt	4
2.04	Chamberlayne Ave.	Rennie Ave. - Edgely Rd.		100'	2-25'	0.51	Yes	Stabl.	Asphalt	4
5.34	Chamberlayne Ave.	Edgely Rd. - Mitchell St.		100'	2-36'	0.89	Yes	Stabl.	Conc.	6
3.24	Belvidere St.	Mitchell St. - Broad St.		110-128'	2-36'	0.54	Yes	Stabl.	Conc.	6
3.00	Belvidere St.	Broad St. - Idlewood Ave.		100-110'	2-36'	0.50	Yes	Stabl.	Asphalt	6
0.64	Belvidere St.	Idlewood Ave. - Spring St.		80'	56'-58'	0.16	No	Stabl.	Asphalt	4
0.36	Belvidere St.	Spring St. - China St.		80'	56'	0.09	No	Stabl.	Asphalt	4
0.42	Belvidere St.	China St. - Lee Bridge		80'	36-56'	0.14	Yes	Stabl.	Asphalt	4

SIGNED

P.H. Chambers
LEPT. OF HIGHWAYS ENGINEER

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 1

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-63) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-20-63)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH IN MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of available for 1st, 2nd, 3rd, 4th
2.80	Belvidere St.	Lee Bridge - Cowardin Ave.		68-100'	50'	0.70	Yes	Stabl.	Asphalt	4
0.92	Cowardin Ave.	Lee Bridge - Semmes Ave.		68-100'	54-60'	0.23	Yes	Stabl.	Asphalt	4
1.52	Cowardin Ave.	Semmes Ave. - Hull St.		74'	54'	0.38	No	Stabl.	Asphalt	4
1.08	Jeff. Davis Hwy.	Hull St. - Everett St.		119-133'	39 & 30' 2-30'	0.27	No	Stabl.	Conc.	4
0.36	Jeff. Davis Hwy.	Everett St. - Maury St.		115'	2-30'	0.09	No	Stabl.	Conc.	4
1.56	Jeff. Davis Hwy.	Maury St. - Brinser St.		114'	2-27'	0.39	Yes	Stabl.	Asphalt	4
1.25	Jeff. Davis Hwy.	Brinser St. - Hopkins Rd.		113'	30 & 27'	0.25	Yes	Stabl.	Conc.	5
0.70	Jeff. Davis Hwy.	Hopkins Rd. - Terminal Ave.		111'	30 & 27' 30 & 36'	1.45	Yes	Stabl.	Asphalt	6
0.36	Jeff. Davis Hwy.	Terminal Ave. - Lochaven Blvd.		111'	2-40'	0.06	Yes	Stabl.	Asphalt	6
0.76	Jeff. Davis Hwy.	Lochaven Blvd. - Malmesley Blvd.		111-126'	2-36'	1.46	Yes	Stabl.	Asphalt	6
0.30	Jeff. Davis Hwy.	Malmesley Blvd. - C.L.		111'	2-30'	0.05	Yes	Stabl.	Asphalt	6

SIGNED P.H. Demaree
Dir., of Highways Engineer

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ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 31-1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

PRIMARY SYSTEM
STATE ROUTE 5

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RA. WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of seal coats for each lane
0.16	35th St.	C.L. - Louisiana St.		60'	20-30'	0.08	No	Stabl.	Asphalt	2
0.20	Louisiana St.	35th St. - Main St.		50'	34'	0.10	No	Stabl.	Asphalt	2
0.28	Main St.	Louisiana St. - Nicholson St.		45-60'	28-42'	0.14	No	Stabl.	Asphalt	2
0.56	Main St.	Nicholson St. - Ash St.		60'	36-40'	0.28	No	Stabl.	Conc.	2
0.24	Main St.	Ash St. - Williamsburg Ave.		55-60'	40-42'	0.12	No	Stabl.	Asphalt	2
1.16	Main St.	Williamsburg Ave. - 25th St.		58-120'	40-42'	0.29	No	Stabl.	Asphalt	4
0.46	25th St.	Main St. - Broad St.		66'	39-42'	0.23	No	Stabl.	Asphalt	2

SIGNED P.H. Sensabaugh 646
Dept. of Highways

**ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,508
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT**

**PRIMARY SYSTEM
STATE ROUTE 6**

MUNICIPALITY City of Richmond.

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-18-82) CHECKED BY 1 EFT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 19th hour T.A.
1.38	Kensington Ave.	Boulevard - Thompson St.		66'	42'	0.69	No	Stabl.	Asphalt	2
0.12	Thompson St.	Kensington Ave. - Patterson Ave.		66-80'	42'	0.06	No	Stabl.	Asphalt	2
0.44	Patterson Ave.	Thompson St. - Kent Rd.		80'	50'	0.11	Yes	Stabl.	Asphalt	4
1.92	Patterson Ave.	Kent Rd. - Shenandoah St.		80'	58'	0.48	No	Stabl.	Asphalt	4
10.00	Patterson Ave.	Shenandoah St. - Charles St.		80'	2-30'	2.50	No	Stabl.	Asphalt	4
0.95	Patterson Ave.	Charles St. - C.L.		80'	2-30'	0.19	No	Stabl.	Asphalt	5

SIGNED P.H. Shenandoah
Dept. of Highways, Richmond

ADDITIONS TO OTHER STREET MILEAGES
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-4J OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-1-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RAV WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	CT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for travel
1.42	Iron Bridge Rd.	C.L. - Broad Rock Road		80-90'	22'	0.71	No	No	Stabl.	Asphalt	2
4.02	Broad Rock Rd.	Iron Bridge Rd. - Belt Blvd.		60-90'	22-24'	2.01	No	No	Stabl.	Asphalt	2
3.12	Broad Rock Rd.	Belt Blvd. - Robinsview Drive		80'	2-24'	0.78	Yes	Yes	Stabl.	Asphalt	4
0.12	Broad Rock Rd.	Robinsview Dr. - 36th Street		80'	50'	0.06	No	Yes	Stabl.	Asphalt	2
0.38	Broad Rock Rd.	36th St. - Hill St.		80'	36-45'	0.44	No	No	Stabl.	Asphalt	2

SIGNED P.H. Semadeni
 Dept. of Highways, Virginia

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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R.A. WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for daily hour traffic
0.20	Nine Mile Rd.	ECL - Bunche Pl.		66-110'	52'	0.05	Yes	Stabl.	Conc.	4
0.32	Nine Mile Rd.	Bunche Pl. - Tate St.		66'	40'	0.16	Yes	Stabl.	Asphalt	2
0.30	Nine Mile Rd.	Tate St. - 30th St.		50'	36'	0.15	No	Stabl.	Asphalt	2
0.90	Nine Mile Rd.	30th St. - 25th St.		50'	34'	0.45	No	Stabl.	Asphalt	2
0.88	Fairmount Ave.	25th St. - Mechanicsville Tpke.		66'	42'	0.44	No	Stabl.	Asphalt	2
1.68	Mechanicsville Tp.	Fairmount Ave. - "0" St.		60'	38'	0.42	Yes	Stabl.	Asphalt	4
3.36	Leigh St.	"0" St. - 10th St.		100-110'	36 & 40'	0.55	Yes	Stabl.	Conc.	6
1.72	Leigh St.	10th St. - 4th St.		110-117'	2 - 36'	0.43	No	Stabl.	Conc.	4
3.44	Leigh St.	4th St. - 2nd St.		60'	40'	0.11	Yes	Stabl.	Asphalt	4
3.76	Leigh St.	2nd St. - Adams St.		66'	41'	0.19	Yes	Stabl.	Asphalt	4
3.42	Leigh St.	Adams St. - Brook Rd.		66'	41'	0.21	No	Stabl.	Asphalt	2
3.76	Leigh St.	Brook Rd. - Gilmer St.		66'	41'	0.19	Yes	Stabl.	Asphalt	4
3.34	Leigh St.	Gilmer St. - Hancock St.		66'	41'	0.17	No	Stabl.	Asphalt	2

SIGNER: _____

P.H. Senapathy
Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 33

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-17-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane-miles for peak-hour Traf
0.12	Leigh St.	Hancock St. - Harrison St.		66'	41'	0.06	No	Stabl.	Asphalt	2
0.30	Harrison St	Leigh St. - Broad St	WB	50'	30	0.30	Yes	Stabl.	Asphalt	1
0.17	Hancock St.	Leigh St. - Marshall St.		50'	28-30'	0.17	Yes	Stabl.	Asphalt	1
0.12	Hancock St.	Marshall St - Broad St.	EB	50'	30'	0.06	No	Stabl.	Asphalt	2
0.21	Broad St.	Hancock St. - Harrison St.		118'	38'	0.07	No	Stabl.	Asphalt	3
1.26	Broad St.	Harrison St. - Bowe St.		118'	2-38'	0.21	Yes	Stabl.	Asphalt	6
2.16	Broad St.	Bowe St. - Meadow St.		118'	2-38'	0.36	No	Stabl.	Asphalt	6
4.68	Broad St.	Meadow St. - Sheppard St.		118'	2-36'	0.78	Yes	Stabl.	Asphalt	6
2.46	Broad St.	Sheppard St. - Rosencath Rd.		100'	2-36'	0.41	No	Stabl.	Asphalt	6
1.38	Broad St.	Rosencath Rd. - Hamilton St.		100'	2-36'	0.23	Yes	Stabl.	Asphalt	6
6.72	Broad St.	Hamilton St. - Staples Mill Rd.		100'	2-36'	1.12	Yes	Stabl.	Asphalt	6

SIGNATURE D.H. Senasong
I. EPT. of Highways Engineer

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

PRIMARY SYSTEM
 U.S. ROUTE 33

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 travel, hour to hour
0.12	Staples Mill Rd.	Broad St. - C.L.		100'	2-36'	0.02	Yes	Stabl.	Asphalt	6

SIGNED P.H. Semadeny
 Dept. of Highways' Engineer

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 60

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 2-11-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 Traf
0.14	Williamsburg Rd.	ECL - Central Ave.		40'	30'	0.07	Yes	Stabl.	Asphalt	2
0.30	Williamsburg Rd.	Central Ave. - Creedmore St.		40'	36'	0.15	Yes	Stabl.	Asphalt	2
0.39	Williamsburg Rd.	Creedmore St. - Government Rd.		40'	36'	0.13	Yes	Stabl.	Asphalt	3
0.39	Government Rd.	Williamsburg Rd. - Carlisle Ave.		100'	36'	0.13	Yes	Stabl.	Asphalt	3
0.24	Government Rd.	Carlisle Ave. - Rawlings St.		100-160'	36'	0.12	No	Stabl.	Asphalt	2
0.92	Government Rd.	Rawlings St. - Gilley St.		100'	36'	0.46	No	Stabl.	Asphalt	2
0.34	Government Rd.	Gilley St. - Glenwood Ave.		100'	38'	0.17	No	Stabl.	Asphalt	2
0.46	Government Rd.	Glenwood Ave. - 36th St.		100'	38'	0.23	Yes	Conc.	Asphalt	2
0.14	36th St.	Government Rd. - Broad St.		65'	52'	0.07	No	Aggr.	Asphalt	2
1.36	Broad St.	36th St. - 25th St.		65'	41-42'	0.60	No	Conc.	Asphalt	2
0.44	Broad St.	25th St. - 23rd St.		65'	41-42'	0.11	Yes	Conc.	Asphalt	4
0.24	Broad St.	23rd St. - 21st St. EB		65'	41-42'	0.12	Yes	Conc.	Asphalt	2

SIGNED [Signature]
I. EPT. of Highways Engineer

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

PRIMARY SYSTEM
U.S. ROUTE 60

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-12-82) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 traffic
0.30	Cary St.	14th St. - 12th St.		47-55'	31-40'	0.15	No	Conc.	Asphalt	2
0.33	Cary St.	12th St. - 10th St.		50'	40'	0.11	Yes	Conc.	Asphalt	3
0.24	Cary St.	10th St. - 9th St.	EB	59'	40'	0.06	Yes	Conc.	Asphalt	4
0.96	9th St.	Cary St. - Manchester Bridge		Varies	60'	0.24	Yes	Aggr.	Asphalt	4
2.73	Manchester Dr.	North end to East Ramp	Southside	100'	1-48' 1-36'	0.30	Yes	Conc.	Conc.	7
0.44	Manchester Dr.	East Ramp Southside	West Ramp Southside	180'	26'	0.11	Yes	Conc.	Conc.	4
0.14	West Ramp Southside	Manchester Dr. - Semmes Ave.	WB	Varies	26'	0.14	Yes	Conc.	Asphalt	1
0.18	East Ramp Southside	Manchester Dr. - Semmes Ave.	EB	Varies	26'	0.18	Yes	Conc.	Asphalt	1
0.14	Semmes Ave.	7th St. - 9th St.		60'	40'	0.02	No	Aggr.	Asphalt	2

SIGNED

P.H. Semmes
Dept. of Highways' Engineer

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

MUNICIPALITY City of Richmond.

PRIMARY SYSTEM
U.S. ROUTE 60

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-17-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Length Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	RA, WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for one-way traffic
1.68	Sommes Ave.	9th St. - Cowardin Ave.		60'	40'	0.42	Yes	Conc.	Asphalt	4
0.16	Sommes Ave.	Cowardin Ave. - 19th St.		86'	40'	0.04	Yes	Stabl.	Asphalt	4
0.43	Sommes Ave.	19th St. - 21st St.		86'	2-25'	0.12	No	Stabl.	Asphalt	4
3.92	Sommes Ave.	21st St. - Forest Hill Ave.		86'	2-25'	0.98	No	Stabl.	Asphalt	4
0.92	Forest Hill Ave	Sommes Ave. - Roanoke St.		70-60'	36'	0.23	Yes	Stabl.	Asphalt	4
2.42	Roanoke St.	Forest Hill Ave. - Northrop St.		60'	36'	0.21	Yes	Stabl.	Asphalt	2
2.22	Roanoke St.	Northrop St. - Crutchfield St.		60'	36'	0.11	No	Stabl.	Asphalt	2
1.26	Roanoke St.	Crutchfield St. - Middlethian Trk.		60'	36'	0.13	No	Stabl.	Asphalt	2
1.04	Middlethian Trk.	Roanoke St. - Covington Rd.		90-160'	40' 2-22'	1.01	Yes	Stabl.	Asphalt	4
1.42	Middlethian Trk.	Covington Rd. - WCL		160'	2-33'	1.57	Yes	Conc.	Asphalt	6

SIGNED

P.H. Senabang
Dept. of Highways Engineer

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

PRIMARY-SYSTEM
STATE ROUTE 147

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH IN MILES	PARKING PRIORITIZED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of lanes available for traffic
0.52	Main St.	Belyidere St. - Laurel St.		66'	41'	0.13	Yes	Stabl.	Asphalt	4
0.28	Main St.	Laurel St. - Cherry St.		66'	43'	0.07	Yes	Stabl.	Asphalt	4
0.42	Main St.	Cherry St. - Harrison St.		66'	42'	0.14	No	Stabl.	Asphalt	3
0.75	Main St.	Harrison St. - Plum St.	WB	66'	41'	0.25	No	Stabl.	Asphalt	3
3.05	Main St.	Plum St. - Boulevard		66'	42'	1.02	No	Stabl.	Asphalt	3
1.54	Ellwood Ave.	Boulevard - Thompson		66'	42'	0.77	No	Stabl.	Asphalt	2
0.16	Thompson St.	Ellwood Ave. - Cary St.		58'	44'	0.08	Yes	Stabl.	Asphalt	2
0.42	Cary St.	Belyidere St. - Cherry St.		66'	41-43'	0.21	No	Stabl.	Asphalt	2
0.94	Cary St.	Cherry St. - Lombardy St.		66'	42'	0.47	No	Stabl.	Asphalt	2
0.16	Cary St.	Lombardy St. - Temple St.		60'	42'	0.08	No	Stabl.	Asphalt	2
1.60	Cary St.	Temple St. - Boulevard	EB	60'	38'	0.80	No	Stabl.	Asphalt	2
0.48	Cary St.	Boulevard - Belmont Ave.		60'	36'	0.44	No	Stabl.	Asphalt	2

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R. S. Senecal
S.H.T.

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
STATE ROUTE 147

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH IN MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Non bet. available for 24-hour
0.42	Cary St.	Belmont Ave. - Beaumont Ave.		60'	36'	0.14	No	Stabl.	Asphalt	3
0.46	Cary St.	Beaumont Ave. - Nansemond St.	EB	60'	36'	0.23	No	Stabl.	Asphalt	2
0.42	Cary St.	Nansemond St. - Thompson St.		60'	36'	0.14	Yes	Stabl.	Asphalt	3
0.88	Cary St.	Thompson St. - Hamilton St.		80-60'	50'	0.22	Yes	Stabl.	Asphalt	4
0.66	Cary St. Rd.	Hamilton St. - Antrim Ave.		75-160'	50'	0.22	No	Stabl.	Asphalt	3
0.90	Cary St. Rd.	Antrim Ave. - Willway Ave.		70-80'	50'	0.45	No	Stabl.	Asphalt	2
0.74	Cary St. Rd.	Willway Ave. - Locke Lane		80'	30'	0.07	No	Stabl.	Asphalt	2
2.40	Cary St. Rd.	Locke La. - St. Catherine's La.		40-80'	30'	1.20	No	Stabl.	Asphalt	2
1.56	River Rd.	St. Catherine's La. - C.L.		40-100'	24'	0.78	Yes	Stabl.	Asphalt	2
4.76	Huguenot Rd.	Bridge (C.L.) - C.L.		74-140'	60'	3.19	No	Stabl.	Asphalt	4

STAMPED

P.H. Sinsabano
Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
 STATE ROUTE 150

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAIRD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of available load lanes
1.76	Chippenhams Pkwy.	C.L. - Cheverly Rd.		60'	24-46'	0.88	No	Stabl.	Asphalt	2
1.72	Chippenhams Pkwy.	Cheverly Rd. - W. Meyburn Rd.		60'	24'	0.86	No	Stabl.	Asphalt	2
0.18	Chippenhams Pkwy.	W. Meyburn Rd. - Huguenot Rd.		60'	24-46'	0.09	No	Stabl.	Asphalt	2

SIGNED P.F. Semco
 Dept. of Highways

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
STATE ROUTE 161

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY I.E.P.T. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 available for 1 hour T
							Yes	No			
1.00	Hermitage Rd.	C.L. - Westbrook Ave.		90-100'	2-20'	0.25	Yes	Yes	Stabl.	Asphalt	4
2.34	Hermitage Rd.	Westbrook Ave. - Bellevue Ave.		100'	2-33'	0.39	Yes	Yes	Stabl.	Asphalt	6
3.48	Hermitage Rd.	Bellevue Ave. - Westwood Ave.		100'	2-27'	0.87	No	No	Stabl.	Asphalt	4
0.84	Boulevard	Westwood Ave. - Arlington Rd.		100'	2-27'	0.21	Yes	No	Stabl.	Asphalt	4
0.36	Boulevard	Arlington Rd. - Ellen Rd.		100'	2-27'	0.09	No	No	Stabl.	Asphalt	4
2.04	Boulevard	Ellen Rd. - Norfolk St.		100'	2-27'	0.51	Yes	Yes	Stabl.	Asphalt	4
0.36	Boulevard	Norfolk St. - Moore St.		100'	2-27'	0.09	No	Yes	Stabl.	Asphalt	4
0.88	Boulevard	Moore St. - Marshall St.		100'	2-27'	0.22	No	No	Stabl.	Asphalt	4
0.30	Boulevard	Marshall St. - Broad St.		100'	2-27'	0.06	Yes	Yes	Stabl.	Asphalt	5
0.84	Boulevard	Broad St. - Monument Ave.		100-107'	2-30'	0.14	Yes	Yes	Stabl.	Asphalt	6
4.64	Boulevard	Monument Ave. - Blanton Ave.		92-104'	2-30'	1.16	No	No	Stabl.	Asphalt	4
0.32	Blanton Ave.	Boulevard - Condie St.		90-110'	36-39'	0.16	No	Yes	Stabl.	Asphalt	2
0.72	Blanton Ave.	Condie St. - Garrett St.		110'	2-27'	0.18	No	No	Stabl.	Asphalt	4

SIGNED P.H. Swanson
I.E.P.T. of Highways

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

MUNICIPALITY City of Richmond

PRIMARY SEWER
STATE ROUTE 161

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-17-82) CHECKED BY 1 EFT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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	Num ber of mi at mile fo year hour
2.64	Pump House Dr.	Blanton Ave. - Blvd. Bridge		50'	30-38'	0.56	Yes	Stabl.	Asphalt	4
0.44	Westover Hills Blvd.	Blvd. Bridge-Evelyn Byrd Rd.		110'	30'	0.22	Yes	Stabl.	Asphalt	2
1.28	Westover Hills Blvd.	Evelyn Byrd Rd.-Devonshire Rd		110'	2-28'	0.32	No	Stabl.	Asphalt	4
0.35	Westover Hills Blvd.	Devonshire Rd.-Forest Hill Av.		110'	2-28'	0.07	Yes	Stabl.	Asphalt	5
1.68	Westover Hills Blvd.	Forest Hill Ave.-Bassett Ave.		110'	2-34'	0.42	No	Stabl.	Asphalt	4
2.32	Belt Blvd.	Bassett Ave. - Brandon Rd.		110'	2-34'	0.58	No	Stabl.	Asphalt	4
3.12	Belt Blvd.	Brandon Rd. - Hull St.		Varies	48'	0.78	Yes	Stabl.	Asphalt	4
1.16	Belt Blvd.	Hull St. - Broad Rock Rd.		Varies	2-20'	0.29	Yes	Stabl.	Asphalt	4
1.76	Belt Blvd.	Broad Rock Rd. - Terminal Ave.		Varies	20'	0.68	Yes	Stabl.	Asphalt	2
2.12	Terminal Ave.	Belt Blvd. - Jeff. Davis Hwy.		Varies	20-21'	1.06	Yes	Stabl.	Asphalt	2

ISSUED P.H. Semaalung, P.E.
Dep't. of Highways, Richmond

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
STATE ROUTE 197

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DISTRICT ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (it will vary by 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 available for vol. hour T
3.44	Malvern Ave.	Cary St. - Monument Ave.		80'	56-58'	0.86	No	Stabl.	Asphalt	4
0.35	Malvern Ave.	Monument Ave. - Grace St.		80'	58'	0.07	No	Stabl.	Asphalt	5
0.80	Malvern Ave.	Grace St. - Fitzhugh Ave.		80'	58'	0.20	No	Stabl.	Asphalt	4
0.30	Malvern Ave.	Fitzhugh Ave. - Broad St.		80'	58'	0.06	Yes	Stabl.	Asphalt	5
0.20	Westwood Ave.	Broad St. - C.L.		80'	2-30'	0.04	Yes	Stabl.	Asphalt	5
1.40	Saunders Ave.	C.L. - Laburnum Ave.		Varies	2-28'	0.37	Yes	Stabl.	Asphalt	4
2.72	Laburnum Ave.	Saunders Ave. - Chatham Rd.		100'	2-33'	0.68	No	Stabl.	Asphalt	4
1.76	Laburnum Ave.	Chatham Rd. - Brook Rd.		100'	2-27'	0.44	No	Stabl.	Asphalt	4
0.84	Laburnum Ave.	Brook Rd. - Chamberlayne Ave.		100'	2-20'	0.21	Yes	Stabl.	Asphalt	4

11.87

2.93 SIGNED

P.H. Semmes
Dept. of Highways

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 360

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (# miles vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) J.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
1.04	Mechanicsville Turnpike	C.L. - Whitcomb St.		110'	2-30' 2-46'	0.26	Yes	Stabl	Asphalt	4
0.56	Mechanicsville Turnpike	Whitcomb St. - Melbourne St.		70'	40'	0.14	Yes	Stabl	Asphalt	4
0.24	Mechanicsville Turnpike	Melbourne St. - Redwood Ave.		63'	40'	0.08	Yes	Stabl	Asphalt	3
0.66	Mechanicsville Turnpike	Redwood Ave. - Fairfield Ave.		70'	40'	0.22	No	Stabl	Asphalt	3
2.20	Fairfield Ave.	Mechanicsville Trpk. - 17th St.		112'	2-50'	0.55	Yes	Stabl	Conc.	4
1.02	17th St.	Fairfield Ave. - 18th St.		110'	2-32'	0.17	Yes	Stabl	Conc.	6
2.13	17th St.	18th St. - Broad St.		75'	40'	0.71	Yes	Stabl	Conc.	3
0.16	17th St.	Broad St. - Grace St.	MB	50'	26'	0.08	Yes	Stabl	Asphalt	2
0.06	Grace St.	17th St. - 18th St.		66'	42'	0.06	No	Stabl	Asphalt	1
2.49	18th St.	17th St. - Broad St.		60-66'	40'	0.83	Yes	Stabl	Conc.	3
0.24	18th St.	Broad St. - Grace St.	EB	66'	42'	0.08	Yes	Stabl	Asphalt	3

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

SKINNED
P.H. Senoelung
Dept. of Highways

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 1,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U.S. ROUTE 360

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (# within city limit each change)	TO	RDW WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED (RT) (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.32	18th St.	Grace St. - Main St.		66'	42'	0.16	No	Stabl.	Asphalt	2
1.20	Main St.	18th St. - 14th St.		80'	47-50'	0.30	No	Stabl.	Asphalt	4
2.60	14th St.	Main St. - S/S Mayo Bridge		60-80'	44-69'	0.65	Yes	Stabl.	Asphalt	4
1.72	Hull St.	S/S Mayo Bridge - 9th St.		66'	40-46'	0.43	Yes	Stabl.	Asphalt	4
0.18	Hull St.	9th St. - 10th St.		66'	40'	0.06	No	Stabl.	Asphalt	3
0.62	Hull St.	10th St. - 15th St.		66'	40'	0.31	No	Stabl.	Asphalt	2
0.36	Hull St.	15th St. - Cowardin Ave.		66'	40'	0.12	Yes	Stabl.	Asphalt	3
4.32	Hull St.	Cowardin Ave. - Blake La.		66'	40'	1.08	Yes	Stabl.	Asphalt	4
0.90	Hull St.	Blake La. - 36th St.		66'	40'	0.30	Yes	Stabl.	Asphalt	3
0.18	Hull St.	36th St. - 37th St.		66'	40'	0.06	Yes	Stabl.	Asphalt	3
1.32	Hull St.	37th St. - Melton Ave.		66-100'	2-24'	0.33	Yes	Stabl.	Asphalt	4
2.28	Hull St.	Melton Ave. - Arizona Dr.		Varies	2-37'	0.38	Yes	Stabl.	Asphalt	6
0.68	Hull St.	Arizona Dr. - Shelby Dr.		100'	2-24'	0.17	Yes	Stabl.	Asphalt	4

NOTE: Indicate if Addition or Deletions
Indicate if Primary Extensions or "Other Streets"

P.T. Smoobang

5/2/82

Dept. of Highways

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

Primary System
State Rte. # 417

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY THE DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAMES OF STREET	FROM (if widths vary list each change)	TO	R.A. WIDTH	HARD SURFACE WHITE	LENGTH MILES	PARKING PROHIBITED R.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Year of Last Date for Annual Inventory
0.38	Forest Hill Av.	Roanoke - 41st St.		60'	36'	0.19	Yes	Conc.	Asphalt	2
0.72	Forest Hill Av.	41st - 1914 C.L.		60'	36'	0.36	No	Conc.	Asphalt	2
0.12	Forest Hill Av.	1914 C.L. - Cedar La.		70'	36'	0.06	No	Macadam	Asphalt	2
0.22	Forest Hill Av.	Cedar La. - Prince George Rd.		100'	40'	0.11	No	Macadam	Asphalt	2
0.52	Forest Hill Av.	Pr. George-Mestover Hills Blvd.		100'	40'	0.13	Yes	Macadam	Asphalt	4
1.88	Forest Hill Av.	Mestover Hills Blvd. - 1942 C.L.		80'	2-30'	0.47	No	Aggr.	Asphalt	4
3.44	Forest Hill Av.	1942 C.L. - Sou. R.R.		70-80'	56'	0.86	No	Aggr.	Asphalt	4
1.04	Forest Hill Av.	Sou. R.R. - Heartwood Rd.		70-80'	58'	0.26	No	Aggr.	Asphalt	4
4.16	Forest Hill Av.	Heartwood - Chippenham Pkwy.		70-80'	56'	1.04	No	Aggr.	Asphalt	4
2.14	Forest Hill Av.	Chippenham - 1970 C.L.		70-80'	24-40'	1.07	No	Aggr.	Asphalt	2

1.55
P.H. Semelburg
DEPT. OF HIGHWAYS' ENGINEER

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

MUNICIPALITY City of Richmond

Primary System
 State Rte. # 119

TOTAL ADDITIONAL MILEAGE REQUESTED
5.30 - 022

SUBMITTED BY THE CITY OR TOWN (Date 12-21-82) CHECKED BY LEFT. OF HIGHWAYS ENGINEER (Date _____)

Mile 1.68 1.56 1.08 4.32	NAME OF STREET	FROM (if widths vary list each change)	TO	TRAFFIC WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for 1-1/2 hour Traffic	Miles
	Monument Ave.	Malvern - Thompson		140'	2-32'	0.42	No	Aggr.	Asphalt	4	
	Monument Ave.	Thompson - Belmont		140'	2-36'	0.39	No	Aggr.	Asphalt	4	
	Monument Ave.	Belmont - Boulevard		140'	2-36'	0.27	No	Aggr.	Asphalt	4	
						1.08	5/8				

SIGNED [Signature]
 District Engineer
 Dept. of Highways

5/12/82

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund 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 to publicly owned airports..."; and

WHEREAS, at the request of the Board of Supervisors of Loudoun County, the Highway and Transportation Commission allocated \$76,000 on April 19, 1979, and \$77,000 on August 21, 1980, to provide access to Insulated Building Systems, Inc., and the Shade Shop Inc., located off Route 634 north of Dulles Airport in Loudoun County; and

WHEREAS, \$30,000 of the \$77,000 allocated on August 21, 1980, was conditioned upon need on a dollar-for-dollar match basis in the event the total cost of construction exceeded \$123,000; and

WHEREAS, the access road has been completed and the total cost is less than \$123,000, thereby precluding the need for invoking the dollar-for-dollar match provision of the \$30,000;

NOW, THEREFORE, BE IT RESOLVED, that \$30,000 of the \$77,000 allocation made from the 1980-81 industrial access fund to provide access to Insulated Building Systems, Inc., north of Dulles Airport in Loudoun County, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

Moved by Mr. Smalley, seconded by Mr. Bane,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Council Chambers of the Town Hall in Front Royal, Virginia, on August 27, 1981, at 7:30 p.m., for the purpose of considering the proposed location and major design features of State Route 55 (South Street) from the intersection of U. S. Route 340 to 0.11 mile east of the intersection of U. S. Route 522 in the Town of Front Royal, State Project 0055-112-101, C-501, B-601; Federal Project M-5112(102); and

5/12/82

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. Bane, seconded by Mr. Vaughan,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHDM 7-7-5, a location and design public hearing was held in the Meadowview Elementary School located on State Route 80 between Interstate Route 81 and U. S. Route 11 on February 25, 1982, at 7 p.m., for the purpose of considering the proposed location and major design features of Interstate Route 81 for the additional ramps at State Route 80 and Secondary Route 737 interchanges in Washington County, State Project 0081-095-009, C-506, C-507; Federal Project I-81-1(); 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

5/12/82

After presentation of the facts regarding proposed restriction of through truck traffic on Routes 1101, 1102 and 1103 in the Town of Jarratt and Greensville and Sussex Counties, and following some discussion, Mr. Guiffre made a motion not to restrict the traffic. The motion died for lack of a second. Subsequently, the following resolution was adopted:

Moved by Mr. Robinson, seconded by Dr. Watkins, that

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held by the Department on March 15, 1982, at 7 p.m., at the Jarratt Fire Department Building, pursuant to formal requests by the Greensville and Sussex Counties' Boards of Supervisors and the Town Council of the Town of Jarratt to consider the restriction of truck traffic on the following routes:

Grigg Avenue (Routes 1103 and 1101) from Route 139 in a westerly direction to its intersection with Route 1102 and continuing on Route 1101 to the intersection of Routes 139-610, a length of 0.85 miles, and

Route 1102 from the intersection of Route 301 in a westerly direction to the intersection of Route 1101, a length of 1.3 miles; and

WHEREAS, proper notice was given in advance and all persons present were afforded full opportunity to express their opinions and recommendations for or against the proposal presented, and their statements being duly recorded; and

WHEREAS, careful consideration has been given to the recommendations received, the structural condition of the road, and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that the above cited sections of Routes 1101, 1102 and 1103 within the Town of Jarratt and the Counties of Greensville and Sussex be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

MOTION CARRIED

Moved by Mr. Smith, seconded by Mr. Vaughan, that

WHEREAS, the Highway and Transportation Commission has the responsibility for allocating UMTA Section 5 funds among the urbanized areas with populations between 50,000 and 200,000; and

WHEREAS, such allocations are to be based upon the documented needs in each area and the allocations are to be presented in an annual Program of Projects which will be revised as needed during the program year; and

5/12/82

WHEREAS, the Department's Public Transportation Division has obtained documentation of the funding needs for public transportation in the small urbanized areas of the Commonwealth which are reflected in the numbers provided below;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following Program of Projects shall serve as the distribution of UMTA Section 5 funds for the Commonwealth's small urbanized areas for fiscal year 1983; and

BE IT FURTHER RESOLVED, that the Commissioner of Highways and Transportation shall advise UMTA of the annual Program of Projects and any subsequent revisions to the program which this Commission may make.

FY-83 Program of Projects for
Virginia's Apportionment of UMTA Section 5 Funds
April 1982

<u>Operating Assistance</u>	<u>Tiers I & II</u>
Greater Roanoke Transit Company FY-83	\$ 607,605
Greater Lynchburg Transit Company FY-83	664,691
Petersburg Area Transit Company FY-83	198,435
Charlottesville Transit Company FY-83	395,358
JAUNT FY-83	116,800
Bristol FY-83	<u>50,992</u>
Operating Subtotal	\$2,033,881
Capital Assistance - None	<u>0</u>
FY-83 Total	\$2,033,881

MOTION CARRIED

Moved by Mr. Smith, seconded by Mr. Guiffre,
that

WHEREAS, Chapter 601, Item 640 of the Acts of the General Assembly of 1981 contains discretionary allocations for administrative and capital assistance and requires authorization by the Commission before these funds can be utilized; and

WHEREAS, the Commission is empowered to transfer funds between these discretionary allocations as may be required; and

5/12/82

WHEREAS, requests received for capital assistance have exceeded the discretionary capital assistance allocation and an unobligated balance remains in the discretionary administration assistance allocation; and

WHEREAS, these funds may be used to support up to 95% of the local share of capital expenses for public transportation projects; and

WHEREAS, the following jurisdictions require state funds for capital expenses in the amounts shown;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that under Chapter 601, Item 640 of the Appropriations Act, a sum of \$180,000 of the funds provided in Item 640 c, 9., the discretionary allocation for administration, shall be made available for capital projects according to Item 640, c,10.; and

BE IT FURTHER RESOLVED, that this Commission hereby directs that the following sums shall be made available to the localities, as listed, and that the Deputy Commissioner and Chief Engineer may obligate additional assistance, if necessary, to match revisions to the projects.

<u>Locality</u>	<u>Funds Authorized by This Resolution</u>	<u>Purpose</u>
City of Harrisonburg	\$110,465	Match Federal grant to purchase three buses; amend previous state grant to construct facility
City of Danville	\$ 95,000	State grant to purchase spare engines and tools for buses; amend previous state grant to purchase bus washing facility

MOTION CARRIED

Moved by Mr. Robinson, seconded by Mr. Smith,
that

WHEREAS, the location and major design features of U. S. Route 17 from 9.014 miles south of the intersection of U. S. Route 360 (Brays Fork) to 0.303 mile south of the intersection of U. S. Route 360 (Brays Fork) in Essex County, State Project 6017-028-106, C-502, C-503, B-603, were approved by this Commission on February 17, 1977; and

5/12/82

WHEREAS, serious environmental concerns at Piscataway Creek resulted in a major design change; and

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Essex County Courthouse at Tappahannock, Virginia, on January 25, 1982, at 10 a.m., for the purpose of reconsidering the proposed location and major design features of U. S. Route 17 from 3.24 miles south of the intersection of U. S. Route 360 (Brays Fork) to 1.43 miles south of the intersection U. S. Route 360 (Brays Fork) in Essex County, State Project 8017-028-106, C-504; Federal Project F-103-1(); 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 the section of U. S. Route 17 from 3.24 miles south of the intersection of U. S. Route 360 (Brays Fork) to 1.43 miles south of the intersection of U. S. Route 360 (Brays Fork) in Essex County, as approved on February 17, 1977, be rescinded; and

BE IT FURTHER RESOLVED, that the location and major design features of the aforementioned section of U. S. Route 17 be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers on January 25, 1982.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund 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 to publicly owned airports..."; and

5/12/82

WHEREAS, at the request of the Newport News City Council, the Highway and Transportation Commission by resolution dated June 21, 1973, allocated \$100,000 from the 1972-73 industrial access fund to assist in providing access to the proposed facility of Family Fashions by Avon, Inc., in the City of Newport News, contingent upon the industry's entering into a firm contract for the construction of its facility; and

WHEREAS, Family Fashions by Avon Inc. has not fulfilled the contingency of constructing its facility at this location; and

WHEREAS, the City Council of Newport News has authorized withdrawal of this allocation;

NOW, THEREFORE, BE IT RESOLVED, that the allocation of \$100,000 made from the 1972-73 industrial access fund, Project 9999-121-102, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

Moved by Dr. Watkins, seconded by Mr. Smith,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Halifax County and the Town Council of the Town of Halifax have, by resolutions, requested industrial access funds to serve Burlington Industries, Incorporated, located off Route 851 in Halifax County near the Town of Halifax, estimated to cost \$175,000; 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 \$175,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the expanding facility of Burlington Industries,

5/12/82

Incorporated, located off Route 651 in Halifax County near the Town of Halifax, Projects 0651-041-165, C-503 and 0651-230-165, C-502, contingent upon (1) the industry's entering into a firm contract for the expansion of its facility, and (2) the necessary right of way and adjustment of utilities at no cost to the industrial access fund.

MOTION CARRIED

Moved by Mr. Smalley, seconded by Mr. Robinson, that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$1,500,000 from highway funds for such purposes; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Shenandoah County has by resolution requested the use of recreational access funds to construct the access road to the Shenandoah County Recreational Park, estimated to cost \$95,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$95,000 from the recreational access fund for 1981-82 be allocated to provide access to the Shenandoah County Recreational Park, Project 0842-085-211, M-501, contingent upon the necessary right of way and adjustment of utilities at no cost to the Commonwealth.

MOTION CARRIED

5/12/82

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Amelia County has by resolution requested the use of recreational access funds to construct the access road to the Amelia County Park in Amelia County, estimated to cost \$10,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$10,000 from the recreational access fund for 1981-82 be allocated to construct the access to the Amelia County Park, Project 1020-004-165, N-501, contingent upon the right of way and adjustment of utilities at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Robinson, seconded by Mr. Vaughan,
that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to carry out the provisions of this section."; and

5/12/82

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Surry County has by resolution requested the use of recreational access funds to provide access to the Surry County Park in Surry County, estimated to cost \$43,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$43,000 from the recreational access fund for 1981-82 be allocated to provide access to the Surry County Park in Surry County, Project 1010-090-146, M-501, contingent upon the right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

On motion of Mr. Guiffre, seconded by Mr. Hooper, the Commission deferred until next month action on allocating recreational access funds to New Quarter Park in York County.

Mr. King read into the record the Department's "Statement of Mission in the 1980s"; and on motion of Mr. Hooper, seconded by Mr. Smith, the Commission endorsed the statement, as attached.

STATEMENT OF MISSION IN THE 1980s
VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

The economic and political environment in which the Department must operate in the decade of the '80s will demand continued austerity and adjustment in staffing to accomplish the following: adequate maintenance operations to fully protect the public's investment in the Commonwealth's highway system; a limited highway construction and reconstruction program; an increased emphasis on traffic management, and continued support for public transportation and coordinated transportation planning.

In order to provide leadership for these efforts, the Department will develop a more structured management approach, including, but not limited to, increased budgetary and operational accountability at all management levels; new management tools of control, with specific emphasis on program budgets for district and division operations, and an improved decision-making process.

The Department's first effort must be to ensure the safety and convenience of the people using the highway system. Therefore, proper maintenance of the system will be the first priority. The improvement of the system will proceed in accordance with the Critical Improvement Program. Closely related to these efforts will be the better management of existing highway and related transportation facilities and coordinated planning for all methods of transportation through the statewide planning process.

The Department will stabilize the construction and reconstruction workload insofar as fluctuating funds will permit, such action to be a necessary part of a sound manpower planning program to be developed throughout the Department.

When reductions in personnel are required, it will be the objective of management to reduce by attrition, reserving use of the state layoff policy solely as an action of last resort. Reductions may also be achieved by cross-training and by moving individuals from one classification to another or from field to central office or vice versa, as opportunities permit, to fill essential positions which become vacant.

In carrying out this mission, the Department will evolve toward decentralization in the performance of its task wherever feasible. While broad policies must be established and monitored in the central office, in the interest of statewide uniformity, it will be the practice of management to delegate day-to-day decision-making functions to the lowest appropriate organizational level.

In seeking to fulfill this mission, moreover, the Department recognizes the importance of clear, timely communications, both within its own organization and with those it serves and with whom it works outside the organization.

It believes, further, that its success in fulfilling its responsibilities will depend in large measure upon the consent of an informed public.

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 606, State Highway Project 0606-036-103, C-501, the Commonwealth acquired certain lands from Walter C. Cook and Belle M. Cook by deed dated June 15, 1964 and recorded in Deed Book 135, Page 96 and from D. W. Ware Pulpwood Supplier, Inc., et al, by instrument dated February 28, 1966, recorded in Deed Book 141, Page 468, case which has been concluded. Both of these instruments are recorded in the Office of the Clerk of the Circuit Court of Gloucester County; and

WHEREAS, under Project 0606-036-103, C-501, a portion of Route 606 was relocated in a western direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Gloucester County held on the 25th day of February, 1966, a resolution was passed abandoning as a public road an old section of Route 606 from Station 212+10 to Station 217+50, which action was effective March 22, 1966; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess land lying between the center of old Route 606 and the east normal right of way limits of present Route 606, 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 between the center of old Route 606 and the east normal right of way limits of present Route 606 from a point approximately 25 feet right of approximate Station 212+65 (Route 606 centerline) to a point approximately 25 feet right of approximate Station 217+00 (Route 606 centerline) and containing 0.40 acre, more or less, 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.

5/12/82

NOW, THEREFORE, the conveyance of the said land so certified in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), 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 landowners 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. Hooper, seconded by Mr. Bane,

that

WHEREAS, the Commonwealth acquired certain lands for the Old Broadford Area Headquarters from Mathieson Chemical Corporation by deed dated May 11, 1953 and recorded in Deed Book 123, Page 140 in the Office of the Clerk of the Circuit Court of Smyth County; and

WHEREAS, this maintenance facility has been relocated and it has been determined by Department Engineers that this lot is excess to the Department's needs; and

WHEREAS, it is proposed that the excess land be offered to another State agency or advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 2.00 acres, more or less, and comprising the Old Broadford Area Headquarters and lying southeast of the southeast normal right of way limits of Route 42, from a point approximately 40 feet right of approximate Station 136+55 (Route 42 centerline, Project 0042-086-103, RW-201) to a point approximately 40 feet right of approximate Station 140+37 (Route 42 centerline, Project 0042-086-103, RW-201) is deemed by him no longer necessary for the uses of the State Highway System.

5/12/82

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149 and 2.1-5 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, 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 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. Hooper, seconded by Mr. Bane,

that

WHEREAS, the Commonwealth is the apparent owner of a section of the Old Boydton-Petersburg Plankroad which lies east of Route 1 in Dinwiddie County; and

WHEREAS, the adjacent landowners of record have requested that the Commonwealth convey its interest in the portion of old road which lies within their property in order that they may more fully develop their adjoining lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the section of the Old Boydton-Petersburg Plankroad which lies east of present Route 1 approximately 0.4 miles north of Route 685 does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, to the adjoining landowners is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth conveying same by deed or deeds of quitclaim for a consideration or considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

5/12/82

Moved by Mr. Bane, seconded by Mr. Robinson, that

WHEREAS, Orby Lee Cantrell served with much distinction and honor as a member of the Virginia House of Delegates from 1952 to 1982; and

WHEREAS, he was for many years a member of the House Committee on Roads and Internal Navigation, and became its chairman in 1978; and

WHEREAS, throughout his legislative work he was a strong, effective and eloquent spokesman for the cause of safe, modern highways and for improvement of the vast state secondary road system; and

WHEREAS, while his chief concern was for improvement of rural roads in his legislative district and in the entire Southwest Virginia region, as a man of vision he enthusiastically supported development of an adequate highway system all across the Commonwealth; and

WHEREAS, all Virginians and the commerce and industry of this state will for many years be the beneficiaries of Orby Lee Cantrell's wise and determined leadership; and

WHEREAS, Orby Lee Cantrell passed away unexpectedly on April 29, 1982;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission does express its deep and abiding sympathy to members of the Cantrell family, and does also express the hope that they will find a small measure of comfort in the knowledge that their grief and sense of loss are shared by this Commission and by countless other friends throughout Virginia.

MOTION CARRIED

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action on bids received March 24, 1982, on the following projects:

BITUMINOUS PLANT MIX - Furnishing, delivering and applying material

Bristol District, Project PPOO-961-701, M-400, Schedule 101-82 (Contract Items 1-A-2 and 1-C-2)

Award of contract to low bidder, APAC-Virginia, Inc., Richmond, Virginia.

Bid	\$311,778.76
Engineering and contingencies	49,260.72
Amount chargeable to project	361,037.48

\$361,037.48 to be financed 76.80% FHWA Primary 3R Funds and 23.20% Virginia Construction Funds.

Bristol District, Projects PPOO-961-701, M-400; PS00-961-701, M-400; PNOO-961-701, M-400, Schedule 103-82 (Contract Items 1-D-2, 1-E-2 and 1-H-2)

Award of contract to low bidder, Adams Construction Co. & Sub., Roanoke, Virginia.

Bid	\$461,583.01
Engineering and contingencies	72,930.11
Amount chargeable to project	534,513.12

\$534,513.12 to be financed 76.80% FHWA Primary and Secondary 3R Funds, 23.20% Virginia Construction Funds and 100% Tazewell County Secondary Maintenance Replacement Funds.

Bristol District, Project PPOO-961-701, M-400, Schedule 104-82 (Contract Item 1-N-2)

Award of contract to low bidder, Barb & Shumaker, Inc., Bristol, Virginia.

Bid	\$215,058.55
Engineering and contingencies	33,978.93
Amount chargeable to project	249,035.48

\$249,035.48 to be financed 76.80% FHWA Primary 3R Funds and 23.20% Virginia Construction Funds.

5/12/82

Salem District, Projects PPO0-962-701, M-400; PSC0-962-701, M-400, Schedule 201-82 (Contract Items 2-A-2, 2-C-2, 2-E-2, 2-H-2 and 2-J-2)

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

Bid \$ 884,761.74
Engineering and contingencies 139,792.35
Amount chargeable to project 1,024,554.09
\$1,024,554.09 to be financed 76.80% FHWA Primary and Secondary 3R Funds and 23.20% Virginia Construction Funds.

Salem District, Projects PPO0-962-701, M-400; O622-009-170, M-501; PN00-962-701, M-400, Schedule 202-82 (Contract Items 2-B-2, 2-D-2 and 2-M-2)

Award of contract to low bidder, Pendleton Construction Corp. & Sub., Wytheville, Virginia.

Bid \$582,681.70
Engineering and contingencies 92,063.70
Amount chargeable to project 674,745.40
\$674,745.40 to be financed 76.80% FHWA Primary 3R Funds, 23.20% Virginia Construction Funds, 100% Virginia Construction Funds, 100% Carroll County Secondary Maintenance Replacement Funds, 100% Salem District Primary Maintenance Replacement Funds, 100% Montgomery County Secondary Maintenance Replacement Funds and 100% Accounts Receivable VPI & SU and Radford University.

Salem District, Projects PPO0-962-701, M-400; O825-044-227, N-501, Schedule 203-82 (Contract Items 2-F-2 and 2-G-2)

Award of contract to low bidder, AFAC-Virginia, Inc., Danville, Virginia.

Bid \$358,214.95
Engineering and contingencies 56,597.96
Amount chargeable to project 414,812.91
\$414,812.91 to be financed 76.80% FHWA Primary 3R Funds and 23.20% Virginia Construction Funds and 100% State Construction Funds.

5/12/82

Suffolk District, Project PP00-965-701, M-400, Schedule 501-82
(Contract Item 5-A-2)

Award of contract to low bidder, Rea Construction Co. & Sub.,
Norfolk, Virginia.

Bid	\$373,714.50
Engineering and contingencies	59,046.89
Amount chargeable to project	432,761.39

\$432,761.39 to be financed 76.80% FHWA Primary 3R Funds and
23.20% Virginia Construction Funds.

Suffolk District, Project PP00-965-701, M-400, Schedule 502-82
(Contract Items 5-B-2 and 5-C-2)

Award of contract to low bidder, Higginson-Buchanan, Inc.,
Chesapeake, Virginia.

Bid	\$397,244.65
Engineering and contingencies	62,764.65
Amount chargeable to project	460,009.30

\$460,009.30 to be financed 76.80% FHWA Primary 3R Funds and
23.20% Virginia Construction Funds.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action rejecting
bids received March 24, 1982, on the following projects, and
authorize readvertisement:

BITUMINOUS PLANT MIX - Furnishing, delivering and applying
material

Bristol District, Project PN00-961-701, M-400 (Contract Item
1-F-2)

Low bid - 21.3% over estimate.

Bristol District, Projects PN00-961-701, M-400; PS00-961-701,
M-400 (Contract Item 1-G-2)

Low bid - 23.6% over estimate.

MOTION CARRIED

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action on bids
received March 24, 1982, on the following projects:

Bristol District, Projects PPO0-961-701, M-400; PNO0-961-701,
M-400; PSCO-961-701, M-400, Schedule 102-82 (Contract Items
1-B-2, 1-I-2, 1-J-2, 1-K-2, 1-L-2, 1-M-2, 1-O-2 and 1-P-2)

Award of contract to low bidder, Pendleton Construction Corp.
& Sub., Wytheville, Virginia.

Bid	\$1,158,064.89
Engineering and contingencies	182,974.25
Amount chargeable to project	1,341,039.14

\$1,341,039.14 to be financed 76.80% FHWA Primary and Secondary
3R Funds and 23.20% Virginia Construction Funds, 100% Tazewell,
Wythe and Grayson Counties Secondary Maintenance Replacement
Funds and 100% Bristol District Interstate Maintenance Replace-
ment Funds.

Salem District, Projects PSCO-962-701, M-400; PNO0-962-701,
M-400; PPO0-962-701, M-400; 1217-035-147, M-501; 0679-077-161,
N-501, Schedule 204-82 (Contract Items 2-I-2, 2-L-2 and 2-N-2)

Award of contract to low bidder, Adams Construction Co. & Sub.,
Roanoke, Virginia.

Bid	\$730,879.50
Engineering and contingencies	115,478.96
Amount chargeable to project	846,358.46

\$846,358.46 to be financed 76.80% FHWA Primary and Secondary
3R Funds, 23.20% Virginia Construction Funds, 100% Salem
District Interstate Maintenance Replacement Funds, 100% Giles
County Secondary Maintenance Replacement Funds and 100% State
Construction Funds.

Salem District, Project PNO0-962-701, M-400, Schedule 205-82
(Contract Item 2-K-2)

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

Bid	\$148,775.00
Engineering and contingencies	23,506.45
Amount chargeable to project	172,281.45

\$172,281.45 to be financed 100% Salem District Interstate
Maintenance Replacement Funds.

5/12/82

Suffolk District, Projects PP00-965-701, M-400; PS00-965-701, M-800, Schedule 503-82 (Contract Item 5-D-2)

Award of contract to low bidder, Adams Construction Co. & Sub., Roanoke, Virginia.

Bid	\$171,375.80
Engineering and contingencies	27,077.37
Amount chargeable to project	198,453.17

\$198,453.17 to be financed 76.80% FHWA Primary and Secondary 3R Funds and 23.20% Virginia Construction Funds.

Suffolk District, Projects PP00-965-701, M-400; PS00-965-701, M-400; PN00-965-701, M-400, Schedule 504-82 (Contract Item 5-E-2)

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

Bid	\$72,973.58
Engineering and contingencies	11,529.82
Amount chargeable to project	84,503.40

\$84,503.40 to be financed 76.80% FHWA Primary and Secondary 3R Funds, 23.20% Virginia Construction Funds and 100% York County Secondary Maintenance Replacement Funds.

MOTION CARRIED, Mr. Mohr abstaining (by letter ballot).

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action on bids received April 20, 1982, on the following projects:

Project GR-7-82

Guardrail Replacement, Various Locations, Culpeper District. Award of contract to low bidder, Makco, Incorporated Charlottesville, Virginia.

Bid	\$29,882.20
Engineering and contingencies	4,721.39
Amount chargeable to project	34,603.59

\$34,603.59 to be financed from the Culpeper District Primary Construction Funds.

5/12/82

Project U000-107-102, C-501

Traffic Signals - Five Intersections, City of Covington.
Award of contract to low bidder, W & T Enterprises of N. C.,
Inc., Greensboro, North Carolina.

Bid	\$48,371.00
Engineering and contingencies	7,642.61
Work by state forces	2,026.50
Amount chargeable to project	58,040.11

\$2,040.11 to be provided in future Urban Construction Allocations.

Powhatan Parkway, Project U000-114-105, C-501

0.316 Mi. N. 664 - 0.87 Mi. N. 664, City of Hampton. Award
of contract to low bidder, Rea Construction Co. & Sub.,
Norfolk, Virginia.

Bid	\$1,587,162.91
Engineering and contingencies	250,771.74
Work by state forces	9,785.10
Amount chargeable to project	1,847,719.75

Accounts Receivable - City of Hampton - \$92,374.13
\$194,345.62 to be provided in future Urban Construction
Allocations.

Route 17 (Jefferson Ave.), Project 0017-121-104, C-502

0.057 Mi. S. Int. 306 (Harpersville Rd.) - 0.058 Mi. S. Int.
312 (J. Clyde Morris Blvd.), City of Newport News. Award
of contract to low bidder, Rea Construction Company & Sub.,
Norfolk, Virginia.

Bid	\$3,569,409.98
Engineering and contingencies	563,966.77
Work by state forces	16,896.27
Amount chargeable to project	4,150,273.02

\$283,564.90 - Accounts Receivable - City of Newport News

5/12/82

Route 144 (Temple Ave.), Project 0144-106-101, C-501, B-601, D-802

Int. 1 and Temple Ave. (Colonial Heights) - 0.595 Mi. W. ECL Colonial Heights, City of Colonial Heights. Award of contract to low bidder, Central Contracting Company, Inc., Farmville, Virginia.

	Construction	Right of Way
Bid	\$3,131,888.90	\$100.00
Engineering and contingencies	494,838.60	15.80
Work by state forces	18,433.93	
Utilities	14,000.00	
Railroad	17,220.00	
Amount chargeable to project	3,676,498.23	
Accounts Receivable - City of Colonial Heights - \$505,659.42		
\$1,370,838.81 to be provided in future Urban Construction Allocations.		

Route 615, Project 0615-045-123, B-608

Bridge on Route 615 over Crab Run - 0.080 Mi. S. Int. 250, Highland County. Award of contract to low bidder, Robertson Construction Company, Inc., Salem, Virginia.

Bid	\$ 89,147.50
Engineering and contingencies	14,085.31
Amount chargeable to project	103,232.81
\$3,604.82 to be provided in the 1982-83 Secondary Construction Funds.	

Route 710, Project 0710-030-198, N-501; N-502

Int. Rte. 17 (Recreational Access) - 1.28 Mi. W. Int. Rte. 17 (Sky Meadows State Park), Fauquier County. Award of contract to low bidder, R. L. Rider & Co., Warrenton, Virginia.

Bid	\$170,047.00
Engineering and contingencies	26,867.42
Work by state forces	3,819.76
Amount chargeable to project	200,734.18
Accounts Receivable - \$200,734.18 - Division of State Parks	

Route 9000, Project 9000-013-182, B-627

Bridge over Slate Creek at Int. Rte. 83, Buchanan County. Award of contract to low bidder, Edwin O'Dell & Co., Pulaski, Virginia.

Bid	\$108,333.40
Engineering and contingencies	17,116.68
Amount chargeable to project	125,450.08
\$13,612.85 to be provided in the 1982-83 Secondary Construction Funds.	

NOTION CARRIED

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action rejecting bids received April 20, 1982, on the following project, and authorize readvertisement:

Route 719, Project 0719-095-165, C-501, B-625

0.038 Mi. E. Int. 788 - 0.085 Mi. W. Int. 788, Washington County. Low bid - 31.9% over estimate.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action on bids received April 20, 1982, on the following projects:

Gus W. Nicks Blvd., Projects U000-128-114, C-501, B-609;
U000-149-102, C-501, B-601

Orange Ave. (Rte. 480) - Int. Pollard St., City of Roanoke and Town of Vinton. Award of contract to low bidder, Adams Constr. Co. & Sub., Roanoke, Virginia.

Bid	\$2,690,259.33
Engineering and contingencies	425,060.97
Work by state forces	14,706.60
Railroad	123,200.00
Amount chargeable to project	3,253,226.90
Accounts Receivable - City of Roanoke	- \$87,488.19
Town of Vinton	- \$75,173.18

\$1,472,815.53 to be provided in future Urban Construction Allocations.

Route 23, Project 6023-146-102, C-504

0.858 Mi. E. WCL Norton - Int. 11th St., City of Norton. Award of contract to low bidder, English Constr. Co., Inc. & Subs., Altavista, Virginia.

Bid	\$682,150.44
Engineering and contingencies	107,779.76
Work by state forces	18,267.45
Amount chargeable to project	808,197.65
\$6,278.53 Accounts Receivable - City of Norton	

\$37,173.28 to be provided in future Primary Construction Allocations.

5/12/82

Route 101, Project 0101-128-102, C-502

Reloc. Rte. 626 and Rte. 101 Temp. Detour, City of Roanoke. Award of contract to low bidder, Adams Construction Company & Sub., Roanoke, Virginia.

Bid	\$588,307.80
Engineering and contingencies	92,952.63
Work by state forces	5,215.63
Amount chargeable to project	686,476.06

Route 704, Project 0704-053-220, M-501

Rte. 7 Bypass - Exist. Rte. 7, Loudoun County. Award of contract to low bidder, William A. Hazel, Inc., Chantilly, Virginia.

Bid	\$52,146.70
Engineering and contingencies	8,239.18
Work by state forces	4,813.62
Amount chargeable to project	65,199.50
Primary System Participation Limited to	\$70,000.00

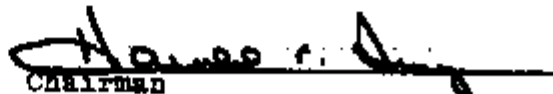
MOTION CARRIED, Mr. Mohr abstaining (by letter ballot).

Mr. O. K. Mabry, Director of Planning, presented proposed tentative allocations of Interstate, Primary and Urban Construction Funds for fiscal year 1982-83; and on motion of Mr. Hooper, seconded by Mr. Smith, the tentative allocations as presented were approved, as listed on the attached sheets.

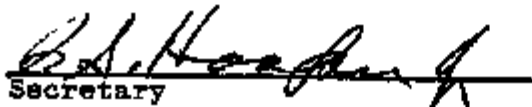
The next Commission meeting will be held in Salem on June 9, preceded at 9 a.m. by the Allocation Hearing for the western districts of the state. The Allocation Hearing for the eastern districts will be held in Richmond on June 17 at 9 a.m.

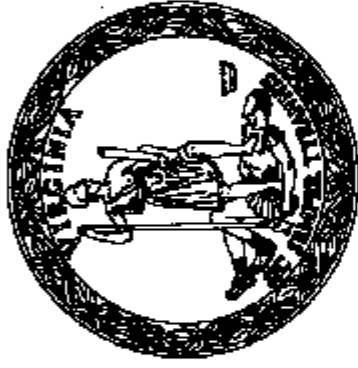
The meeting was adjourned at 11:04 a.m.

Approved:


Chairman

Attested:


Secretary



**TENTATIVE
ALLOCATION OF FUNDS
FISCAL YEAR 1982 - 83
INTERSTATE, PRIMARY, & URBAN SYSTEMS AND PUBLIC TRANSIT**



**SIX YEAR IMPROVEMENT PROGRAM
FISCAL YEARS 1982 - 83 THRU 1987 - 88
INTERSTATE, PRIMARY, URBAN, & SECONDARY SYSTEMS
AND
PUBLIC TRANSIT**

Virginia Department of Highways and Transportation

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A FOREWORD

This document presents the Virginia Department of Highways and Transportation's Six-Year Improvement Program and is the first revision of Virginia's Critical Improvement Program for highways and public transportation.

The Critical Improvement Program originally was developed in 1981, outlining the funding required and the time schedule anticipated for each major phase of every construction and improvement project proposed for the interstate, primary, and urban road systems in the period 1982-83 through 1987-88.

The Program also identified the total amounts of money required in each county to meet the recommended construction and improvement work for the secondary road system, and the additional state aid needed for local public transportation systems.

Revisions reflected in the following pages are based on the actual funding levels subsequently authorized by the 1982 session of the General Assembly. Concerned that scores of needs were going unmet, the Assembly enacted a 3 per cent oil company excise tax and increased several road-user fees in order to provide more money.

In so doing, the Legislature sought out a reasonable balance between the choices of taking no action, on the one hand, or of fully funding the entire six-year Critical Improvement Program as proposed, on the other.

For the 1982-83 fiscal year, the General Assembly's action will provide an estimated \$108.9 million in additional revenue for construction and improvement projects on the interstate, primary, urban, and secondary highway systems. Combined with income anticipated from

previous sources, this will permit a total program of about \$434.4 million.

For public transportation, the legislative action raised the level of state funding from the \$12.3 million which would have been available otherwise to approximately \$31.8 million.

The Commonwealth now is in position to move forward with many transportation improvements which had faced the prospect of indefinite deferral, and will have funds enough to maintain existing highway facilities and to match all available federal aid, at least in the years just ahead.

In this age of uncertainty as to fuel supplies, costs, and conservation practices of American motorists, it is difficult to forecast long-range revenue trends with confidence. But this Commission believes the General Assembly has established a realistic and dependable revenue base for the immediate future.

At the same time, anticipated funding levels will not satisfy every request for highway improvements. Indeed, the originally proposed six-year Critical Improvement Program would not have done so either.

In making the necessary revisions reflected in the following pages, the Commission and the Department of Highways and Transportation sought the advice of local governments, individual citizens, and others in nine public hearings conducted throughout the state in the spring of 1982.

Comments expressed at the hearings have been beneficial in two ways: first, in allocating money budgeted for the first fiscal year of the Improvement Program, beginning July 1, 1982, and, second, in making the longer-term revisions in the program.

As in the original Critical Improvement Program report last year, interstate, primary, and urban highway system allocations are shown here on a project-by-project basis. For the secondary system, total amounts are shown for each county, since the more detailed project allocations for that system are to be determined jointly by the Department and the county boards of supervisors. In respect to public transportation, the allocations are shown by transit system or by regional transportation district commission.

Of necessity, some highway projects proposed in the earlier report have been deferred beyond the six year period in order for the program to remain within authorized funding levels. However, those projects will be considered for later inclusion as part of the yearly process in which the Improvement Program will be updated and extended by the Department of Highways and Transportation.

**SIX YEAR IMPROVEMENT PROGRAM
AS COMPARED TO
CRITICAL IMPROVEMENT PROGRAM**

	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
MAINTENANCE:	323,300	356,900	401,426	443,900	491,700	546,500	2,563,726
PUBLIC TRANSIT:	31,795	31,795	31,795	31,795	31,795	31,795	190,770
CONSTRUCTION:							
CRITICAL IMPROVEMENT PROGRAM							
Interstate	211,665	231,154	234,042	242,279	212,484	212,484	1,344,108
Primary	119,039	120,498	122,883	125,139	129,984	133,215	750,758
Urban	76,010	77,619	78,985	80,606	81,242	82,856	477,318
Secondary	83,810	85,670	87,249	89,123	89,858	91,723	527,433
TOTAL	<u>490,524</u>	<u>514,941</u>	<u>523,159</u>	<u>537,147</u>	<u>513,568</u>	<u>520,278</u>	<u>3,099,617</u>
SIX YEAR IMPROVEMENT PROGRAM							
Interstate	211,006	231,152	234,042	242,279	212,484	212,484	1,343,447
Primary	94,710	76,037	63,459	43,602	39,364	39,364	356,536
Urban	60,016	51,888	45,772	36,336	32,431	32,431	258,876
Secondary	68,661	57,862	53,036	42,390	38,891	42,804	303,644
TOTAL	<u>434,393</u>	<u>416,939</u>	<u>396,309</u>	<u>364,609</u>	<u>323,170</u>	<u>327,083</u>	<u>2,262,503</u>

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Bristol District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS					
				Actual 1982-83	Projected 83-84	84-85	85-86	86-87	87-88
Bristol City Bus Company	Bristol	State aid for public transportation administration and capital projects	175	30	29	29	29	29	29
District Total			175	30	29	29	29	29	29

Salem District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS					
				Actual 1982-83	Projected 83-84	84-85	85-86	86-87	87-88
Greater Roanoke Transit Company	Roanoke	State aid for public transportation administration and capital projects	2,186	521	333	333	333	333	333
District Total			2,186	521	333	333	333	333	333

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Lynchburg District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual 1982-83	Projected 83-84	Projected 84-85	Projected 85-86	Projected 86-87
Greater Lynchburg Transit Company	Lynchburg	State aid for public transportation administration and capital projects	2,148	358	358	358	358	358
Danville Transit	Danville	State aid for public transportation administration and capital projects	1,161	256	181	181	181	181
District Total			3,309	614	539	539	539	539

Richmond District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual 1982-83	Projected 83-84	Projected 84-85	Projected 85-86	Projected 86-87
Greater Richmond Transit Company	Richmond	State aid for public transportation administration and capital projects	15,512	2,877	2,527	2,527	2,527	2,527
Petersburg Area Transit	Petersburg	State aid for public transportation administration and capital projects	674	114	112	112	112	112
District Total			16,186	2,991	2,639	2,639	2,639	2,639

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Suffolk _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	
Tidewater Transportation District Commission	Norfolk, Portsmouth, Virginia Beach, Suffolk, Chesapeake	State aid for public transportation administration and capital projects	18,035	2,975	3,024	3,024	3,024	3,024	3,024	
Peninsula Transportation District Commission	Hampton, Newport, News	State aid for public transportation administration and capital projects	10,993	1,653	1,868	1,868	1,868	1,868	1,868	
District Total			29,028	4,568	4,892	4,892	4,892	4,892	4,892	

Fredericksburg _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	
N/A	N/A	N/A	-0-	-0-	-0-	-0-	-0-	-0-	-0-	
District Total			-0-	-0-	-0-	-0-	-0-	-0-	-0-	

No localities in the Fredericksburg District receive direct allocations in the Appropriations Act. Public transportation and ridesharing programs in the district may anticipate appropriations from the statewide discretionality allocations.

Public Transportation and Ridesharing Improvement Program
 (In Thousands of Dollars)
 1982-83 Through 1987-88

Statewide Discretionary Allocations

Additional appropriations for all the districts. may be anticipated from the Highway & Transportation Commission's discretionary allocations. The amounts of these appropriations will be determined at the time of project initiation. State-wide totals for the discretionary allocations are as shown.	<u>Project Description</u>	<u>1982-83</u>	<u>83-84</u>	<u>84-85</u>	<u>85-86</u>	<u>86-87</u>	<u>87-88</u>
	Statewide Discretionary Allocations for administrative, capital, expertimental, technical assistance, and promotion projects	2,186	1,868	1,868	1,868	1,868	1,868

EFISCOL DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

		FISCAL YEAR ALLOCATIONS					
ACTUAL		PROJECTED					
<u>1982-83</u>		<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
INTERSTATE	9,057	9,955	9,192	4,123	1,150	890	34,367
PRIMARY	10,341	8,585	7,438	6,154	5,730	5,763	44,011
URBAN	1,800	1,500	1,300	1,000	900	900	7,400
SECONDARY	8,636	6,977	6,608	5,303	4,968	5,648	38,340

**IMMEDIATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

BOSTON DASH

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
81/77 Wythe Develop Co 6 Lanes	1.1 Miles West Route 52 - 3.7 Miles East Route 77 (2.4 Miles)	P.E. 435 R/W 470 CONST. 9,700 TOTAL 10,605	435 470 1,780 2,685	-- -- 2,920 2,920	5,560 3,500	-- 3,500	-- 920	-- --	-- --	-- --	-- --	-- --
81/77 Wythe Develop to 6 Lanes	3.7 Miles East Route 77 - 1.9 Miles East Route 77 (1.8 Miles)	P.E. 390 R/W 325 CONST. 8,700 TOTAL 9,415	90 -- -- 90	300 325 8,700 9,325	500 825 1,732 2,557	-- -- 3,000 3,000	-- -- 3,000 3,000	-- -- 968 968	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
81/77 Wythe Develop in 6 Lanes	1.9 Miles East Route 77 - 0.2 Miles East Route 77 (1.7 Miles)	P.E. 485 R/W 495 CONST. 10,800 TOTAL 11,780	85 -- -- 85	400 495 10,800 11,695	400 495 1,000 1,000	-- -- 1,000 1,000	-- -- 4,592 4,592	-- -- 2,650 2,650	-- -- 800 800	-- -- 540 540	-- -- 540 540	-- -- 1,113 1,113
81 Working- ton Interchange Improvements	Intersection Route 80	P.E. 15 R/W 140 CONST. 285 TOTAL 440	15 -- -- 15	-- 140 285 425	-- -- -- --	-- -- -- 100	-- -- 40 200	-- -- 85 85	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
81 Working- ton Interchange Improvements	Intersection Route 737	P.E. 10 R/W 130 CONST. 240 TOTAL 380	10 -- -- 10	-- 130 240 370	-- -- -- --	-- -- -- 65	-- -- 85 170	-- -- 70 235	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 thru 1987-88

BRISTOL _____ District

ROUTE COUNTY/ACTIVITY	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
19/860 - Tazewell 2 Lanes on 4 Lane Right of Way New location	BLUEFIELD BYPASS: 1.61 Miles West West Virginia State Line- 5.22 Miles West West Virginia State Line (3.60 Miles)	P.E. 645 R/W 5605 CONSTR. 21,335 TOTAL 2,580	645 8505 4715 1,965	- 615 615	- 50 50	- 100 100	- 200 200	- 165 165	- 100 100	- - -	- - -	
19- Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Miles West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 500 R/W 1,575 CONSTR. 3,552 TOTAL 5,627	500 1,575 832 2,907	- 2,720 2,720	- 1,000 1,000	- 1,005 1,005	- 715 715	- - -	- - -	- - -	- - -	
19 - Russell Paving - 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Mile West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 85 R/W - CONSTR. 1,655 TOTAL 1,740	- - - -	85 1,655 1,740	- - -	- - -	85 825 910	- 600 600	- 300 300	- 130 130	- - -	
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: Route 654 - Existing Route 19 (1.60 Miles)	P.E. 350 R/W 960 CONSTR. - TOTAL 1,320	350 - - 360	- 960 960	- - -	- - -	- - -	- - -	- - -	245 245	715 715	
21 - Grayson Reconstruct- Klan	Intersection of Route 658 (0.20 Mile)	P.E. 10 R/W 20 CONSTR. 142 TOTAL 172	10 20 12 42	- - - -	- - -	- - -	- 75 75	- 30 30	- 25 25	- - -	- - -	

State Funds Required to Match
Federal Appalachian Funds

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL

ROUTE COURTAGE TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					72-73	1983-84	1984-85	1985-86	1986-87	1987-88	
21 - Graysen Bridge and Approaches	New River	P.E. R/W CONST. TOTAL 210 10 4,295 4,515	- - - -	210 10 4,295 4,515	- - - -	- - - -	210 10 800 800	- - 800 800	- - - -	- - 1,000 1,000	- - 1,415 1,415
23 - Wise Railroad Grade Separation	TOWN OF APPALACHIA: 0.12 Mile West Route 78 - 0.32 Mile East Route 78 (0.40 Mile)	P.E. R/W CONST. TOTAL 210 1,250 2,294 3,754	- 1,250 204 1,664	- - 2,090 2,090	- - - -	- - - -	- - 300 300	- - 300 300	- - 200 200	- - - -	- - 240 240
23 - Wise 2 Lane at Grade Connector (Route 619)	0.90 Mile East West Corporate Limits Morton - 11th Street (0.40 Mile)	P.E. R/W CONST. TOTAL 100 93 190 383	100 * 23 - 123	* 70 * 190 * 260	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
23 - Wise 2 Lane Paving	0.18 Mile South Proposed Alternata Route 58 - 0.90 Mile North Old East Corporate Limits Morton (1.50 Miles)	P.E. R/W CONST. TOTAL 45 - 210 255	45 - 45 (UNDER CONSTRUCTION)	- * 210 * 210	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
23 - Wise Grading of Slide Area	POWELL VALLEY SLIDE: 3.94 Miles West Kentucky Avenue - 2.26 Mile West Kentucky Avenue (1.60 Miles)	P.E. R/W CONST. TOTAL 40 - 445 485	40 - * 230 * 270 (UNDER CONSTRUCTION)	* 215 * 215	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

* State Funds Required to Match
Federal Apportionment Funds

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88

Bristol Broken

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL 12-33	1983-84	1984-85	1985-86	1986-87	1987-88			
23 - Wise Correction of Slide	Powell Valley RELOCATION: 3.82 Miles North Lane Wise County Line 0.38 Miles West Kentucky Avenue (6.40 Miles) POND BYPASS	P.E. - R/W 300 CONSTR. * 420 TOTAL 440	- - -	20 - -	15 - -	15 - -	15 - -	15 - -	15 - -	15 - -	15 - -	15 - -	- - -
58 - Lee Relocation	6.74 Miles West West Corporate Limits Jonesville - 8.03 Miles West West Corporate Limits Jonesville (1.30 Miles)	P.E. 185 R/W 190 CONSTR. 3,380 TOTAL 3,735	- - -	185 190 3,380 3,735	155 67 -	123 177 390	500 500 500	600 600 600	900 900 900	900 900 900	900 900 900	900 900 900	- 303 303
58 Alt.-Wise Grading & Lanes on New Location	0.25 Miles East Route 23 - 0.61 Mile East East Corporate Limits Horton (Ramey) (1.90 Miles)	P.E. 260 R/W 932 CONSTR. 2,990 TOTAL 5,182	260 932 830 2,022	- - -	3,160 3,160	200 200 200	200 200 200	500 500 500	700 700 700	800 800 800	720 720 720	720 720 720	- - -
58 Alt.-Wise Paving 2 Lanes on New Location	0.25 Miles East Route 23 - 0.61 Mile East East Corporate Limits Horton (Ramey) (1.90 Miles)	P.E. 60 R/W - CONSTR. 1,130 TOTAL 1,190	- - -	60 - -	60 - -	- -	- -	- -	- -	- -	60 -	60 -	- 350 350

* State Funds Required to Match
Federal Appalachian Funds

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-63 Thru 1967-68

BRISTOL

Dishes

ROUTE CITY/TOWNSHIP	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						PROJECTED						
						1963-64	1964-65	1966-66	1966-67	1967-68		
58 - Wise 2 Lane Relocation	INBODEN RELOCATION: Route 5B Alternate - 1.04 Miles West Route 5B Alternate (1.10 Miles)	P.E.	255	-	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	290 4,800 5,345	1,115 1,115	270 270	200 200	345 345	75 75	-	-	-	-
72 - Dickinson Rehabilitation	Route 83 (George's Fork) - 2.50 Miles South Route 83 (2.50 Miles)	P.E.	10	10	10	-	-	-	-	-	-	-
		R/W CONST. TOTAL	15 650 675	650 675	50 50	50 50	100 100	250 250	100 100	-	-	100 100
72 - Dickinson Bridges and Approaches	Cranes West Creek Near Wise County Line (2 Locations) (0.50 Mile)	P.E.	10	10	10	-	-	-	-	-	-	-
		R/W CONST. TOTAL	15 335 360	335 360	15 60 75	100 100	150 150	25 25	-	-	-	-
75 - Washington Develop to 4 Lanes	South Corporate Limits Abingdon - Route 81 (0.30 Mile)	P.E.	25	-	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	10 250 285	15 15	15 15	-	-	-	-	-	-	-
75 - Washington Bridge and Approaches Wolf Creek	2.83 Miles South Route 81 - 3.50 Miles South Route 81 (0.60 Miles)	P.E.	35	-	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	145 670 850	145 670 850	35 670 850	-	-	-	-	-	-	-

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
BRISTOL DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL		PROJECTED					
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Bland	354,823	278,893	262,462	209,843	195,677	228,468	1,510,166	
Buchanan	1,039,209	886,688	869,428	712,378	683,489	838,953	5,030,145	
Dickenson	614,895	502,495	486,258	395,366	376,014	454,665	2,829,691	
Grayson	709,846	507,322	497,147	407,204	390,537	479,049	2,991,105	
Lee	655,146	545,439	507,642	403,076	372,756	428,594	2,912,653	
Russell	742,392	642,872	631,333	517,753	497,258	611,400	3,643,008	
Scott	879,088	731,971	674,085	531,662	487,666	552,113	3,856,585	
Smyth	547,627	419,413	379,409	295,801	267,436	294,358	2,204,044	
Tazewell	786,097	641,577	601,701	480,047	446,499	518,889	3,474,810	
Washington	961,924	760,136	695,174	545,852	497,925	557,755	4,018,766	
Wise	633,029	540,106	499,630	395,194	363,763	414,593	2,846,315	
Wythe	732,130	520,566	503,234	408,925	388,638	469,364	3,022,857	
DISTRICT TOTALS	\$,636,204	6,977,478	6,607,503	5,303,101	4,967,658	5,848,201	38,340,145	

SALEM DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

	FISCAL YEAR ALLOCATIONS						<u>TOTAL</u>
	<u>ACTUAL</u>	<u>PROJECTED</u>					
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	
INTERSTATE	4,670	4,040	4,150	4,050	4,275	3,870	25,055
PRIMARY	12,298	10,520	9,113	6,977	6,058	6,109	51,076
URBAN	6,000	5,200	4,500	3,500	3,100	3,100	25,400
SECONDARY	9,651	7,957	7,323	5,774	5,293	5,987	41,985

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALTEX District

ROUTE COUNTY/CITY TYPE	DESCRIPTION/ LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PREDICTED					
						82-83	1983-84	1984-85	1985-86	1986-87	
11 - Hotchkiss Improve Bridges	Drainage Structure Buffalo Creek; Bridge Widening Lonny Mill Creek	P.E. 30 R/W 5 CONST. 476 TOTAL 511	30 5 216 231	-- 260 260	-- 140 140	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
24 - Bedford Reconstruc- tion	0.36 Miles East East Route 43 - West Route 43 (3.11 Miles)	P.E. 85 R/W 300 CONST. 1,696 TOTAL 2,081	85 900 191 576	-- 1,505 1,505	-- 300 300	-- -- --	-- 300 300	-- 205 205	-- -- --	-- -- --	-- -- --
40 - Franklin Spot Recon- struction	2.25 Miles East Norfolk & Western Railroad - 4.11 Miles East Norfolk & Western Railroad (0.70 Mile)	P.E. 50 R/W 115 CONST. 840 TOTAL 1,005	50 115 840 1,005	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
40 - Franklin Bridge and Approaches	Pigg River (1.01 Miles)	P.E. 315 R/W 260 CONST. 1,163 TOTAL 1,738	315 260 293 868	-- 870 870	-- 200 200	-- 370 370	-- 100 100	-- -- --	-- -- --	-- -- --	-- -- --
43 - Bedford Rehabilita- tion	East Route 24 - 2.50 Miles South East Route 24 (2.50 Miles)	P.E. 10 R/W -- CONST. 1,145 TOTAL 1,155	10 -- 65 75	-- 1,080 1,080	-- -- --	-- 100 100	-- 100 100	-- 250 250	-- 300 300	-- 330 330	-- 330 330

**TRUNKLINE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-88 thru 1987-88**

BALLEN OAKRIDGE

ROUTE COURTAVITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
43 - Notarant Spot Reconst- struction	0.93 Mile East Route 751 - 0.50 Mile East Route 751 (0.43 Miles)	P.E. 15 R/W 57 CONSTR. 300 TOTAL 372	15 57 135 207	-- -- 165 165	-- -- 65 65	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
43 - Botetourt Spot Reconst- struction	0.07 Mile East Route 729 - 0.34 Mile West Route 729 (0.27 Miles)	P.E. 15 R/W 55 CONSTR. 335 TOTAL 405	-- -- -- --	15 55 335 405	15 20 35	35 65 100	100 100	100 100	70 70	-- -- -- --		
Old 57 - Henry Improve Horizontal and Vertical Alignment	East Route 917 - East Corporate Limits Martinsville (0.68 Miles)	P.E. 30 R/W 120 CONSTR. 370 TOTAL 520	30 120 340 490	-- -- 30 30	-- -- 30 30	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --		
58 - Henry Reconstuct to 4 Lanes	0.08 Mile West Route 220 and Route 220 Bypass (South of Martins- ville) (1.93 Miles)	P.E. 120 R/W 540 CONSTR. 2,530 TOTAL 3,190	120 540 645 1,305	-- -- 1,885 1,885	-- -- 500 500	-- -- 400 400	-- -- 85 85	-- -- -- --	-- -- -- --	-- -- -- --		
58 - Henry Reconstruct to 4 Lanes PE & RW ONLY	Route 220 Bypass (South of Martins- ville) - 1.0 Mile West Route 220 Bypass (1.0 Mile)	P.E. 115 R/W 665 CONSTR. -- TOTAL 780	45 -- -- 45	70 665 -- 735	-- -- -- --	-- -- -- --	45 115	200 200	200 200	-- -- 220 220		

ESTIMATE SYSTEM
CONSTRUCTION PROGRAM
 (in Thousands of Dollars)
 1982-83 thru 1987-88

SALINE District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
58 - Carroll Bridge and Approaches	Big Bend Island Creek	P.E. 50 R/W 30 CONST. 595 TOTAL 675	— — —	50 30 595 675	— — — —	— — — —	50 30 95 175	— — 200 200	— — 200 200	— — 100 100	— — — —	
58 - Carroll Bridge and Approaches	Snake Creek	P.E. 70 R/W 45 CONST. 795 TOTAL 910	— — —	70 45 795 910	— — — —	— — — —	70 45 10 125	— — 100 100	— — 100 100	— — 500 500	— — 85 85	
100 - Citrus Bridge and Approaches	Big Walker Creek (0.20 mile)	P.E. 15 R/W 120 CONST. 607 TOTAL 742	15 87 — 102	— 33 607 640	— — 55 160	— — 300 300	— — 240 240	— — — —	— — — —	— — — —	— — — —	
103 - Polk Bridge and Approaches	Big Dan River (0.50 mile)	P.E. 35 R/W 20 CONST. 440 TOTAL 495	25 — — 25	10 20 440 470	— — 70 50	— — 110 110	— — 130 130	— — 200 200	— — — —	— — — —	— — — —	
115 - Kosciusko 4 Lanes on New Location	Route 11 - 0.30 mile North Route 11 (0.30 mile)	P.E. 45 R/W 315 CONST. 440 TOTAL 800	45 315 160 500	— — 300 500	— — 120 120	— — 180 180	— — — —	— — — —	— — — —	— — — —	— — — —	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALEM District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 12-83	1983-84	1984-85	1985-86	1986-87		1987-88
220 - Borlout Drainage Structures and Approaches	Lapaley Run (0.2 Mile)	P.E. 20 R/W 5 CONST. 405 TOTAL 430	20 5 355 380	-- -- 50 50	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
220 - Borlout Parallel Lane PE & RW Only	5.00 Miles North North Corporate Lands Fin- castle - 10.40 Miles North North Corporate Lands Fincastle (S.E. Kule Rock Relocation) (3.40 Miles)	P.E. 795 R/W 2,325 CONST. -- TOTAL 3,120	260 -- -- 260	535 2,325 -- 2,860	400 -- -- 400	135 265 -- 400	470 500 500 500	500 500 500 500	500 500 500 500	90 -- -- 90	
220 - Borlout Drainage Structure	Lick Run Between North and South Inter- sections of Route 633	P.E. 5 R/W 5 CONST. 60 TOTAL 70	5 5 50 60	-- -- 10 10	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
220 - Henry In- side Separation	Martinsville Bypass; Route 1714 over Route 220 (0.27 Mile)	P.E. 65 R/W 40 CONST. 570 TOTAL 675	65 40 320 425	-- -- 250 250	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
220 - Resnoe Improve Horizontal Alignment	Graham's Curve near Route 615	P.E. 25 R/W -- CONST. 210 TOTAL 235	25 -- -- 25	-- -- 210 210	-- -- 75 75	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	

**PRIVATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-88 Thru 1987-88**

BALDN _____
Deputy

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL								PROJECTED
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	1987-88		
Alt. 220 - Docket 6 Bourbon Parishal Lane & 4 lanes on New Location (B & B ONLY)	Route 460 (Bourbon) - Route 11 and 220 (4.90 Miles)	P.E. 430 R.M. 4,340 CONST. — TOTAL 4,770	225 — — 225	105 4,340 7,440 4,445	745 983 — 1,100	— 900 — 900	— 1,300 — 1,300	— 850 — 850	— 295 — 295	— — — —	— — — —		
221 - Bourbon Reconstruct to 4 lanes	0.48 Mile North Route 419 - 0.02 Mile North Route 419 (Garret Hill Road) (0.46 Miles)	P.E. 55 R.M. 390 CONST. 990 TOTAL 1,375	55 330 365 750	— 525 — 525	— 800 — 800	— 200 — 200	— 225 — 225	— — — —	— — — —	— — — —	— — — —		
221 - Bourbon Climbing Lane on Bent Hovetals	7.58 Miles South Route 419 - 9.83 Miles South Route 419 (2.25 Miles)	P.E. 170 R.M. 285 CONST. 1,895 TOTAL 1,730	170 285 1,295 1,730	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —		
221 - Bedford Construct Turn Lanes	Intersection Route 601 and Route 621 West of Lynchburg	P.E. — R.M. 80 CONST. 80 TOTAL 80	— 80 80 80	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —		
311 - Craig Bridge and Approach	Gravel Creek (3.70 Miles North Memphis County Line)	P.E. 55 R.M. 15 CONST. 823 TOTAL 893	55 15 263 333	— — 560 560	— — 440 440	— — 120 120	— — — —	— — — —	— — — —	— — — —	— — — —		

**TRUCK SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88**

BALANCE

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FURNISHING	ADDITIONAL FURNISHING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED					
					12-83	1983-84	1984-85	1985-86	1986-87	1987-88		
501 - Bedford Mills 2 Bridges and Approaches	Long Branch and Cabin Creek (0.5 Miles)	P.E.	25	25	---	---	---	---	---	---	---	---
		R/W CONSTR.	180	40	140	---	---	---	---	---	---	---
		TOTAL	215	75	140	---	---	---	---	---	---	---
	PROJECTS UNDERWAY OR COMPLETED REQUIR- ING ADDITIONAL FINANCING	P.E.			6,375	3,100	3,275	---	---	---	---	---
		R/W CONSTR. TOTAL		76,750								
	DISTRICT SUMMARY	P.E.			475	219	150	315	102	60	---	---
		R/W CONSTR. TOTAL		1,054 9,965 14,294	1,515 8,300 10,250	2,010 6,953 9,111	1,610 5,052 6,977	1,665 4,293 4,038	1,035 5,014 6,109	---	---	---

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-63 Thru 1987-88

SALEM _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL	FISCAL YEAR ALLOCATIONS PROJECTED					BALANCE TO COMPLETE
						1982-83	1983-84	1984-85	1986-87	1987-88	
Salmon Thompson Memorial Dr. 4 Lane	Fr: Hawthorne Road To: NCL 0.8 Mile	P.E. 100	100	--	--	--	--	--	--	--	--
		R/W 150	150	--	--	--	--	--	--	--	--
		CONST. 1,100	400	300	100	--	--	--	--	--	--
		TOTAL 1,350	550	700	300	300	100	--	--	--	--
Salmon N. Main St. 5 Lane	Fr: 4th Street To: Texas Holigm Rd. 1.6 Miles	P.E. 100	100	--	--	--	--	--	--	--	--
		R/W 775	775	--	--	--	--	--	--	--	--
		CONST. 2,500	--	2,500	200	200	200	200	400	400	1,100
		TOTAL 3,275	875	2,500	200	200	200	200	400	400	1,100
Vinton Gas Works Blvd. 4 Lane	Fr: NCL To: Pollard Street 0.3 Mile	P.E. 100	100	--	--	--	--	--	--	--	--
		R/W 1,025	1,025	--	--	--	--	--	--	--	--
		CONST. 1,300	400	400	100	100	100	100	--	--	--
		TOTAL 2,425	1,525	900	400	400	--	--	--	--	--
	Projects Underway or Completed Requiring Additional Funds	TOTAL			1,000						
DISTRICT	SUMMARY	TOTAL			6,000	5,200	4,500	3,500	3,100	3,100	12,000

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
SALEM DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL	PROJECTED						
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Bedford	1,100,813	894,889	847,650	680,416	637,492	750,734	4,911,994	
Notetourt	818,310	676,329	628,754	498,889	460,966	529,170	3,612,418	
Carroll	1,122,631	935,510	880,985	704,655	657,408	768,264	5,069,453	
Craig	201,996	182,892	164,994	128,402	115,822	126,896	921,002	
Floyd	702,959	550,943	507,248	400,012	366,839	415,164	2,943,165	
Franklin	1,011,165	831,125	751,763	586,056	529,806	583,022	4,292,937	
Giles	467,110	378,580	351,451	278,612	257,155	294,602	2,027,510	
Henry	1,170,287	987,481	859,171	652,330	569,789	583,211	4,822,269	
Montgomery	767,128	623,826	594,893	479,485	451,410	536,204	3,452,946	
Patrick	857,360	708,399	671,354	539,074	505,256	595,411	3,876,854	
Pulaski	699,704	576,144	534,926	424,096	391,473	448,564	3,074,907	
Roxboro	731,745	610,880	530,033	401,647	349,905	356,049	2,980,257	
DISTRICT TOTALS	9,651,806	7,956,998	7,323,222	5,773,674	5,293,321	5,987,291	41,985,712	

LYNCHBURG DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

		FISCAL YEAR ALLOCATIONS					
ACTUAL		PROJECTED					
<u>1982-83</u>		<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
INTERSTATE	--	--	--	--	--	--	--
PRIMARY	10,829	9,271	8,099	6,292	5,543	5,543	45,576
URBAN	3,400	2,900	2,500	2,000	1,700	1,700	14,200
SECONDARY	7,776	6,328	5,741	4,484	4,063	4,493	32,885

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 thru 1987-88

LYNCHBURG
District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL \$1-85	1983-84	1984-85	1985-86	1986-87	1987-88		
6 - Nelson Bridge and Approaches	North Fork Rockfish River (0.36 Miles)	P.E. 50 R/W 24 CONSTR. 695 TOTAL 779	60 24 455 539	- - 240 240	140	50	50	-	-	-	-	-
13 - Prince Edward and Buckingham Bridge and Approaches	Appomattox River (0.38 Miles)	P.E. 25 R/W 10 CONSTR. 940 TOTAL 975	- - - -	25 10 940 975	-	-	-	25 10 100	200 200	380 380	- 295 295	
24 - Cenahall Improve Sight Distance	Route 685 West of Nustburg	P.E. - R/W 4 CONSTR. 36 TOTAL 40	- 4 26 30	- - 10 10	10	-	-	-	-	-	-	
29 - Pittsylvania Bridge and Approaches	Bunlarer River (0.73 Miles)	P.E. 110 R/W 45 CONSTR. 1,100 TOTAL 1,255	110 45 705 860	- - 395 395	100	100	100	95	-	-	-	
29 Bus. Cenahall Drainage Improvement	0.48 Mile South Route 714 - 0.02 Mile North Hughes Avenue (Town of Atterville) (0.32 Miles)	P.E. 30 R/W 10 CONSTR. 90 TOTAL 130	25 - - 25	5 10 80 105	5	30	30	-	-	-	-	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

LYNCBURG ———— Miles

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						1983-84	1984-85	1985-86	1986-87	1987-88	
40 - Charlotte Bridge and Approach	Ward's Fork Creek (0.41 Mile)	P.E. 40 R/W 25 CONST. 410 TOTAL 475	40 25 265 330	- 145 145	- 700 700	- 45 45	- -	- -	- -	- -	- -
40 - Pittsylvania Improve Sight Distance	Intersection Route 672 West of Gretna	P.E. 20 R/W 70 CONST. 140 TOTAL 230	20 70 60 150	- 80 80	- 50 50	- 30 30	- -	- -	- -	- -	- -
45 - Cumberland Rehabilitation of Sections	1.6 Miles North Route 60 - 3.1 Miles North (1.50 Miles)	P.E. 30 R/W 210 CONST. 640 TOTAL 880	30 45 75	165 640 805	150 750	15 185 200	- -	100 100	- -	55 55	- -
56 - Nelson Rehabilitation of Sections	1.17 Miles West Route 647 - 2.26 Miles West Route 647 (1.09 Miles)	P.E. 72 R/W 150 CONST. 300 TOTAL 602	72 150 250 472	- 130 130	- 130 130	- -	- -	- -	- -	- -	- -
56 - Nelson Bridge and Approach	Eye River (0.30 Miles)	P.E. 20 R/W 15 CONST. 475 TOTAL 510	- - - -	20 15 475 510	18 15 100	- 100 100	- -	100 100	- -	10 10	- -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 thru 1987-88

LYNCHBURG _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED CONSTR.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE			
					ACTUAL		PROJECTED								
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88					
460 - Hallifax Improve Right Distance	West Intersection Route 653 and Route 681 West of Hallifax	P.E. 20 R/W 95 CONSTR. 346 TOTAL 461	20 95 56 171	- 290 290	- 160 160	- 130 130	- -	- -	- -	- -	- -	- -	- -		
360 - Pittsylvania Drainage Structure and Approaches	Birch Creek	P.E. 30 R/W 25 CONSTR. 250 TOTAL 305	30 25 145 200	- 105 105	- 105 105	- -	- -	- -	- -	- -	- -	- -	- -		
460 - Campbell 4 Lanes on New Location With Inter- change at Air- port Road	LYNCHBURG BYPASS: 0.25 Mile West Route 29 South of Lynch- burg - Airport Road (0.92 Miles)	P.E. 600 R/W 595 CONSTR. 4,595 TOTAL 5,790	600 595 4,595 5,790	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -		
460 - Campbell Grade and Drain 4 Lanes with Inter- change at Route 460 & 5th Street	LYNCHBURG BYPASS: Airport Road - Route 460 West of Lynchburg (3.61 Miles)	P.E. 765 R/W 3,620 CONSTR. 10,715 TOTAL 15,100	765 364 - 1,129	- 3,256 10,715 13,971	- 3,256 444 5,700	- 3,700 3,700	- 3,200 3,200	- 2,400 2,400	- 971 971	- -	- -	- -	- -		
460 - Campbell Paving 4 Lanes	LYNCHBURG BYPASS: Airport Road - Route 460 West of Lynchburg (3.61 Miles)	P.E. - R/W - CONSTR. 5,465 TOTAL 5,465	- -	- 5,465 5,465	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,229 1,229 2,500 2,500 1,736 1,736

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL	PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	
460 - Campbell Bridge and Approaches (Westbound Lane)	Opossum Creek (0.21 Mile)	P.E. 35 R/W 5 CONST. 445 TOTAL 485	35 5 230 270	- 215 215	- 115 115	- - - -	- - - -	- - - -	- - - -	- - - -
460 - City of Lynchburg Improvements at Inter- section	Route 3011 (Concord Turnpike) (0.29 Mile)	P.E. 45 R/W 165 CONST. 370 TOTAL 580	45 20 - 65	145 370 515	45 105 150	- 150 150	- - -	- - -	- - -	- - -
501 - Halifax Parallel Lane and Intersection Improvements	Route 58 - Route 744 (0.4 Mile) and Intersections of Routes 96 and 65B	P.E. 60 R/W 250 CONST. 500 TOTAL 810	- - - -	60 250 500 810	40 40 100	210 40 250	- 300 300	- - -	- - -	- - -
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL 14,943	14,264	679	-	-	-	-	-	-
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			790	771	499	582	543	548

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 Thru 1987-88

LYNCHBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS PLANNING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL	PROJECTED					
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Danville Piney Forest Road 5 Lane	Fr: Ash Street To: N. Main Street 1.4 Miles 0029-108-104, CS02	P.E.	125	--	--	--	--	--	--	--	--
		R/W	300	--	--	--	--	--	--	--	--
		CONST.	1,450	400	--	--	--	--	--	--	--
		TOTAL	1,875	400	--	--	--	--	--	--	--
Danville Piney Forest Road 5 Lane	Fr: Falmell Court To: Ash Street 1.1 Miles 0029-108-104, CS01	P.E.	100	--	--	--	--	--	--	--	--
		R/W	300	--	--	--	--	--	--	--	--
		CONST.	1,200	1,200	500	500	--	--	--	--	--
		TOTAL	1,600	1,300	500	500	--	--	--	--	--
Danville S. Main St. 4 Lane	Fr: Watson Street To: Keoper Street 0.6 Mile 0086-108-	P.E.	200	200	--	--	--	200	--	--	--
		R/W	800	800	--	--	--	--	200	--	200
		CONST.	4,000	4,000	--	--	--	--	--	--	400
		TOTAL	5,000	5,000	--	--	--	300	200	200	4,400
Danville Piedmont Dr. 4 Lane	Fr: Mt. Cross Road To: Central Blvd. 0.7 Mile U000-108-102	P.E.	340	--	--	--	--	--	--	--	--
		R/W	230	--	--	--	--	--	--	--	--
		CONST.	4,260	1,500	400	400	--	--	--	--	--
		TOTAL	4,830	1,800	400	400	--	--	--	--	--
Danville Piedmont Dr. 4 Lane	Fr: Park Avenue To: Mt. Cross Road 0.8 Mile U000-108-102, CS04	P.E.	100	100	--	--	--	100	--	--	--
		R/W	500	500	--	--	--	400	100	--	--
		CONST.	3,900	3,900	--	--	--	--	300	400	3,200
		TOTAL	4,500	4,500	--	--	500	400	400	400	5,200

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
LYNCHBURG DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL	PROJECTED						
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Amherst	612,062	507,037	465,980	367,042	336,124	379,362	2,667,607	
Appomattox	410,823	324,662	295,070	230,753	209,430	232,282	1,703,020	
Buckingham	770,573	576,314	537,185	426,936	395,273	455,455	3,161,736	
Campbell	885,937	733,195	639,458	486,329	425,751	437,959	3,608,629	
Charlotte	525,135	402,653	365,518	285,623	258,977	286,681	2,124,587	
Cumberland	445,387	330,480	309,246	246,378	228,777	265,050	1,825,318	
Halifax	1,148,797	949,409	858,579	669,237	604,900	665,434	4,896,356	
Melton	489,970	410,171	374,608	293,885	267,788	299,327	2,135,749	
Pittsylvania	1,942,107	1,634,651	1,480,064	1,154,593	1,044,652	1,151,516	8,407,583	
Prince Edward	545,493	459,813	415,098	323,184	291,689	319,942	2,355,219	
DISTRICT TOTALS	7,776,284	6,328,385	5,740,806	4,483,960	4,063,361	4,493,008	32,885,804	

RICHMOND DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

	FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROJECTED					TOTAL
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	
INTERSTATE	36,713	40,356	31,633	30,612	25,980	40,980	206,274
PRIMARY	13,760	10,756	9,412	6,567	5,892	4,021	50,408
URBAN	8,100	7,142	6,094	4,751	4,146	4,146	34,379
SECONDARY	7,927	6,648	5,941	4,594	4,110	4,430	33,650

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

Richmond District

ROUTE COUNTY/ TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL								PROJECTED
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88			
93/295 Henrico New 4 Lane Facility, Stage Construction	1.0 Mile South Route 6A - 2.3 Miles North Route 5 (3.6 miles)	P.E. - R/W - CONSTR. 20,000 TOTAL 20,000	- - 9,880 9,880	- - 20,120 10,120	- - 10,120 10,120	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
95/295 Henrico New 4 Lane Facility, Stage Construction	2.3 Miles North Route 5 - 1.5 Miles South Route 5 (3.8 miles)	P.E. - R/W - CONSTR. 30,000 TOTAL 30,000	- - - -	30,000 30,000	24,000 24,000	- - 6,000 6,000	- - - -	- - - -	- - - -	- - - -	- - - -		
93/295 Henrico New 4 Lane Facility, Stage Construction	1.5 Miles South Route 5 - 0.6 Mile North Chesterfield County Lane (2.0 miles)	P.E. - R/W - CONSTR. 12,000 TOTAL 12,000	- - - -	12,000 12,000	- - 12,000 12,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
93/295 Henrico & Chesterfield James H. War Bridge - Stage Construction	0.6 Mile North Chesterfield County Lane - 0.6 Mile South Henrico County Lane (1.2 Miles)	P.E. - R/W - CONSTR. 32,000 TOTAL 32,000	- - - -	32,000 32,000	- - 19,000 19,000	- - -13,000 -13,000	- - - -	- - - -	- - - -	- - - -	- - - -		
93/295 Chesterfield New 4 Lane Facility, Stage Construction	0.6 Mile South Henrico County Lane - 0.6 Mile South Route 10 (2.7 miles)	P.E. - R/W - CONSTR. 20,000 TOTAL 20,000	- - - -	20,000 20,000	- - - -	- - 5,000 5,000	- - -12,000 -12,000	- - - -	- - 3,000 3,000	- - - -	- - - -		

**TERRESTRIAL SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 Thru 1987-88

Blacksburg District

ROUTE COMMUNITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87		1987-88
95/293 Chesapeake & Prince George New 4 Lane Facility, Stage Const.	0.6 Miles South Route 10 - 2.1 Miles North Route 36 (3.9 miles)	P.E. - R/W - COMMT. 30,000 TOTAL 30,000	- - - -	- 30,000 30,000	- - - -	- - - -	- - - -	- - 867 867	- - 19,133 19,133	- - 10,000 10,000	
95/295 Prince George New 4 Lane Facility, Stage Construction	2.1 Miles North Route 36 - 1.8 Miles North Route 106 (3.9 miles)	P.E. - R/W - COMMT. 30,000 TOTAL 30,000	- - - -	- 30,000 30,000	- - - -	- - - -	- - - -	- - 10,000 10,000	- - 10,000 10,000	- - 10,000 10,000	
95/295 Prince George New 4 Lane Facility, Stage Construction	1.8 Miles North Route 106 - Route 460 (4.3 miles)	P.E. - R/W - COMMT. 24,000 TOTAL 24,000	- - - -	- 24,000 24,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
95/295 Prince George, New & Lane Faci- lity, Stage Construction	Route 460 - Route 95 (3.5 miles)	P.E. - R/W - COMMT. 20,000 TOTAL 20,000	- - - -	- 20,000 20,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W COMMT. TOTAL									
			570								

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS PLANNING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 82-83	PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
1 - Blimiddle Bridge and Approaches	N & U Railroad Overpass (0.20 Mile)	P.E.	25	60	-	-	-	-	-	-	-
		R/W	-	30	-	-	-	-	-	-	-
		CONST. TOTAL	25	400	330	-	-	-	-	-	-
1 - Hanrico Widening	Wilkinson Road - Parham Road (0.60 Mile)	P.E.	75	125	-	-	-	-	-	-	-
		R/W	145	75	200	300	300	170	-	-	-
		CONST. TOTAL	220	200	200	300	300	170	-	-	
1 & 301 Chesterfield Bridge and Approaches	Swift Creek (North Corporate Limits Colonial Heights) (0.20 Mile)	P.E.	25	40	-	-	-	-	-	-	-
		R/W	-	210	40	-	-	-	-	-	-
		CONST. TOTAL	25	250	250	220	220	-	-	-	
6 - Goackland Repair Super- Structure & Widen	Big Licking Hole Creek and Little Licking Hole Creek	P.E.	30	-	-	-	-	-	-	-	-
		R/W	15	20	-	-	-	-	-	-	-
		CONST. TOTAL	131	20	-	-	-	-	-	-	
10 - Chesterfield Parallel Lane	South Corporate Limits Richmond - Route 150 (0.60 Mile)	P.E.	85	-	-	-	-	-	-	-	-
		R/W	195	450	450	300	200	240	-	-	
		CONST. TOTAL	750	1,640	1,640	300	200	240	-	-	

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND

Dennis

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL \$1-83	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
						1983-84	1984-85	1985-86	1986-87	1987-88		
50 - Henrico Widen to 4 Lanes (Preliminary Engineering and Right of Way)	0.2 MI. W. Laburnum Avenue- 0.5 MI. East Route 7-84 Connector (1.93 Miles)	P.E.	335	-	150	200	200	200	150	-	-	-
		R/W	1,865	1,200	-	-	-	-	-	-	-	-
		CONST. TOTAL	2,200	1,200	-	200	200	200	200	150	-	-
60 - New Kent Bridge and Approaches	Schlimme Creek (EBL) (0.16 Miles)	P.E.	140	140	-	-	100	40	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	585 725	585 725	-	-	100	110 150	150 150	-	100 100	225 225
60 - Powhatan Repair and Widen	Deep Creek	P.E.	35	35	-	-	35	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	495 530	495 530	-	-	15 50	100 100	200 200	100 100	-	80 80
76 - Chesterfield (PE Only)	Route 150 - Route 288 (8.53 Miles)	P.E.	2,700	950	350	250	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	2,700	950	350	250	-	-	-	-	-	-
92 Necklesburg Rehabilitation	Between Boydton and Chase City (1.10 Miles)	P.E.	15	-	-	-	-	-	-	-	-	-
		R/W	120	456	100	100	100	60	-	-	-	-
		CONST. TOTAL	665 800	456 456	100 100	100 100	100 60	60	-	-	-	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88**

RICHMOND District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
106 - Prince George Widening	Route 156 - 2.29 Miles West of Route 156 (2.29 Miles)	P.E. 88 R.W. 291 CONSTR. 1,156 TOTAL 1,545	88 207 820 1,115	84 346 430	- 815 815	- 215 215	- - -	- - -	- - -	- - -	- - -
124 - Prince George & Chesterfield New 2 Lane Bridge and Approaches	TEMPLE AVENUE EXTENSION: ECL Colonial Heights- East End Approaches River Bridge	P.E. 95 R.W. 75 CONSTR. 1,935 TOTAL 2,105	95 75 1,655 1,835	- 270 270	- 270 270	- - -	- - -	- - -	- - -	- - -	- - -
144 - Prince George 2 Lanes on 4 Lane N/W Route 36	TEMPLE AVENUE EXTENSION: East End Approaches River Bridge - Route 36 (2.80 Miles)	P.E. 310 R.W. 575 CONSTR. 5,325 TOTAL 6,210	- - -	310 575 5,325 6,210	310 400 710	175 825 1,000	1,000 1,000 1,000	1,000 1,000 1,000	950 950 950	950 950 950	- 1,100 1,100
147 - Chesterfield Intersection Improvement	At Robious Road (0.50 Miles)	P.E. 390 R.W. 790 CONSTR. 1,320 TOTAL 2,500	390 50 -	740 1,320 2,060	740 70 750	600 600 600	300 300 300	300 300 300	110 110 110	110 110 110	- - -
150 - Chesterfield Interchange Improvements (FIRST PHASE)	At Route 360	P.E. 100 R.W. 550 CONSTR. 625 TOTAL 1,275	- -	100 550 625 1,275	100 50 150 800	475 475 475	- -	- -	- -	- -	- -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND

District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED CONST.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 42-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
150 - Chesterfield Interchange Improvements (SECOND PHASE)	At Route 360	P.E. 160 R/W 1,500 CONST. 2,250 TOTAL 3,910	-	160 1,500 2,250 3,910	-	160 85 700 700	700	700	15 755 770	500 500	- 995 995
150 Extension Henrico New Facility Pre/Primary Engineering Fe Environments 1	North Corporate Limits Richmond - South of Route 6 (1.0 Miles)	P.E. 275 R/W - CONST. - TOTAL 275	250	25	25	-	-	-	-	-	-
156 - Hanover Correction of Drainage	Between Route 295 and Route 643	P.E. 2 R/W 24 CONST. 26 TOTAL 52	2 24 26 52	-	-	-	-	-	-	-	-
226 - Dinwiddie Widen Pavement	Route 600 - Route 1 (0.20 Miles)	P.E. 7 R/W 20 CONST. 130 TOTAL 157	7 20 118 145	-	-	-	-	-	-	-	-
230 - Henrico Parallel Lane	0.06 MI. West Parham Road - 0.05 MI West Route 157 (1.35 Miles)	P.E. 110 R/W 1,400 CONST. 2,300 TOTAL 3,810	70 600 - 670	40 800 2,300 3,140	40 800 765 7,605	-	700 700	135 135	-	-	-

(UNDER CONSTRUCTION)

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
RICHMOND DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS						TOTAL
	ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Annele	453,438	386,755	354,559	278,835	254,846	286,541	2,014,974
Brunswick	705,308	591,315	531,068	412,065	370,297	402,618	3,012,671
Charles City	175,478	149,852	132,170	101,304	89,605	94,261	742,670
Chesterfield	1,690,207	1,414,519	1,224,885	926,887	805,958	816,641	6,879,097
Durham	687,280	594,657	531,726	411,365	368,279	397,353	2,990,660
Goocland	350,882	294,671	269,388	211,474	192,848	215,895	1,535,158
Hamover	921,641	767,921	686,214	530,654	474,811	511,711	3,892,952
Lunenburg	645,185	537,916	491,304	385,447	351,234	392,634	2,803,720
Mecklenburg	975,132	811,791	746,507	588,235	538,940	608,826	4,269,431
New Kent	203,096	169,524	154,635	121,216	110,342	123,098	881,911
Nottoway	336,850	277,395	241,991	183,796	160,614	164,566	1,365,812
Powhatan	350,867	289,329	262,385	204,899	185,633	205,159	1,498,272
Prince George	431,833	361,764	313,810	237,758	207,081	210,603	1,762,849
DISTRICT TOTALS	7,927,197	6,648,009	5,940,642	4,593,935	4,110,488	4,429,906	33,650,177

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1982-88 thru 1987-88

Suffolk District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL \$2-83	1983-84	1984-85	PROJECTED 1985-86	1986-87	1987-88			
64 - Hampton Widened to 6 Lanes	0.3 Mile Near Route 157 - 0.2 Mile Near Rip Rap Road (0.6 mile)	P.E.	240	240	-	-	-	-	-	-	-	-	-
		R/W CONST.	5,300	2,000	3,300	1,500	1,800	-	-	-	-	-	-
		TOTAL	5,540	2,240	3,300	1,500	1,800	-	-	-	-	-	-
64 - Hampton Widened to 6 Lanes	0.2 Mile Near Rip Rap Road - 0.2 Mile Near River Road (1.0 mile)	P.E.	140	140	-	-	-	-	-	-	-	-	-
		R/W CONST.	3,100	500	2,600	2,600	-	-	-	-	-	-	-
		TOTAL	3,240	640	2,600	2,600	-	-	-	-	-	-	-
64 - Hampton	Hampton River	P.E.	575	575	-	-	-	-	-	-	-	-	-
		R/W CONST.	12,700	4,000	8,700	4,500	4,200	-	-	-	-	-	-
		TOTAL	13,275	4,575	8,700	4,500	4,200	-	-	-	-	-	-
64 - Hampton Widened to 6 Lanes	0.1 Mile East Chesapeake & Ohio Railroad - 0.3 Mile East Tyler Street (0.4 mile)	P.E.	430	430	-	-	-	-	-	-	-	-	-
		R/W CONST.	385	385	7,600	500	2,700	4,400	-	-	-	-	-
		TOTAL	10,415	2,815	7,600	500	2,700	4,400	-	-	-	-	-
64 - Hampton Widened to 6 Lanes	0.3 Mile East Tyler Street - Hampton Roads (0.5 mile)	P.E.	330	330	-	-	-	-	-	-	-	-	-
		R/W CONST.	200	300	4,985	-	2,485	2,500	-	-	-	-	-
		TOTAL	8,030	3,030	4,985	-	2,485	2,500	-	-	-	-	-

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 1

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY LEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RAV. WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for travel, four feet
0.30	Brook Rd.	C.L. - Azalea Ave.		100'	2-44'	0.05	Yes	Stabl.	Conc.	6
1.38	Azalea Ave.	Brook Rd. - Chamberlayne Ave.		100'	2-36'	0.23	Yes	Stabl.	Conc.	6
0.64	Chamberlayne Ave.	Azalea Ave. - Watkins St.		100'	2-30'	0.16	No	Stabl.	Asphalt	4
1.44	Chamberlayne Ave.	Watkins St. - Westminster Ave.		100'	2-30'	0.26	No	Stabl.	Asphalt	4
1.72	Chamberlayne Ave.	Westminster Ave. - Claremont Ave.		100'	2-25'	0.43	Yes	Stabl.	Asphalt	4
3.64	Chamberlayne Ave.	Claremont Ave. - Rennie Ave.		100'	2-20'	0.91	Yes	Stabl.	Asphalt	4
2.04	Chamberlayne Ave.	Rennie Ave. - Edgely Rd.		100'	2-25'	0.51	Yes	Stabl.	Asphalt	4
5.34	Chamberlayne Ave.	Edgely Rd. - Mitchell St.		100'	2-36'	0.89	Yes	Stabl.	Conc.	6
3.24	Belvidere St.	Mitchell St. - Broad St.		110-128'	2-36'	0.54	Yes	Stabl.	Conc.	6
3.00	Belvidere St.	Broad St. - Idlewood Ave.		100-110'	2-36'	0.50	Yes	Stabl.	Asphalt	6
0.64	Belvidere St.	Idlewood Ave. - Spring St.		80'	56'-58"	0.16	No	Stabl.	Asphalt	4
0.36	Belvidere St.	Spring St. - China St.		80'	56'	0.09	No	Stabl.	Asphalt	4
0.42	Belvidere St.	China St. - Lee Bridge		80'	36-56'	0.14	Yes	Stabl.	Asphalt	4

SIGNED

P.H. Chambers

LEPT. OF HIGHWAYS ENGINEER

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

PRIMARY SYSTEM
U. S. ROUTE 1

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RA. WIDTH	HAIRD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	PARKING PROHIBITED LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for 24-hour Tr.
2.80	Belvidere St.	Lee Bridge - Cowardin Ave.		68-100'	50'	0.70	Yes	Yes	Stabl.	Asphalt	4
0.92	Cowardin Ave.	Lee Bridge - Semmes Ave.		68-100'	54-60'	0.23	Yes	Yes	Stabl.	Asphalt	4
1.52	Cowardin Ave.	Semmes Ave. - Hull St.		74'	54'	0.38	No	No	Stabl.	Asphalt	4
1.08	Jeff. Davis Hwy.	Hull St. - Everett St.		119-133'	39 & 30' 2-30'	0.27	No	Yes	Stabl.	Conc.	4
0.36	Jeff. Davis Hwy.	Everett St. - Maury St.		115'	2-30'	0.09	No	No	Stabl.	Conc.	4
1.56	Jeff. Davis Hwy.	Maury St. - Brinser St.		114'	2-27'	0.39	Yes	Yes	Stabl.	Asphalt	4
1.25	Jeff. Davis Hwy.	Brinser St. - Hopkins Rd.		113'	30 & 27'	0.25	Yes	Yes	Stabl.	Conc.	5
8.70	Jeff. Davis Hwy.	Hopkins Rd. - Terminal Ave.		111'	30 & 27' 30 & 36'	1.45	Yes	Yes	Stabl.	Asphalt	6
0.36	Jeff. Davis Hwy.	Terminal Ave. - Lochaven Blvd.		111'	2-40'	0.06	Yes	Yes	Stabl.	Asphalt	6
8.76	Jeff. Davis Hwy.	Lochaven Blvd. - Halesley Blvd.		111-126'	2-36'	1.46	Yes	Yes	Stabl.	Asphalt	6
0.30	Jeff. Davis Hwy.	Halesley Blvd. - C.L.		111'	2-30'	0.05	Yes	Yes	Stabl.	Asphalt	6

SIGNED P. F. Semmes
Eng. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 31-1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

PRIMARY SYSTEM
STATE ROUTE 5

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-84) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-84)

Lane Miles	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 additional mil. hour 1
0.16	35th St.	C.L. - Louisiana St.		50'	20-30'	0.08	No	Stabl.	Asphalt	2
0.20	Louisiana St.	35th St. - Main St.		50'	34'	0.10	No	Stabl.	Asphalt	2
0.20	Main St.	Louisiana St. - Nicholson St.		45-60'	28-42'	0.14	No	Stabl.	Asphalt	2
0.56	Main St.	Nicholson St. - Ash St.		60'	36-40'	0.28	No	Stabl.	Conc.	2
0.24	Main St.	Ash St. - Williamsburg Ave.		55-60'	40-42'	0.12	No	Stabl.	Asphalt	2
1.16	Main St.	Williamsburg Ave. - 25th St.		58-120'	40-42'	0.29	No	Stabl.	Asphalt	4
0.46	25th St.	Main St. - Broad St.		66'	39-42'	0.23	No	Stabl.	Asphalt	2

SIGNED _____
 P. H. Serravallo
 Dep. of Highways' Eng'g
 68 14 8

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,508 Sheet 10 of 32
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT April 1, 1982

PRIMARY SYSTEM
STATE ROUTE 6

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY 1 EFT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 24-hour Traffic
1.38	Kensington Ave.	Boulevard - Thompson St.		66'	42'	0.69	No	Stabl.	Asphalt	2
0.12	Thompson St.	Kensington Ave. - Patterson Ave.		66-80'	42'	0.06	No	Stabl.	Asphalt	2
0.44	Patterson Ave.	Thompson St. - Kent Rd.		80'	50'	0.11	Yes	Stabl.	Asphalt	4
1.92	Patterson Ave.	Kent Rd. - Shenandoah St.		80'	58'	0.48	No	Stabl.	Asphalt	4
10.00	Patterson Ave.	Shenandoah St. - Charles St.		80'	2-30'	2.50	No	Stabl.	Asphalt	4
0.95	Patterson Ave.	Charles St. - C.L.		80'	2-30'	0.19	No	Stabl.	Asphalt	5

SIGNED P.H. Shenandoah
Dept. of Highways, Sta. _____

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-4J OF THE CODE OF VIRGINIA, 1972 AMENDMENT

PRIMARY SYSTEM STATE ROUTE 10 MUNICIPALITY City of Richmond
TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-1-82) CHECKED BY I.E.P.T. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RAV WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for travel per Trip
1.42	Iron Bridge Rd.	C.L. - Broad Rock Road		80-90'	22'	0.71	No	Stabl.	Asphalt	2
4.02	Broad Rock Rd.	Iron Bridge Rd. - Belt Blvd.		60-90'	22-24'	2.01	No	Stabl.	Asphalt	2
3.12	Broad Rock Rd.	Belt Blvd. - Robinsview Drive		80'	2-24'	0.78	Yes	Stabl.	Asphalt	4
0.12	Broad Rock Rd.	Robinsview Dr. - 36th Street		80'	50'	0.06	No	Stabl.	Asphalt	2
0.38	Broad Rock Rd.	36th St. - Hull St.		80'	36-45'	0.44	No	Stabl.	Asphalt	2

SIGNED: P.H. Semadeni
Dept. of Highways, Virginia

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 33

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-18-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 daily hour traffic
0.20	Nine Mile Rd.	ECL - Bunche Pl.		66-110'	52'	0.05	Yes	Stabl.	Conc.	4
0.32	Nine Mile Rd.	Bunche Pl. - Tate St.		66'	40'	0.16	Yes	Stabl.	Asphalt	2
0.30	Nine Mile Rd.	Tate St. - 30th St.		50'	36'	0.15	No	Stabl.	Asphalt	2
0.90	Nine Mile Rd.	30th St. - 25th St.		50'	34'	0.45	No	Stabl.	Asphalt	2
0.88	Fairmount Ave.	25th St. - Mechanicsville Tpke.		66'	42'	0.44	No	Stabl.	Asphalt	2
1.68	Mechanicsville Tp.	Fairmount Ave. - "0" St.		60'	38'	0.42	Yes	Stabl.	Asphalt	4
3.36	Leigh St.	"0" St. - 10th St.		100-110'	36 & 40'	0.55	Yes	Stabl.	Conc.	6
1.72	Leigh St.	10th St. - 4th St.		110-117'	2 - 36'	0.43	No	Stabl.	Conc.	4
3.44	Leigh St.	4th St. - 2nd St.		60'	40'	0.11	Yes	Stabl.	Asphalt	4
3.76	Leigh St.	2nd St. - Adams St.		66'	41'	0.19	Yes	Stabl.	Asphalt	4
3.42	Leigh St.	Adams St. - Brook Rd.		66'	41'	0.21	No	Stabl.	Asphalt	2
3.76	Leigh St.	Brook Rd. - Gilmer St.		66'	41'	0.19	Yes	Stabl.	Asphalt	4
3.34	Leigh St.	Gilmer St. - Hancock St.		66'	41'	0.17	No	Stabl.	Asphalt	2

SIGNER

P.H. Senapathy
Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 33

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-12-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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
0.12	Leigh St.	Hancock St. - Harrison St.		66'	41'	0.06	No	Stabl.	Asphalt	2
0.30	Harrison St.	Leigh St. - Broad St.	VA	50'	30'	0.30	Yes	Stabl.	Asphalt	1
0.17	Hancock St.	Leigh St. - Marshall St.		50'	28-30'	0.17	Yes	Stabl.	Asphalt	1
0.12	Hancock St.	Marshall St. - Broad St.	EB	50'	30'	0.06	No	Stabl.	Asphalt	2
0.21	Broad St.	Hancock St. - Harrison St.		118'	38'	0.07	No	Stabl.	Asphalt	3
1.26	Broad St.	Harrison St. - Dove St.		118'	2-38'	0.21	Yes	Stabl.	Asphalt	6
2.16	Broad St.	Dove St. - Meadow St.		118'	2-38'	0.36	No	Stabl.	Asphalt	6
4.68	Broad St.	Meadow St. - Sheppard St.		118'	2-36'	0.78	Yes	Stabl.	Asphalt	6
2.46	Broad St.	Sheppard St. - Rosencath Rd.		100'	2-36'	0.41	No	Stabl.	Asphalt	6
1.38	Broad St.	Rosencath Rd. - Hamilton St.		100'	2-36'	0.23	Yes	Stabl.	Asphalt	6
6.72	Broad St.	Hamilton St. - Staples Mill Rd.		100'	2-36'	1.12	Yes	Stabl.	Asphalt	6

SIGNED

P.H. Senneker
Dept. of Highways Engineer

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

**PRIMARY SYSTEM
U.S. ROUTE 33**

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-17-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

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 one-way traffic
Staples Mill Rd.	Broad St. - C.L.		100'	2-36'	0.02	Yes	Stabl.	Asphalt	6

SIGNED P.F. Senneker
Dept. of Highways' Engineer

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 60

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 2-11-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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)	PARKING PROHIBITED LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traf
0.14	Williamsburg Rd.	ECL - Central Ave.		40'	30'	0.07	Yes	Yes	Stabl.	Asphalt	2
0.30	Williamsburg Rd.	Central Ave. - Creedmore St.		40'	36'	0.15	Yes	Yes	Stabl.	Asphalt	2
0.39	Williamsburg Rd.	Creedmore St. - Government Rd.		40'	36'	0.13	Yes	Yes	Stabl.	Asphalt	3
0.39	Government Rd.	Williamsburg Rd. - Carlisle Ave.		100'	36'	0.13	Yes	Yes	Stabl.	Asphalt	3
0.24	Government Rd.	Carlisle Ave. - Rawlings St.		100-160'	36'	0.12	No	No	Stabl.	Asphalt	2
0.92	Government Rd.	Rawlings St. - Gilley St.		100'	36'	0.46	No	No	Stabl.	Asphalt	2
0.34	Government Rd.	Gilley St. - Glenwood Ave.		100'	38'	0.17	No	No	Stabl.	Asphalt	2
0.46	Government Rd.	Glenwood Ave. - 36th St.		100'	38'	0.23	Yes	Yes	Conc.	Asphalt	2
0.14	36th St.	Government Rd. - Broad St.		65'	52'	0.07	No	No	Aggr.	Asphalt	2
1.36	Broad St.	36th St. - 25th St.		65'	41-42'	0.60	No	No	Conc.	Asphalt	2
0.44	Broad St.	25th St. - 23rd St.		65'	41-42'	0.11	Yes	Yes	Conc.	Asphalt	4
0.24	Broad St.	23rd St. - 21st St. EB		65'	41-42'	0.12	Yes	Yes	Conc.	Asphalt	2

SIGNED [Signature]
I. EPT. of Highways Engineer

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

PRIMARY SYSTEM
U.S. ROUTE 60

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-12-82) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 Public Use
0.30	Cary St.	14th St. - 12th St.		47-55'	31-40'	0.15	No	Conc.	Asphalt	2
0.33	Cary St.	12th St. - 10th St.		50'	40'	0.11	Yes	Conc.	Asphalt	3
0.24	Cary St.	10th St. - 9th St.	EB	59'	40'	0.06	Yes	Conc.	Asphalt	4
0.96	9th St.	Cary St. - Manchester Bridge		Varies	60'	0.24	Yes	Aggr.	Asphalt	4
2.73	Manchester Dr.	North end to East Ramp Southside	EB	100'	1-48' 1-36'	0.30	Yes	Conc.	Conc.	7
0.44	Manchester Dr.	East Ramp Southside	West Ramp Southside	180'	26'	0.11	Yes	Conc.	Conc.	4
0.14	West Ramp Southside	Manchester Dr. - Semmes Ave.	EB	Varies	26'	0.14	Yes	Conc.	Asphalt	1
0.18	East Ramp Southside	Manchester Dr. - Semmes Ave.	EB	Varies	26'	0.18	Yes	Conc.	Asphalt	1
0.14	Semmes Ave.	7th St. - 9th St.	EB	60'	40'	0.02	No	Aggr.	Asphalt	2

SIGNED

P.H. Semmes
Dept. of Highways' Engineer

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

MUNICIPALITY City of Richmond.

PRIMARY SYSTEM
U.S. ROUTE 60

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-17-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	RA, WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for one-way traffic
1.68	Sommes Ave.	9th St. - Cowardin Ave.		60'	40'	0.42	Yes	Conc.	Asphalt	4
0.16	Sommes Ave.	Cowardin Ave. - 19th St.		86'	40'	0.04	Yes	Stabl.	Asphalt	4
0.43	Sommes Ave.	19th St. - 21st St.		86'	2-25'	0.12	No	Stabl.	Asphalt	4
3.92	Sommes Ave.	21st St. - Forest Hill Ave.		86'	2-25'	0.98	No	Stabl.	Asphalt	4
0.92	Forest Hill Ave	Sommes Ave. - Roanoke St.		70-60'	36'	0.23	Yes	Stabl.	Asphalt	4
2.42	Roanoke St.	Forest Hill Ave. - Northrop St.		60'	36'	0.21	Yes	Stabl.	Asphalt	2
2.22	Roanoke St.	Northrop St. - Crutchfield St.		60'	36'	0.11	No	Stabl.	Asphalt	2
1.26	Roanoke St.	Crutchfield St. - Middlethian Trk.		60'	36'	0.13	Yes	Stabl.	Asphalt	2
1.04	Middlethian Trk.	Roanoke St. - Covington Rd.		90-160'	40' 2-22'	1.01	Yes	Stabl.	Asphalt	4
1.42	Middlethian Trk.	Covington Rd. - WCL		160'	2-33'	1.57	Yes	Conc.	Asphalt	6

IC/NEE

P.H. Senabang, Jr.
Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,000
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY-SYSTEM
STATE ROUTE 147

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	RAV WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes Available for Two-Way Traffic
0.52	Main St.	Belvidere St. - Laurel St.		66'	41'	0.13	Yes	Stabl.	Asphalt	4
0.28	Main St.	Laurel St. - Cherry St.		66'	43'	0.07	Yes	Stabl.	Asphalt	4
0.42	Main St.	Cherry St. - Harrison St.		66'	42'	0.14	No	Stabl.	Asphalt	3
0.75	Main St.	Harrison St. - Plum St.	HB	66'	41'	0.25	No	Stabl.	Asphalt	3
3.06	Main St.	Plum St. - Boulevard		66'	42'	1.02	No	Stabl.	Asphalt	3
1.54	Ellwood Ave.	Boulevard - Thompson		66'	42'	0.77	No	Stabl.	Asphalt	2
0.16	Thompson St.	Ellwood Ave. - Cary St.		58'	44'	0.08	Yes	Stabl.	Asphalt	2
0.42	Cary St.	Belvidere St. - Cherry St.		66'	41-43'	0.21	No	Stabl.	Asphalt	2
0.94	Cary St.	Cherry St. - Lombardy St.		66'	42'	0.47	No	Stabl.	Asphalt	2
0.16	Cary St.	Lombardy St. - Temple St.		60'	42'	0.08	No	Stabl.	Asphalt	2
1.60	Cary St.	Temple St. - Boulevard	EB	60'	38'	0.80	No	Stabl.	Asphalt	2
0.48	Cary St.	Boulevard - Belmont Ave.		60'	36'	0.44	No	Stabl.	Asphalt	2

R. J. [Signature]

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

MUNICIPALITY CITY OF RICHMOND

PRIMARY SYSTEM
STATE ROUTE 147

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-12-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of vehicles per hour
0.42	Cary St.	Beumont Ave. - Beumont Ave.		60'	36'	0.14	No	Yes	Stabl.	Asphalt	3
0.46	Cary St.	Beumont Ave. - Nansensond St.	EB	60'	36'	0.23	No	No	Stabl.	Asphalt	2
0.42	Cary St.	Nansensond St. - Thompson St.		60'	36'	0.14	Yes	No	Stabl.	Asphalt	3
0.88	Cary St.	Thompson St. - Hamilton St.		80-80'	50'	0.22	Yes	Yes	Stabl.	Asphalt	4
0.56	Cary St. Rd.	Hamilton St. - Antrim Ave.		75-160'	50'	0.22	No	Yes	Stabl.	Asphalt	3
0.90	Cary St. Rd.	Antrim Ave. - Willway Ave.		70-80'	50'	0.45	No	No	Stabl.	Asphalt	2
0.14	Cary St. Rd.	Willway Ave. - Locke Lane		80'	30'	0.07	No	No	Stabl.	Asphalt	2
2.40	Cary St. Rd.	Locke La. - St. Catharines		40-80'	30'	1.20	No	No	Stabl.	Asphalt	2
1.56	River Rd.	St. Catharines La. - C.L.		40-100'	24'	0.78	Yes	Yes	Slabl.	Asphalt	2
4.76	Huguenot Rd.	Bridge (C.L.) - C.L.		74-140'	60'	1.19	No	No	Slabl.	Asphalt	4

1

P.H. Simons
Director of Highways Engineering

ADDITIONS TO OTHER STREET MILEAGES April 1, 1982
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
 STATE ROUTE 150

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Year or No)	TYPE OF BASE	TYPE OF SURFACE	Nos. of 1 in. or 1.5 in. for 1 in. of 1 in. or 1.5 in.
1.76	Chippenham Pkwy.	C.L. - Cheverly Rd.		60'	24-46'	0.88	No	Stabl.	Asphalt	2
1.72	Chippenham Pkwy.	Cheverly Rd. - W. Meyburn Rd.		60'	24'	0.86	No	Stabl.	Asphalt	2
0.18	Chippenham Pkwy.	W. Meyburn Rd. - Illeguot Rd.		60'	24-46'	0.09	No	Stabl.	Asphalt	2

SIGNED: *[Signature]*
 Dept. of Highways Engineer

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

PRIMARY SYSTEM STATE ROUTE 161
MUNICIPALITY City of Richmond
TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY I. EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 available for 1 hour T
1.00	Hermitage Rd.	C.L. - Westbrook Ave.		90-100'	2-20'	0.25	Yes	Stabl.	Asphalt	4
2.34	Hermitage Rd.	Westbrook Ave. - Bellevue Ave.		100'	2-33'	0.39	Yes	Stabl.	Asphalt	6
3.48	Hermitage Rd.	Bellevue Ave. - Westwood Ave.		100'	2-27'	0.87	No	Stabl.	Asphalt	4
0.84	Boulevard	Westwood Ave. - Arlington Rd.		100'	2-27'	0.21	Yes	Stabl.	Asphalt	4
0.36	Boulevard	Arlington Rd. - Ellen Rd.		100'	2-27'	0.09	No	Stabl.	Asphalt	4
2.04	Boulevard	Ellen Rd. - Norfolk St.		100'	2-27'	0.51	Yes	Stabl.	Asphalt	4
0.36	Boulevard	Norfolk St. - Moore St.		100'	2-27'	0.09	No	Stabl.	Asphalt	4
0.88	Boulevard	Moore St. - Marshall St.		100'	2-27'	0.22	No	Stabl.	Asphalt	4
0.30	Boulevard	Marshall St. - Broad St.		100'	2-27'	0.06	Yes	Stabl.	Asphalt	5
0.84	Boulevard	Broad St. - Monument Ave.		100-107'	2-30'	0.14	Yes	Stabl.	Asphalt	6
4.64	Boulevard	Monument Ave. - Blanton Ave.		92-104'	2-30'	1.16	No	Stabl.	Asphalt	4
0.32	Blanton Ave.	Boulevard - Condie St.		90-110'	36-39'	0.16	No	Stabl.	Asphalt	2
0.72	Blanton Ave.	Condie St. - Garrett St.		110'	2-27'	0.18	No	Stabl.	Asphalt	4

SIGNED P.H. Swanson
I. EPT. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES April 1, 1982
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SEWER
 STATE ROUTE 161

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-17-82) CHECKED BY 1 EFT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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	Num ber of trai nile fo year hour
2.64	Pump House Dr.	Blanton Ave. - Blvd. Bridge		50'	30-38'	0.56	Yes	Stabl.	Asphalt	4
0.44	Westover Hills Blvd.	Blvd. Bridge-Evelyn Byrd Rd.		110'	30'	0.22	Yes	Stabl.	Asphalt	2
1.28	Westover Hills Blvd.	Evelyn Byrd Rd.-Devonshire Rd		110'	2-28'	0.32	No	Stabl.	Asphalt	4
0.35	Westover Hills Blvd.	Devonshire Rd.-Forest Hill Av.		110'	2-28'	0.07	Yes	Stabl.	Asphalt	5
1.68	Westover Hills Blvd.	Forest Hill Ave.-Bassett Ave.		110'	2-34'	0.42	No	Stabl.	Asphalt	4
2.32	Belt Blvd.	Bassett Ave. - Brandon Rd.		110'	2-34'	0.58	No	Stabl.	Asphalt	4
3.12	Belt Blvd.	Brandon Rd. - Hull St.		Varies	48'	0.78	Yes	Stabl.	Asphalt	4
1.16	Belt Blvd.	Hull St. - Broad Rock Rd.		Varies	2-20'	0.29	Yes	Stabl.	Asphalt	4
1.76	Belt Blvd.	Broad Rock Rd. - Terminal Ave.		Varies	20'	0.68	Yes	Stabl.	Asphalt	2
2.12	Terminal Ave.	Belt Blvd. - Jeff. Davis Hwy.		Varies	20-21'	1.06	Yes	Stabl.	Asphalt	2

SIGNED P.H. Semaalung
 Dept. of Highways, Virginia

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
 STATE ROUTE 197

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DIST. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (it will be vary if by 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 available for vol. hour T
3.44	Malvern Ave.	Cary St. - Monument Ave.		80'	56-58'	0.86	No	Stabl.	Asphalt	4
0.35	Malvern Ave.	Monument Ave. - Grace St.		80'	58'	0.07	No	Stabl.	Asphalt	5
0.80	Malvern Ave.	Grace St. - Fitzhugh Ave.		80'	58'	0.20	No	Stabl.	Asphalt	4
0.30	Malvern Ave.	Fitzhugh Ave. - Broad St.		80'	58'	0.06	Yes	Stabl.	Asphalt	5
0.20	Westwood Ave.	Broad St. - C.L.		80'	2-30'	0.04	Yes	Stabl.	Asphalt	5
1.40	Saunders Ave.	C.L. - Laburnum Ave.		Varies	2-28'	0.37	Yes	Stabl.	Asphalt	4
2.72	Laburnum Ave.	Saunders Ave. - Chatham Rd.		100'	2-33'	0.68	No	Stabl.	Asphalt	4
1.76	Laburnum Ave.	Chatham Rd. - Brook Rd.		100'	2-27'	0.44	No	Stabl.	Asphalt	4
0.84	Laburnum Ave.	Brook Rd. - Chamberlayne Ave.		100'	2-20'	0.21	Yes	Stabl.	Asphalt	4

11.87

2.93 SIGNED

P.H. Senneker
 Dept. of Highways, Richmond

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 250

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-12-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	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 four Traffic
0.24	Broad St.	C.L. - Staples Mill Rd.		100'	2-36'	0.04	Yes	Stabl.	Asphalt	6
0.21	Broad St.	Harrison St. - Hancock St.		118'	38'	0.07	No	Stabl.	Asphalt	3
3.54	Broad St.	Hancock St. - Adams St.		118'	2-38'	0.59	No	Stabl.	Asphalt	6
6.32	Broad St.	Adams St. - 12th St.		118'	2-38'	0.79	Yes	Stabl.	Asphalt	8
0.80	Broad St.	12th St. - College St.		118'	2-42'	0.10	No	Stabl.	Asphalt	8
0.68	Broad St.	College St. - 16th St.		110'	66-42'	0.17	Yes	Stabl.	Asphalt	4
1.32	Broad St.	16th St. - 21st St.		66'	42'	0.33	Yes	Stabl.	Asphalt	4
0.24	Broad St.	21st St. - 23rd St.		66'	21'	0.12	Yes	Stabl.	Asphalt	2

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

P.H. Senechal
Dept. of Highways Engineer

15.35

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

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U.S. ROUTE 301

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY 1 EPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE DEPTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of L available for hourly hour T _h
						Yes	No			
Hamberlayne Ave	C.L. - Azalea Ave.		100'	2-30'	0.04	Yes	Yes	Stabl	Asphalt	4

SIGNED P.H. Smead Dept. of Highway Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SYSTEM
U. S. ROUTE 360

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (# miles vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH IN FEET	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
1.04	Mechanicsville Turnpike	C.L. - Whitcomb St.		110'	2-30' 2-46'	0.26	Yes	Stabl	Asphalt	4
0.56	Mechanicsville Turnpike	Whitcomb St. - Melbourne St.		70'	40'	0.14	Yes	Stabl	Asphalt	4
0.24	Mechanicsville Turnpike	Melbourne St. - Redwood Ave.		63'	40'	0.08	Yes	Stabl	Asphalt	3
0.66	Mechanicsville Turnpike	Redwood Ave. - Fairfield Ave.		70'	40'	0.22	No	Stabl	Asphalt	3
2.20	Fairfield Ave.	Mechanicsville Impk. - 17th St.		112'	2-50'	0.55	Yes	Stabl	Conc.	4
1.02	17th St.	Fairfield Ave. - 18th St.		110'	2-32'	0.17	Yes	Stabl	Conc.	6
2.13	17th St.	18th St. - Broad St.		75'	40'	0.71	Yes	Stabl	Conc.	3
0.16	17th St.	Broad St. - Grace St. MB		50'	26'	0.08	Yes	Stabl	Asphalt	2
0.06	Grace St.	17th St. - 18th St.		66'	42'	0.06	No	Stabl	Asphalt	1
2.49	18th St.	17th St. - Broad St.		60-66'	40'	0.83	Yes	Stabl	Conc.	3
0.24	18th St.	Broad St. - Grace St. EB		66'	42'	0.08	Yes	Stabl	Asphalt	3

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

P.H. Senoelung
Dept. of Highways

REVISIONS

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

PRIMARY SYSTEM U.S. ROUTE 360

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-83)

Lane Miles	NAME OF STREET	FRMS (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.32	18th St.	Grace St. - Main St.		66'	42'	0.16	No	Stabl.	Asphalt	2
1.20	Main St.	18th St. - 14th St.		80'	47-50'	0.30	Yes	Stabl.	Asphalt	4
2.60	14th St.	Main St. - S/S Mayo Bridge		60-80'	44-69'	0.55	Yes	Stabl.	Asphalt	4
1.72	Hull St.	S/S Mayo Bridge - 9th St.		66'	40-46'	0.43	Yes	Stabl.	Asphalt	4
0.18	Hull St.	9th St. - 10th St.		66'	40'	0.06	No	Stabl.	Asphalt	3
0.62	Hull St.	10th St. - 15th St.		66'	40'	0.31	No	Stabl.	Asphalt	2
0.36	Hull St.	15th St. - Cowardin Ave.		66'	40'	0.12	Yes	Stabl.	Asphalt	3
4.32	Hull St.	Cowardin Ave. - Blake L.		66'	40'	1.08	Yes	Stabl.	Asphalt	4
0.90	Hull St.	Blake L. - 36th St.		66'	40'	0.30	No	Stabl.	Asphalt	3
0.18	Hull St.	36th St. - 37th St.		66'	40'	0.06	Yes	Stabl.	Asphalt	3
1.32	Hull St.	37th St. - Melton Ave.		66-100'	2-24'	0.33	Yes	Stabl.	Asphalt	4
2.28	Hull St.	Melton Ave. - Arizona Dr.		Varies	2-37'	0.30	Yes	Stabl.	Asphalt	6
0.60	Hull St.	Arizona Dr. - Shelby Dr.		100'	2-24'	0.17	Yes	Stabl.	Asphalt	4

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

P.H. Sewald
Dept. of Highways

SIGNED

Dept. of Highways

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 5,500 UNDER
SECTIONS 33.1-01 and 33.1-03 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-02) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-02)

PRIMARY SYSTEM
U. S. ROUTE 360

Lane
Miles
8.44

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED BT (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour travel
						BT (Yes or No)	BT (Yes or No)			
Mull St.	Shelby Dr. - C.L.		100'	2-24'	2.11	No	No	Stabl.	Asphalt	4

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Street"

9.604
SICRETS
P.T.S.
Richmond Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

Primary System
State Rte. # 416

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3/28/82) CHECKED BY I. HPT. OF HIGHWAYS ENGINEER (Date 3/30/82)

Lane Miles	NAME OF STREET	FROM (it will vary list each change)	TO	A/R WIDTH	ROAD SURFACE WIDTH <small>1-44</small>	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes Available for 24-Hour Traffic
1.20	Commerce Rd.	Manchester Bridge-McDonough St.		120-300'	1-32'	0.24	Yes	Aggr.	Conc.	5
1.68	Commerce Rd.	McDonough - Hull St.		100'	2-36'	0.28	Yes	Aggr.	Asphalt	6
0.35	Commerce Rd.	Hull - Decatur St.		100'	2-36'	0.07	Yes	Aggr.	Asphalt	5
3.24	Commerce Rd.	Decatur - Ingram Ave.		100-125'	2-36'	0.81	No	Aggr.	Asphalt	4
5.00	Commerce Rd.	Ingram - Bellemeade Rd.		120'	2-22'	1.25	No	Aggr.	Asphalt	4
3.12	Bellemeade Rd.	Commerce - Jeff. Davis Hwy.		200'	2-24'	0.73	Yes	Aggr.	Asphalt	4

SIGNED: H. H. Samsel
Capt. of Highways

ADDITIONS TO OTHER STREET MILEAGES April 1, 1982
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY City of Richmond

Primary System
 State Rte. # 417

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY 1 EMT. OF HIGHWAYS ENGINEER (Date 3-30-82)

Lane Miles	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	No. of Lanes available for thru traffic
0.38	Forest Hill Av.	Roanoke - 41st St.		60'	36'	0.19	Yes	Conc.	Asphalt	2
0.72	Forest Hill Av.	41st - 1914 C.L.		60'	36'	0.36	No	Conc.	Asphalt	2
0.12	Forest Hill Av.	1914 C.L. - Cedar La.		70'	36'	0.06	No	Macadam	Asphalt	2
0.22	Forest Hill Av.	Cedar La. - Prince George Rd.		100'	40'	0.11	No	Macadam	Asphalt	2
0.52	Forest Hill Av.	Pr. George-Westover Hills Blvd.		100'	40'	0.13	No	Macadam	Asphalt	4
1.88	Forest Hill Av.	Westover Hills Blvd. - 1942 C.L.		80'	2-30'	0.47	No	Aggr.	Asphalt	4
3.44	Forest Hill Av.	1942 C.L. - Sou. R.R.		70-80'	56'	0.86	No	Aggr.	Asphalt	4
1.04	Forest Hill Av.	Sou. R.R. - Heartwood Rd.		70-80'	58'	0.26	No	Aggr.	Asphalt	4
4.16	Forest Hill Av.	Heartwood - Chippenham Pkwy.		70-80'	56'	1.04	No	Aggr.	Asphalt	4
2.14	Forest Hill Av.	Chippenham - 1970 C.L.		70-80'	24-40'	1.07	No	Aggr.	Asphalt	2

SIGNED P.H. Senechal
 DEPT. OF HIGHWAYS' ENGINEER

APRIL 1, 1964

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

MUNICIPALITY City of Richmond

Primary System
State Rte. # 41A

TOTAL ADDITIONAL MILEAGE REQUESTED 3.30

SUBMITTED BY THE CITY OR TOWN (Date 3-19-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-30-82)

LINE	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for 1-2-4 hour Traffic
1.68	Monument Ave.	Malvern - Thompson		140'	2-32'	0.42	No	Aggr.	Asphalt	4
1.56	Monument Ave.	Thompson - Belmont		140'	2-36'	0.39	No	Aggr.	Asphalt	4
1.08	Monument Ave.	Belmont - Boulevard		140'	2-36'	0.27	No	Aggr.	Asphalt	4
4.32	<u>4M</u>					<u>1.08</u>	<u>5/16</u>			

SIGNED RHS
Division Director
Dept. of Highways & Materials

5/12/82

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund 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 to publicly owned airports..."; and

WHEREAS, at the request of the Board of Supervisors of Loudoun County, the Highway and Transportation Commission allocated \$76,000 on April 19, 1979, and \$77,000 on August 21, 1980, to provide access to Insulated Building Systems, Inc., and the Shade Shop Inc., located off Route 634 north of Dulles Airport in Loudoun County; and

WHEREAS, \$30,000 of the \$77,000 allocated on August 21, 1980, was conditioned upon need on a dollar-for-dollar match basis in the event the total cost of construction exceeded \$123,000; and

WHEREAS, the access road has been completed and the total cost is less than \$123,000, thereby precluding the need for invoking the dollar-for-dollar match provision of the \$30,000;

NOW, THEREFORE, BE IT RESOLVED, that \$30,000 of the \$77,000 allocation made from the 1980-81 industrial access fund to provide access to Insulated Building Systems, Inc., north of Dulles Airport in Loudoun County, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

Moved by Mr. Smalley, seconded by Mr. Bane,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Council Chambers of the Town Hall in Front Royal, Virginia, on August 27, 1981, at 7:30 p.m., for the purpose of considering the proposed location and major design features of State Route 55 (South Street) from the intersection of U. S. Route 340 to 0.11 mile east of the intersection of U. S. Route 522 in the Town of Front Royal, State Project 0055-112-101, C-501, B-601; Federal Project M-5112(102); and

5/12/82

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. Bane, seconded by Mr. Vaughan,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHDM 7-7-5, a location and design public hearing was held in the Meadowview Elementary School located on State Route 80 between Interstate Route 81 and U. S. Route 11 on February 25, 1982, at 7 p.m., for the purpose of considering the proposed location and major design features of Interstate Route 81 for the additional ramps at State Route 80 and Secondary Route 737 interchanges in Washington County, State Project 0081-095-009, C-506, C-507; Federal Project I-81-1(); 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

5/12/82

After presentation of the facts regarding proposed restriction of through truck traffic on Routes 1101, 1102 and 1103 in the Town of Jarratt and Greensville and Sussex Counties, and following some discussion, Mr. Guiffre made a motion not to restrict the traffic. The motion died for lack of a second. Subsequently, the following resolution was adopted:

Moved by Mr. Robinson, seconded by Dr. Watkins, that

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held by the Department on March 15, 1982, at 7 p.m., at the Jarratt Fire Department Building, pursuant to formal requests by the Greensville and Sussex Counties' Boards of Supervisors and the Town Council of the Town of Jarratt to consider the restriction of truck traffic on the following routes:

Grigg Avenue (Routes 1103 and 1101) from Route 139 in a westerly direction to its intersection with Route 1102 and continuing on Route 1101 to the intersection of Routes 139-610, a length of 0.85 miles, and

Route 1102 from the intersection of Route 301 in a westerly direction to the intersection of Route 1101, a length of 1.3 miles; and

WHEREAS, proper notice was given in advance and all persons present were afforded full opportunity to express their opinions and recommendations for or against the proposal presented, and their statements being duly recorded; and

WHEREAS, careful consideration has been given to the recommendations received, the structural condition of the road, and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that the above cited sections of Routes 1101, 1102 and 1103 within the Town of Jarratt and the Counties of Greensville and Sussex be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

MOTION CARRIED

Moved by Mr. Smith, seconded by Mr. Vaughan, that

WHEREAS, the Highway and Transportation Commission has the responsibility for allocating UMTA Section 5 funds among the urbanized areas with populations between 50,000 and 200,000; and

WHEREAS, such allocations are to be based upon the documented needs in each area and the allocations are to be presented in an annual Program of Projects which will be revised as needed during the program year; and

5/12/82

WHEREAS, the Department's Public Transportation Division has obtained documentation of the funding needs for public transportation in the small urbanized areas of the Commonwealth which are reflected in the numbers provided below;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following Program of Projects shall serve as the distribution of UMTA Section 5 funds for the Commonwealth's small urbanized areas for fiscal year 1983; and

BE IT FURTHER RESOLVED, that the Commissioner of Highways and Transportation shall advise UMTA of the annual Program of Projects and any subsequent revisions to the program which this Commission may make.

FY-83 Program of Projects for
Virginia's Apportionment of UMTA Section 5 Funds
April 1982

<u>Operating Assistance</u>	<u>Tiers I & II</u>
Greater Roanoke Transit Company FY-83	\$ 607,605
Greater Lynchburg Transit Company FY-83	664,691
Petersburg Area Transit Company FY-83	198,435
Charlottesville Transit Company FY-83	395,358
JAUNT FY-83	116,800
Bristol FY-83	<u>50,992</u>
Operating Subtotal	\$2,033,881
Capital Assistance - None	<u>0</u>
FY-83 Total	\$2,033,881

MOTION CARRIED

Moved by Mr. Smith, seconded by Mr. Guiffre,
that

WHEREAS, Chapter 601, Item 640 of the Acts of the General Assembly of 1981 contains discretionary allocations for administrative and capital assistance and requires authorization by the Commission before these funds can be utilized; and

WHEREAS, the Commission is empowered to transfer funds between these discretionary allocations as may be required; and

5/12/82

WHEREAS, requests received for capital assistance have exceeded the discretionary capital assistance allocation and an unobligated balance remains in the discretionary administration assistance allocation; and

WHEREAS, these funds may be used to support up to 95% of the local share of capital expenses for public transportation projects; and

WHEREAS, the following jurisdictions require state funds for capital expenses in the amounts shown;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that under Chapter 601, Item 640 of the Appropriations Act, a sum of \$180,000 of the funds provided in Item 640 c, 9., the discretionary allocation for administration, shall be made available for capital projects according to Item 640, c, 10.; and

BE IT FURTHER RESOLVED, that this Commission hereby directs that the following sums shall be made available to the localities, as listed, and that the Deputy Commissioner and Chief Engineer may obligate additional assistance, if necessary, to match revisions to the projects.

<u>Locality</u>	<u>Funds Authorized by This Resolution</u>	<u>Purpose</u>
City of Harrisonburg	\$110,465	Match Federal grant to purchase three buses; amend previous state grant to construct facility
City of Danville	\$ 95,000	State grant to purchase spare engines and tools for buses; amend previous state grant to purchase bus washing facility

MOTION CARRIED

Moved by Mr. Robinson, seconded by Mr. Smith,
that

WHEREAS, the location and major design features of U. S. Route 17 from 9.014 miles south of the intersection of U. S. Route 360 (Brays Fork) to 0.303 mile south of the intersection of U. S. Route 360 (Brays Fork) in Essex County, State Project 6017-028-106, C-502, C-503, B-603, were approved by this Commission on February 17, 1977; and

5/12/82

WHEREAS, serious environmental concerns at Piscataway Creek resulted in a major design change; and

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Essex County Courthouse at Tappahannock, Virginia, on January 25, 1982, at 10 a.m., for the purpose of reconsidering the proposed location and major design features of U. S. Route 17 from 3.24 miles south of the intersection of U. S. Route 360 (Brays Fork) to 1.43 miles south of the intersection U. S. Route 360 (Brays Fork) in Essex County, State Project 8017-028-106, C-504; Federal Project F-103-1(); 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 the section of U. S. Route 17 from 3.24 miles south of the intersection of U. S. Route 360 (Brays Fork) to 1.43 miles south of the intersection of U. S. Route 360 (Brays Fork) in Essex County, as approved on February 17, 1977, be rescinded; and

BE IT FURTHER RESOLVED, that the location and major design features of the aforementioned section of U. S. Route 17 be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers on January 25, 1982.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund 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 to publicly owned airports..."; and

5/12/82

WHEREAS, at the request of the Newport News City Council, the Highway and Transportation Commission by resolution dated June 21, 1973, allocated \$100,000 from the 1972-73 industrial access fund to assist in providing access to the proposed facility of Family Fashions by Avon, Inc., in the City of Newport News, contingent upon the industry's entering into a firm contract for the construction of its facility; and

WHEREAS, Family Fashions by Avon Inc. has not fulfilled the contingency of constructing its facility at this location; and

WHEREAS, the City Council of Newport News has authorized withdrawal of this allocation;

NOW, THEREFORE, BE IT RESOLVED, that the allocation of \$100,000 made from the 1972-73 industrial access fund, Project 9999-121-102, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

Moved by Dr. Watkins, seconded by Mr. Smith,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Halifax County and the Town Council of the Town of Halifax have, by resolutions, requested industrial access funds to serve Burlington Industries, Incorporated, located off Route 851 in Halifax County near the Town of Halifax, estimated to cost \$175,000; 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 \$175,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the expanding facility of Burlington Industries,

5/12/82

Incorporated, located off Route 651 in Halifax County near the Town of Halifax, Projects 0651-041-165, C-503 and 0651-230-165, C-502, contingent upon (1) the industry's entering into a firm contract for the expansion of its facility, and (2) the necessary right of way and adjustment of utilities at no cost to the industrial access fund.

MOTION CARRIED

Moved by Mr. Smalley, seconded by Mr. Robinson, that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$1,500,000 from highway funds for such purposes; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section." and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Shenandoah County has by resolution requested the use of recreational access funds to construct the access road to the Shenandoah County Recreational Park, estimated to cost \$95,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$95,000 from the recreational access fund for 1981-82 be allocated to provide access to the Shenandoah County Recreational Park, Project 0842-085-211, M-501, contingent upon the necessary right of way and adjustment of utilities at no cost to the Commonwealth.

MOTION CARRIED

5/12/82

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Amelia County has by resolution requested the use of recreational access funds to construct the access road to the Amelia County Park in Amelia County, estimated to cost \$10,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$10,000 from the recreational access fund for 1981-82 be allocated to construct the access to the Amelia County Park, Project 1020-004-165, N-501, contingent upon the right of way and adjustment of utilities at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Robinson, seconded by Mr. Vaughan,
that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to carry out the provisions of this section."; and

5/12/82

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Surry County has by resolution requested the use of recreational access funds to provide access to the Surry County Park in Surry County, estimated to cost \$43,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access;

NOW, THEREFORE, BE IT RESOLVED, that \$43,000 from the recreational access fund for 1981-82 be allocated to provide access to the Surry County Park in Surry County, Project 1010-090-146, M-501, contingent upon the right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

On motion of Mr. Guiffre, seconded by Mr. Hooper, the Commission deferred until next month action on allocating recreational access funds to New Quarter Park in York County.

Mr. King read into the record the Department's "Statement of Mission in the 1980s"; and on motion of Mr. Hooper, seconded by Mr. Smith, the Commission endorsed the statement, as attached.

STATEMENT OF MISSION IN THE 1980s
VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

The economic and political environment in which the Department must operate in the decade of the '80s will demand continued austerity and adjustment in staffing to accomplish the following: adequate maintenance operations to fully protect the public's investment in the Commonwealth's highway system; a limited highway construction and reconstruction program; an increased emphasis on traffic management, and continued support for public transportation and coordinated transportation planning.

In order to provide leadership for these efforts, the Department will develop a more structured management approach, including, but not limited to, increased budgetary and operational accountability at all management levels; new management tools of control, with specific emphasis on program budgets for district and division operations, and an improved decision-making process.

The Department's first effort must be to ensure the safety and convenience of the people using the highway system. Therefore, proper maintenance of the system will be the first priority. The improvement of the system will proceed in accordance with the Critical Improvement Program. Closely related to these efforts will be the better management of existing highway and related transportation facilities and coordinated planning for all methods of transportation through the statewide planning process.

The Department will stabilize the construction and reconstruction workload insofar as fluctuating funds will permit, such action to be a necessary part of a sound manpower planning program to be developed throughout the Department.

When reductions in personnel are required, it will be the objective of management to reduce by attrition, reserving use of the state layoff policy solely as an action of last resort. Reductions may also be achieved by cross-training and by moving individuals from one classification to another or from field to central office or vice versa, as opportunities permit, to fill essential positions which become vacant.

In carrying out this mission, the Department will evolve toward decentralization in the performance of its task wherever feasible. While broad policies must be established and monitored in the central office, in the interest of statewide uniformity, it will be the practice of management to delegate day-to-day decision-making functions to the lowest appropriate organizational level.

In seeking to fulfill this mission, moreover, the Department recognizes the importance of clear, timely communications, both within its own organization and with those it serves and with whom it works outside the organization.

It believes, further, that its success in fulfilling its responsibilities will depend in large measure upon the consent of an informed public.

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 606, State Highway Project 0606-036-103, C-501, the Commonwealth acquired certain lands from Walter C. Cook and Belle M. Cook by deed dated June 15, 1964 and recorded in Deed Book 135, Page 96 and from D. W. Ware Pulpwood Supplier, Inc., et al, by instrument dated February 28, 1966, recorded in Deed Book 141, Page 468, case which has been concluded. Both of these instruments are recorded in the Office of the Clerk of the Circuit Court of Gloucester County; and

WHEREAS, under Project 0606-036-103, C-501, a portion of Route 606 was relocated in a western direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Gloucester County held on the 25th day of February, 1966, a resolution was passed abandoning as a public road an old section of Route 606 from Station 212+10 to Station 217+50, which action was effective March 22, 1966; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess land lying between the center of old Route 606 and the east normal right of way limits of present Route 606, 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 between the center of old Route 606 and the east normal right of way limits of present Route 606 from a point approximately 25 feet right of approximate Station 212+65 (Route 606 centerline) to a point approximately 25 feet right of approximate Station 217+00 (Route 606 centerline) and containing 0.40 acre, more or less, 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.

5/12/82

NOW, THEREFORE, the conveyance of the said land so certified in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), 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 landowners 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. Hooper, seconded by Mr. Bane,

that

WHEREAS, the Commonwealth acquired certain lands for the Old Broadford Area Headquarters from Mathieson Chemical Corporation by deed dated May 11, 1953 and recorded in Deed Book 123, Page 140 in the Office of the Clerk of the Circuit Court of Smyth County; and

WHEREAS, this maintenance facility has been relocated and it has been determined by Department Engineers that this lot is excess to the Department's needs; and

WHEREAS, it is proposed that the excess land be offered to another State agency or advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 2.00 acres, more or less, and comprising the Old Broadford Area Headquarters and lying southeast of the southeast normal right of way limits of Route 42, from a point approximately 40 feet right of approximate Station 136+55 (Route 42 centerline, Project 0042-086-103, RW-201) to a point approximately 40 feet right of approximate Station 140+37 (Route 42 centerline, Project 0042-086-103, RW-201) is deemed by him no longer necessary for the uses of the State Highway System.

5/12/82

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149 and 2.1-5 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, 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 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. Hooper, seconded by Mr. Bane,

that

WHEREAS, the Commonwealth is the apparent owner of a section of the Old Boydton-Petersburg Plankroad which lies east of Route 1 in Dinwiddie County; and

WHEREAS, the adjacent landowners of record have requested that the Commonwealth convey its interest in the portion of old road which lies within their property in order that they may more fully develop their adjoining lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the section of the Old Boydton-Petersburg Plankroad which lies east of present Route 1 approximately 0.4 miles north of Route 685 does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, to the adjoining landowners is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth conveying same by deed or deeds of quitclaim for a consideration or considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

5/12/82

Moved by Mr. Bane, seconded by Mr. Robinson, that

WHEREAS, Orby Lee Cantrell served with much distinction and honor as a member of the Virginia House of Delegates from 1952 to 1982; and

WHEREAS, he was for many years a member of the House Committee on Roads and Internal Navigation, and became its chairman in 1978; and

WHEREAS, throughout his legislative work he was a strong, effective and eloquent spokesman for the cause of safe, modern highways and for improvement of the vast state secondary road system; and

WHEREAS, while his chief concern was for improvement of rural roads in his legislative district and in the entire Southwest Virginia region, as a man of vision he enthusiastically supported development of an adequate highway system all across the Commonwealth; and

WHEREAS, all Virginians and the commerce and industry of this state will for many years be the beneficiaries of Orby Lee Cantrell's wise and determined leadership; and

WHEREAS, Orby Lee Cantrell passed away unexpectedly on April 29, 1982;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission does express its deep and abiding sympathy to members of the Cantrell family, and does also express the hope that they will find a small measure of comfort in the knowledge that their grief and sense of loss are shared by this Commission and by countless other friends throughout Virginia.

MOTION CARRIED

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action on bids
received March 24, 1982, on the following projects:

**BITUMINOUS PLANT MIX - Furnishing, delivering and applying
material**

Bristol District, Project PPOO-961-701, M-400, Schedule 101-82
(Contract Items 1-A-2 and 1-C-2)

Award of contract to low bidder, APAC-Virginia, Inc., Richmond,
Virginia.

Bid	\$311,778.76
Engineering and contingencies	49,260.72
Amount chargeable to project	361,037.48

\$361,037.48 to be financed 76.80% FHWA Primary 3R Funds and
23.20% Virginia Construction Funds.

Bristol District, Projects PPOO-961-701, M-400; PS00-961-701,
M-400; PNOO-961-701, M-400, Schedule 103-82 (Contract Items
1-D-2, 1-E-2 and 1-H-2)

Award of contract to low bidder, Adams Construction Co. & Sub.,
Roanoke, Virginia.

Bid	\$461,583.01
Engineering and contingencies	72,930.11
Amount chargeable to project	534,513.12

\$534,513.12 to be financed 76.80% FHWA Primary and Secondary
3R Funds, 23.20% Virginia Construction Funds and 100% Tazewell
County Secondary Maintenance Replacement Funds.

Bristol District, Project PPOO-961-701, M-400, Schedule 104-82
(Contract Item 1-N-2)

Award of contract to low bidder, Barb & Shumaker, Inc., Bristol,
Virginia.

Bid	\$215,058.55
Engineering and contingencies	33,978.93
Amount chargeable to project	249,035.48

\$249,035.48 to be financed 76.80% FHWA Primary 3R Funds and
23.20% Virginia Construction Funds.

5/12/82

Salem District, Projects PPO0-962-701, M-400; PSC0-962-701, M-400, Schedule 201-82 (Contract Items 2-A-2, 2-C-2, 2-E-2, 2-H-2 and 2-J-2)

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

Bid \$ 884,761.74
Engineering and contingencies 139,792.35
Amount chargeable to project 1,024,554.09
\$1,024,554.09 to be financed 76.80% FHWA Primary and Secondary 3R Funds and 23.20% Virginia Construction Funds.

Salem District, Projects PPO0-962-701, M-400; O622-009-170, M-501; PN00-962-701, M-400, Schedule 202-82 (Contract Items 2-B-2, 2-D-2 and 2-M-2)

Award of contract to low bidder, Pendleton Construction Corp. & Sub., Wytheville, Virginia.

Bid \$582,681.70
Engineering and contingencies 92,063.70
Amount chargeable to project 674,745.40
\$674,745.40 to be financed 76.80% FHWA Primary 3R Funds, 23.20% Virginia Construction Funds, 100% Virginia Construction Funds, 100% Carroll County Secondary Maintenance Replacement Funds, 100% Salem District Primary Maintenance Replacement Funds, 100% Montgomery County Secondary Maintenance Replacement Funds and 100% Accounts Receivable VPI & SU and Radford University.

Salem District, Projects PPO0-962-701, M-400; O825-044-227, N-501, Schedule 203-82 (Contract Items 2-F-2 and 2-G-2)

Award of contract to low bidder, AFAC-Virginia, Inc., Danville, Virginia.

Bid \$358,214.95
Engineering and contingencies 56,597.96
Amount chargeable to project 414,812.91
\$414,812.91 to be financed 76.80% FHWA Primary 3R Funds and 23.20% Virginia Construction Funds and 100% State Construction Funds.

5/12/82

Suffolk District, Project PP00-965-701, M-400, Schedule 501-82
(Contract Item 5-A-2)

Award of contract to low bidder, Rea Construction Co. & Sub.,
Norfolk, Virginia.

Bid	\$373,714.50
Engineering and contingencies	59,046.89
Amount chargeable to project	432,761.39

\$432,761.39 to be financed 76.80% FHWA Primary 3R Funds and
23.20% Virginia Construction Funds.

Suffolk District, Project PP00-965-701, M-400, Schedule 502-82
(Contract Items 5-B-2 and 5-C-2)

Award of contract to low bidder, Higginson-Buchanan, Inc.,
Chesapeake, Virginia.

Bid	\$397,244.65
Engineering and contingencies	62,764.65
Amount chargeable to project	460,009.30

\$460,009.30 to be financed 76.80% FHWA Primary 3R Funds and
23.20% Virginia Construction Funds.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action rejecting
bids received March 24, 1982, on the following projects, and
authorize readvertisement:

BITUMINOUS PLANT MIX - Furnishing, delivering and applying
material

Bristol District, Project PN00-961-701, M-400 (Contract Item
1-F-2)

Low bid - 21.3% over estimate.

Bristol District, Projects PN00-961-701, M-400; PS00-961-701,
M-400 (Contract Item 1-G-2)

Low bid - 23.6% over estimate.

MOTION CARRIED

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane,
that the Commission confirm letter ballot action on bids
received March 24, 1982, on the following projects:

Bristol District, Projects PPO0-961-701, M-400; PNO0-961-701,
M-400; PSCO-961-701, M-400, Schedule 102-82 (Contract Items
1-B-2, 1-I-2, 1-J-2, 1-K-2, 1-L-2, 1-M-2, 1-O-2 and 1-P-2)

Award of contract to low bidder, Pendleton Construction Corp.
& Sub., Wytheville, Virginia.

Bid	\$1,158,064.89
Engineering and contingencies	182,974.25
Amount chargeable to project	1,341,039.14

\$1,341,039.14 to be financed 76.80% FHWA Primary and Secondary
3R Funds and 23.20% Virginia Construction Funds, 100% Tazewell,
Wythe and Grayson Counties Secondary Maintenance Replacement
Funds and 100% Bristol District Interstate Maintenance Replace-
ment Funds.

Salem District, Projects PSCO-962-701, M-400; PNO0-962-701,
M-400; PPO0-962-701, M-400; 1217-035-147, M-501; 0679-077-161,
N-501, Schedule 204-82 (Contract Items 2-I-2, 2-L-2 and 2-N-2)

Award of contract to low bidder, Adams Construction Co. & Sub.,
Roanoke, Virginia.

Bid	\$730,879.50
Engineering and contingencies	115,478.96
Amount chargeable to project	846,358.46

\$846,358.46 to be financed 76.80% FHWA Primary and Secondary
3R Funds, 23.20% Virginia Construction Funds, 100% Salem
District Interstate Maintenance Replacement Funds, 100% Giles
County Secondary Maintenance Replacement Funds and 100% State
Construction Funds.

Salem District, Project PNO0-962-701, M-400, Schedule 205-82
(Contract Item 2-K-2)

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

Bid	\$148,775.00
Engineering and contingencies	23,506.45
Amount chargeable to project	172,281.45

\$172,281.45 to be financed 100% Salem District Interstate
Maintenance Replacement Funds.

5/12/82

Suffolk District, Projects PP00-965-701, M-400; PS00-965-701, M-800, Schedule 503-82 (Contract Item 5-D-2)

Award of contract to low bidder, Adams Construction Co. & Sub., Roanoke, Virginia.

Bid	\$171,375.80
Engineering and contingencies	27,077.37
Amount chargeable to project	198,453.17

\$198,453.17 to be financed 76.80% FHWA Primary and Secondary 3R Funds and 23.20% Virginia Construction Funds.

Suffolk District, Projects PP00-965-701, M-400; PS00-965-701, M-400; PN00-965-701, M-400, Schedule 504-82 (Contract Item 5-E-2)

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

Bid	\$72,973.58
Engineering and contingencies	11,529.82
Amount chargeable to project	84,503.40

\$84,503.40 to be financed 76.80% FHWA Primary and Secondary 3R Funds, 23.20% Virginia Construction Funds and 100% York County Secondary Maintenance Replacement Funds.

MOTION CARRIED, Mr. Mohr abstaining (by letter ballot).

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action on bids received April 20, 1982, on the following projects:

Project GR-7-82

Guardrail Replacement, Various Locations, Culpeper District. Award of contract to low bidder, Makco, Incorporated, Charlottesville, Virginia.

Bid	\$29,882.20
Engineering and contingencies	4,721.39
Amount chargeable to project	34,603.59

\$34,603.59 to be financed from the Culpeper District Primary Construction Funds.

5/12/82

Project U000-107-102, C-501

Traffic Signals - Five Intersections, City of Covington.
Award of contract to low bidder, W & T Enterprises of N. C.,
Inc., Greensboro, North Carolina.

Bid	\$48,371.00
Engineering and contingencies	7,642.61
Work by state forces	2,026.50
Amount chargeable to project	58,040.11

\$2,040.11 to be provided in future Urban Construction Allocations.

Powhatan Parkway, Project U000-114-105, C-501

0.316 Mi. N. 664 - 0.87 Mi. N. 664, City of Hampton. Award
of contract to low bidder, Rea Construction Co. & Sub.,
Norfolk, Virginia.

Bid	\$1,587,162.91
Engineering and contingencies	250,771.74
Work by state forces	9,785.10
Amount chargeable to project	1,847,719.75

Accounts Receivable - City of Hampton - \$92,374.13
\$194,345.62 to be provided in future Urban Construction
Allocations.

Route 17 (Jefferson Ave.), Project 0017-121-104, C-502

0.057 Mi. S. Int. 306 (Harpersville Rd.) - 0.058 Mi. S. Int.
312 (J. Clyde Morris Blvd.), City of Newport News. Award
of contract to low bidder, Rea Construction Company & Sub.,
Norfolk, Virginia.

Bid	\$3,569,409.98
Engineering and contingencies	563,966.77
Work by state forces	16,896.27
Amount chargeable to project	4,150,273.02

\$283,564.90 - Accounts Receivable - City of Newport News

5/12/82

Route 144 (Temple Ave.), Project 0144-106-101, C-501, B-601, D-802

Int. 1 and Temple Ave. (Colonial Heights) - 0.595 Mi. W. ECL Colonial Heights, City of Colonial Heights. Award of contract to low bidder, Central Contracting Company, Inc., Farmville, Virginia.

	Construction	Right of Way
Bid	\$3,131,888.90	\$100.00
Engineering and contingencies	494,838.60	15.80
Work by state forces	18,433.93	
Utilities	14,000.00	
Railroad	17,220.00	
Amount chargeable to project	3,676,498.23	
Accounts Receivable - City of Colonial Heights - \$505,659.42		
\$1,370,838.81 to be provided in future Urban Construction Allocations.		

Route 615, Project 0615-045-123, B-608

Bridge on Route 615 over Crab Run - 0.080 Mi. S. Int. 250, Highland County. Award of contract to low bidder, Robertson Construction Company, Inc., Salem, Virginia.

Bid	\$ 89,147.50
Engineering and contingencies	14,085.31
Amount chargeable to project	103,232.81
\$3,604.82 to be provided in the 1982-83 Secondary Construction Funds.	

Route 710, Project 0710-030-198, N-501; N-502

Int. Rte. 17 (Recreational Access) - 1.28 Mi. W. Int. Rte. 17 (Sky Meadows State Park), Fauquier County. Award of contract to low bidder, R. L. Rider & Co., Warrenton, Virginia.

Bid	\$170,047.00
Engineering and contingencies	26,867.42
Work by state forces	3,819.76
Amount chargeable to project	200,734.18
Accounts Receivable - \$200,734.18 - Division of State Parks	

Route 9000, Project 9000-013-182, B-627

Bridge over Slate Creek at Int. Rte. 83, Buchanan County. Award of contract to low bidder, Edwin O'Dell & Co., Pulaski, Virginia.

Bid	\$108,333.40
Engineering and contingencies	17,116.68
Amount chargeable to project	125,450.08
\$13,612.85 to be provided in the 1982-83 Secondary Construction Funds.	

NOTION CARRIED

5/12/82

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action rejecting bids received April 20, 1982, on the following project, and authorize readvertisement:

Route 719, Project 0719-095-165, C-501, B-625

0.038 Mi. E. Int. 788 - 0.085 Mi. W. Int. 788, Washington County. Low bid - 31.9% over estimate.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Bane, that the Commission confirm letter ballot action on bids received April 20, 1982, on the following projects:

Gus W. Nicks Blvd., Projects U000-128-114, C-501, B-609;
U000-149-102, C-501, B-601

Orange Ave. (Rte. 480) - Int. Pollard St., City of Roanoke and Town of Vinton. Award of contract to low bidder, Adams Constr. Co. & Sub., Roanoke, Virginia.

Bid	\$2,690,259.33
Engineering and contingencies	425,060.97
Work by state forces	14,706.60
Railroad	123,200.00
Amount chargeable to project	3,253,226.90
Accounts Receivable - City of Roanoke	- \$87,488.19
Town of Vinton	- \$75,173.18

\$1,472,815.53 to be provided in future Urban Construction Allocations.

Route 23, Project 6023-146-102, C-504

0.858 Mi. E. WCL Norton - Int. 11th St., City of Norton. Award of contract to low bidder, English Constr. Co., Inc. & Subs., Altavista, Virginia.

Bid	\$682,150.44
Engineering and contingencies	107,779.76
Work by state forces	18,267.45
Amount chargeable to project	808,197.65
\$6,278.53 Accounts Receivable - City of Norton	

\$37,173.28 to be provided in future Primary Construction Allocations.

5/12/82

Route 101, Project 0101-128-102, C-502

Reloc. Rte. 626 and Rte. 101 Temp. Detour, City of Roanoke. Award of contract to low bidder, Adams Construction Company & Sub., Roanoke, Virginia.

Bid	\$588,307.80
Engineering and contingencies	92,952.63
Work by state forces	5,215.63
Amount chargeable to project	686,476.06

Route 704, Project 0704-053-220, M-501

Rte. 7 Bypass - Exist. Rte. 7, Loudoun County. Award of contract to low bidder, William A. Hazel, Inc., Chantilly, Virginia.

Bid	\$52,146.70
Engineering and contingencies	8,239.18
Work by state forces	4,813.62
Amount chargeable to project	65,199.50
Primary System Participation Limited to	\$70,000.00

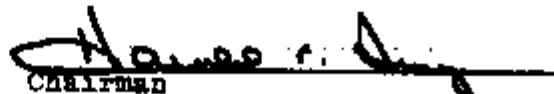
MOTION CARRIED, Mr. Mohr abstaining (by letter ballot).

Mr. O. K. Mabry, Director of Planning, presented proposed tentative allocations of Interstate, Primary and Urban Construction Funds for fiscal year 1982-83; and on motion of Mr. Hooper, seconded by Mr. Smith, the tentative allocations as presented were approved, as listed on the attached sheets.

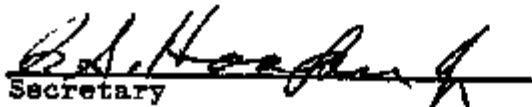
The next Commission meeting will be held in Salem on June 9, preceded at 9 a.m. by the Allocation Hearing for the western districts of the state. The Allocation Hearing for the eastern districts will be held in Richmond on June 17 at 9 a.m.

The meeting was adjourned at 11:04 a.m.

Approved:


Chairman

Attested:


Secretary



**TENTATIVE
ALLOCATION OF FUNDS
FISCAL YEAR 1982 - 83
INTERSTATE, PRIMARY, & URBAN SYSTEMS AND PUBLIC TRANSIT**



**SIX YEAR IMPROVEMENT PROGRAM
FISCAL YEARS 1982 - 83 THRU 1987 - 88
INTERSTATE, PRIMARY, URBAN, & SECONDARY SYSTEMS
AND
PUBLIC TRANSIT**

Virginia Department of Highways and Transportation

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A FOREWORD

This document presents the Virginia Department of Highways and Transportation's Six-Year Improvement Program and is the first revision of Virginia's Critical Improvement Program for highways and public transportation.

The Critical Improvement Program originally was developed in 1981, outlining the funding required and the time schedule anticipated for each major phase of every construction and improvement project proposed for the interstate, primary, and urban road systems in the period 1982-83 through 1987-88.

The Program also identified the total amounts of money required in each county to meet the recommended construction and improvement work for the secondary road system, and the additional state aid needed for local public transportation systems.

Revisions reflected in the following pages are based on the actual funding levels subsequently authorized by the 1982 session of the General Assembly. Concerned that scores of needs were going unmet, the Assembly enacted a 3 per cent oil company excise tax and increased several road-user fees in order to provide more money.

In so doing, the Legislature sought out a reasonable balance between the choices of taking no action, on the one hand, or of fully funding the entire six-year Critical Improvement Program as proposed, on the other.

For the 1982-83 fiscal year, the General Assembly's action will provide an estimated \$108.9 million in additional revenue for construction and improvement projects on the Interstate, primary, urban, and secondary highway systems. Combined with income anticipated from

previous sources, this will permit a total program of about \$434.4 million.

For public transportation, the legislative action raised the level of state funding from the \$12.3 million which would have been available otherwise to approximately \$31.8 million.

The Commonwealth now is in position to move forward with many transportation improvements which had faced the prospect of indefinite deferral, and will have funds enough to maintain existing highway facilities and to match all available federal aid, at least in the years just ahead.

In this age of uncertainty as to fuel supplies, costs, and conservation practices of American motorists, it is difficult to forecast long-range revenue trends with confidence. But this Commission believes the General Assembly has established a realistic and dependable revenue base for the immediate future.

At the same time, anticipated funding levels will not satisfy every request for highway improvements.

Indeed, the originally proposed six-year Critical Improvement Program would not have done so either.

In making the necessary revisions reflected in the following pages, the Commission and the Department of Highways and Transportation sought the advice of local governments, individual citizens, and others in nine public hearings conducted throughout the state in the spring of 1982.

Comments expressed at the hearings have been beneficial in two ways: first, in allocating money budgeted for the first fiscal year of the Improvement Program, beginning July 1, 1982, and, second, in making the longer-term revisions in the program.

As in the original Critical Improvement Program report last year, interstate, primary, and urban highway system allocations are shown here on a project-by-project basis. For the secondary system, total amounts are shown for each county, since the more detailed project allocations for that system are to be determined jointly by the Department and the county boards of supervisors. In respect to public transportation, the allocations are shown by transit system or by regional transportation district commission.

Of necessity, some highway projects proposed in the earlier report have been deferred beyond the six year period in order for the program to remain within authorized funding levels. However, those projects will be considered for later inclusion as part of the yearly process in which the Improvement Program will be updated and extended by the Department of Highways and Transportation.

SIX YEAR IMPROVEMENT PROGRAM
AS COMPARED TO
CRITICAL IMPROVEMENT PROGRAM

	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
MAINTENANCE:	323,300	356,900	401,426	443,900	491,700	546,500	2,563,726
PUBLIC TRANSIT:	31,795	31,795	31,795	31,795	31,795	31,795	190,770
CONSTRUCTION:							
CRITICAL IMPROVEMENT PROGRAM							
Interstate	211,665	231,154	234,042	242,279	212,484	212,484	1,344,108
Primary	119,039	120,498	122,883	125,139	129,984	133,215	750,758
Urban	76,010	77,619	78,985	80,606	81,242	82,856	477,318
Secondary	<u>83,810</u>	<u>85,670</u>	<u>87,249</u>	<u>89,123</u>	<u>89,858</u>	<u>91,723</u>	<u>527,433</u>
TOTAL	490,524	514,941	523,159	537,147	513,568	520,278	3,099,617
SIX YEAR IMPROVEMENT PROGRAM							
Interstate	211,006	231,152	234,042	242,279	212,484	212,484	1,343,447
Primary	94,710	76,037	63,459	43,602	39,364	39,364	356,536
Urban	60,016	51,888	45,772	36,338	32,431	32,431	258,876
Secondary	<u>68,661</u>	<u>57,862</u>	<u>53,036</u>	<u>42,390</u>	<u>38,891</u>	<u>42,804</u>	<u>303,644</u>
TOTAL	434,393	416,939	396,309	364,609	323,170	327,083	2,262,503

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Bristol District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	
Bristol City Bus Company	Bristol	State aid for public transportation administration and capital projects	175	30	29	29	29	29	29	29
District Total			175	30	29	29	29	29	29	29

Salem District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	
Greater Roanoke Transit Company	Roanoke	State aid for public transportation administration and capital projects	2,186	521	333	333	333	333	333	
District Total			2,186	521	333	333	333	333	333	

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Lynchburg District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual 1982-83	Projected 83-84	Projected 84-85	Projected 85-86	Projected 86-87
Greater Lynchburg Transit Company	Lynchburg	State aid for public transportation administration and capital projects	2,148	358	358	358	358	358
Danville Transit	Danville	State aid for public transportation administration and capital projects	1,161	256	181	181	181	181
District Total			3,309	614	539	539	539	539

Richmond District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual 1982-83	Projected 83-84	Projected 84-85	Projected 85-86	Projected 86-87
Greater Richmond Transit Company	Richmond	State aid for public transportation administration and capital projects	15,512	2,877	2,527	2,527	2,527	2,527
Petersburg Area Transit	Petersburg	State aid for public transportation administration and capital projects	674	114	112	112	112	112
District Total			16,186	2,991	2,639	2,639	2,639	2,639

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Suffolk District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	
Tidewater Transportation District Commission	Norfolk, Portsmouth, Virginia Beach, Suffolk, Chesapeake	State aid for public transportation administration and capital projects	18,035	2,975	3,024	3,024	3,024	3,024	3,024	
Peninsula Transportation District Commission	Hampton, Newport, News	State aid for public transportation administration and capital projects	10,993	1,653	1,868	1,868	1,868	1,868	1,868	
District Total			29,028	4,568	4,892	4,892	4,892	4,892	4,892	

Fredericksburg District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	
N/A	N/A	N/A	-0-	-0-	-0-	-0-	-0-	-0-	-0-	
District Total			-0-	-0-	-0-	-0-	-0-	-0-	-0-	

No localities in the Fredericksburg District receive direct allocations in the Appropriations Act. Public transportation and ridesharing programs in the district may anticipate appropriations from the statewide discretionality allocations.

Public Transportation and Ridesharing Improvement Program
 (In Thousands of Dollars)
 1982-83 Through 1987-88

Statewide Discretionary Allocations

Additional appropriations for all the districts.	<u>Project Description</u>	<u>1982-83</u>	<u>83-84</u>	<u>84-85</u>	<u>85-86</u>	<u>86-87</u>	<u>87-89</u>
may be anticipated from the Highway & Transportation Commission's discretionary allocations. The amounts of these appropriations will be determined at the time of project initiation. State-wide totals for the discretionary allocations are as shown.	Statewide Discretionary Allocations for administrative, capital, expertimental, technical assistance, and promotion projects	2,186	1,868	1,868	1,868	1,868	1,868

EFISDOL DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

		FISCAL YEAR ALLOCATIONS					
ACTUAL		PROJECTED					
<u>1982-83</u>		<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
INTERSTATE	9,057	9,955	9,192	4,123	1,150	890	34,367
PRIMARY	10,341	8,585	7,438	6,154	5,730	5,763	44,011
URBAN	1,800	1,500	1,300	1,000	900	900	7,400
SECONDARY	8,636	6,977	6,608	5,303	4,968	5,648	38,340

**IMMEDIATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88**

Bristol, Oregon

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE		
					ACTUAL		PROJECTED							
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88				
81/77 Wythe Develop to 6 lanes	3.7 Miles East Route 77 - 1.9 Miles East Route 77 (1.8 Miles)	P.E.	390	90	300	500	---	---	---	---	---	---	---	---
		R/W	325	---	325	825	---	---	---	---	---	---	---	---
		CONST.	8,700	---	8,700	1,732	3,000	3,000	968	---	---	---	---	---
		TOTAL	9,415	90	9,325	2,557	3,000	3,000	968	---	---	---	---	---
81/77 Wythe Develop to 6 lanes	1.9 Miles East Route 77 - 0.2 Miles East Route 77 (1.7 Miles)	P.E.	485	85	400	400	---	---	---	---	---	---	---	---
		R/W	495	---	495	495	---	---	---	---	---	---	---	---
		CONST.	10,800	---	10,800	1,000	1,000	4,592	2,650	800	---	---	---	---
		TOTAL	11,780	85	11,695	1,000	1,000	4,592	2,650	800	---	---	---	---
81 Wadling- ton Interchange Improvements	Intersection Route 80	P.E.	15	15	---	---	---	---	---	---	---	---	---	---
		R/W	140	---	140	---	---	---	---	---	---	---	---	---
		CONST.	285	---	285	---	100	200	85	---	---	---	---	---
		TOTAL	440	15	425	---	100	240	85	---	---	---	---	---
81 Wadling- ton Interchange Improvements	Intersection Route 737	P.E.	10	10	---	---	---	---	---	---	---	---	---	---
		R/W	130	---	130	---	---	---	---	---	---	---	---	---
		CONST.	240	---	240	---	65	170	70	---	---	---	---	---
		TOTAL	380	10	370	---	65	233	70	---	---	---	---	---

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 thru 1987-88

BRISTOL _____ District

ROUTE COURTSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					PROJECTED								
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88			
19/860 - Tazewell 2 Lanes on 4 Lane Right of Way New location	BLUEFIELD BYPASS: 1.61 Miles West West Virginia State Line - 5.22 Miles West West Virginia State Line (3.60 Miles)	P.E. 645 R/W 5605 CONST. 21,335 TOTAL 2,580	645 8505 4715 1,965	- 615 615	-	450 50	-	100	200	165	100	-	-
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Miles West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 500 R/W 1,575 CONST. 3,552 TOTAL 5,627	500 1,575 832 2,907	- 2,720 2,720	-	1,000 1,000	1,005	715	715	-	-	-	-
19 - Russell Paving - 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Mile West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 85 R/W - CONST. 1,655 TOTAL 1,740	- - - -	85 1,655 1,740	-	-	85	825	910	600	300	130	130
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: Route 654 - Existing Route 19 (1.60 Miles)	P.E. 350 R/W 960 CONST. - TOTAL 1,310	350 - - 360	- 960 960	-	-	-	-	-	-	-	245	245
21 - Grayson Reconstruct- Klan	Intersection of Route 658 (0.20 Mile)	P.E. 10 R/W 20 CONST. 142 TOTAL 172	10 20 12 42	- 130 130	-	-	-	75	75	30	25	-	-

* State Funds Required to Match
Federal Appalachian Funds

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL

ROUTE COUNTY/ACTIVITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					72-73	1983-84	1984-85	1985-86	1986-87	1987-88	
21 - Graysen Bridge and Approaches	New River	P.E. 210 R/W 10 CONST. 4,295 TOTAL 4,515	-	210 10 4,295 4,515	-	-	210 10 800 800	-	-	1,000 1,000	- 1,415 1,415
23 - Wise Railroad Grade Separation	TOWN OF APPALACHIA: 0.12 Mile West Route 78 - 0.32 Mile East Route 78 (0.40 Mile)	P.E. 210 R/W 1,250 CONST. 2,294 TOTAL 3,754	210 1,250 204 1,664	-	-	-	-	300 300	200 200	-	- 240 240
23 - Wise 2 Lane at Grade Connector (Route 619)	0.90 Mile East West Corporate Limits Morton - 11th Street (0.40 Mile)	P.E. 100 R/W * 93 CONST. * 190 TOTAL 383	100 * 23 - 123	* 70 * 190 * 260	-	-	-	-	-	-	-
23 - Wise 2 Lane Paving	0.18 Mile South Proposed Alternata Route 58 - 0.90 Mile North Old East Corporate Limits Morton (1.50 Miles)	P.E. 45 R/W - CONST. * 210 TOTAL 255	45 - 45 (UNDER CONSTRUCTION)	* 210 210	-	-	-	-	-	-	-
23 - Wise Grading of Slide Area	POWELL VALLEY SLIDE: 3.94 Miles West Kentucky Avenue - 2.26 Mile West Kentucky Avenue (1.60 Miles)	P.E. 40 R/W - CONST. * 445 TOTAL 485	40 - * 230 270 (UNDER CONSTRUCTION)	* 215 215	-	-	-	-	-	-	-

* State Funds Required to Match
Federal Apportionment Funds