

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Tysons Corner, Virginia

May 19, 1983

The monthly meeting of the State Highway and Transportation Commission was held in the Board Room of the National Automobile Dealers Association in the NADA Building in Tysons Corner, Virginia, on May 19, 1983, at 2 p.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Guiffre, Humphreys, Mohr, Quicke, Smalley, Smith, Vaughan and Watkins.

Governor Robb appeared before the Commission and outlined his thoughts on the formation of a Northern Virginia construction district, the I-66 and I-395 HOV restrictions, the designation of routes under the Surface Transportation Assistance Act, and Metro.

Mr. H. S. Hulme, Jr., Director of Public Works for Arlington County, spoke to the need for completing the deck over I-66 at Rosslyn.

On motion of Mr. Bane, seconded by Mr. Smalley, the minutes of the meeting of April 21, 1983, were approved.

On motion of Mr. Bane, seconded by Mr. Smalley, permits issued from April 21, 1983, to May 18, 1983, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Bane, seconded by Mr. Smalley, that cancellation of permits from April 21, 1983, to May 18, 1983, inclusive, as shown by records of the Department, be approved.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission approve additions to the Secondary System from April 21, 1983, to May 18, 1983, inclusive, as shown by records of the Department.

Motion carried.

5/19/83

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on bids received March 31, 1983, on the following projects and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Route 95, Project PR-9-83

Restoration of Toll Plaza Concrete Slabs, Various Locations, Cities of Richmond & Colonial Heights and Chesterfield County. Award of contract to low bidder, Century Concrete Services, Inc., Virginia Beach, Virginia.

Bid	\$52,352.40
Engineering and contingencies	8,271.68
Total amount chargeable to project	60,624.08

\$60,624.08 to be financed from the Richmond-Petersburg Turnpike Maintenance Funds.

Herndon Parkway, Project U000-235-103, C-501

0.720 Mi. East South Van Buren Street - 0.167 Mi. East Spring Street, Town of Herndon. Award of contract to low bidder, Shirley Contracting Corporation and Robert E. & Barbara S. Post, Lorton, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 907,398.85	\$156,251.75
Engineering and contingencies	143,211.02	24,687.77
State Force Work	8,106.00	
Total amount chargeable to project	\$1,239,655.39	

Accounts Receivable - Town of Herndon - \$108,984.14. \$135,671.25 to be provided in Future Urban Construction Allocations.

Routes 81 & 311, Projects 0081-080-105, C-501, B-647, B-648; 0311-129-102, C-502

0.834 Mi. South of NCL Salem (Hawthorne Road) - 0.109 Mi. South of NCL Salem (Interchange with I-81 & 311), Roanoke County and City of Salem. Award of contract to low bidder, E. F. Blankenship Company, Salem, VA.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,664,781.80	\$30,250.00
Engineering and contingencies	578,245.52	4,779.50
State Force Work	42,267.00	
Railroad	477.00	
Total amount chargeable to project	4,320,800.82	

Accounts Receivable - City of Salem - \$35,786.69. \$352,506.72 to be provided in future Interstate Construction Allocations. \$109,946.96 to be provided in future Urban Construction Allocations.

Route 1, Project 0001-026-105, C-501, 8-601

0.043 Mi. South Int. Route 603 - 0.241 Mi. South Int. Route 603, Dinwiddie County. Award of contract to low bidder, D. W. Lyle Corporation, McKenney, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 860,762.30	\$10,000.00
Engineering and contingencies	135,684.44	1,580.00
State Force Work	14,727.44	
Railroad	47,000.00	
Total amount chargeable to project	1,069,754.18	

\$644,754.18 to be provided in future Primary Construction Allocations.

Route 7, Project 0007-029-114, C-501

Int. Route 703 - Int. Route 2724, Fairfax County. Award of contract to low bidder, Palisades Construction Corporation, Arlington, Virginia.

Bid	\$131,864.41
Engineering and contingencies	20,834.58
Total amount chargeable to project	152,698.99

Route 11, Project 0011-138-102, C-501, D-602

0.033 Mi. North Bellview Avenue - 0.115 Mi. South Middle Road, City of Winchester. Award of contract to low bidder, L. F. Franklin and Sons, Inc., Stephenson, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,474,927.46	\$103,400.00
Engineering and contingencies	232,722.54	16,327.20
State Force Work	11,724.75	
Utilities	400.00	
Total amount chargeable to project	1,839,511.95	

Accounts Receivable - \$461,335.83 - City of Winchester.

Route 23 (Park Avenue), Project 0023-146-105, C-501

11th Street - Int. Prop. Alt. Route 58, City of Norton. Award of contract to low bidder, W & T Enterprises of N. C., Inc., Greensboro, North Carolina.

Bid	\$786,948.30
Engineering and contingencies	29,537.83
State Force Work	2,344.95
Total amount chargeable to project	218,831.08

Accounts Receivable - \$10,941.56 - City of Norton.

Route 29, Project 0029-029-112, M-501; 0029-076-102, M-501, B-501

4.0 Mi. West Centerville - 4.086 Mi. West Centerville, Fairfax and Prince William Counties. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid	\$311,796.00
Engineering and contingencies	49,263.77
State Force Work	9,949.14
Total amount chargeable to project	371,008.91

\$111,008.91 to be provided in future Primary Construction Allocations.

Route 29, Project 7029-015-101, C-501

0.48 Mi. S. Route 714 - 0.02 Mi. N. Hughes Avenue, Campbell County. Award of contract to low bidder, Dawson Construction Company, Inc., Hurt, Virginia.

Bid	\$62,311.00
Engineering and contingencies	9,845.14
State Force Work	3,589.80
Total amount chargeable to project	75,745.94

\$6,745.94 to be provided in future Primary Construction Allocations.

Route 117, Project 0117-080-703, M-400

0.14 Mi. West Route 626, Roanoke County. Award of contract to low bidder, Virginia Asphalt Paving Company, Inc., Roanoke, Virginia.

Bid	\$23,564.66
Engineering and contingencies	3,723.22
Total amount chargeable to project	27,287.88

\$2,287.80 from Salem District Primary Reserve.

Route 123, Project 0123-029-116, C-501

Route 677 (Old Courthouse Road) - Westpark Drive/Entr. to Tysons Corner, Fairfax County. Award of contract to low bidder, Mike Hunter, Inc., Virginia Beach, Virginia.

Bid	\$ 99,590.00
Engineering and contingencies	15,735.22
Total amount chargeable to project	115,325.22

Route 125, Project 0125-061-103, B-603

Route 125 over Nansemond River, City of Suffolk. Award of contract to low bidder, W. T. Bain, Inc., Amherst, Virginia.

Bid	\$424,106.50
Engineering and contingencies	67,008.83
State Force Work	8,513.62
Total amount chargeable to project	499,628.95

Route 600, Project 0600-099-146, M-501

0.003 Mi. North Int. Route 171 (Recreational Access) - 0.684 Mi. North Int. Route 171, York County. Award of contract to low bidder, Driver Contractors, Inc., Suffolk, Virginia.

Bid	\$116,114.50
Engineering and contingencies	18,346.09
State Force Work	6,475.54
Total amount chargeable to project	140,936.13

\$124,000.00 to be provided from the 1979-80, Recreation Access Funds, Authority No. 6, dated 4-13-83.

Route 615, Project 0615-046-188, R-501

Int. Route 58 - WCL City of Suffolk, Isle of Wight County. Award of contract to low bidder, The Blair Brothers, Inc., Suffolk, Virginia.

Bid	\$208,565.00
Engineering and contingencies	32,953.27
State Force Work	7,479.52
Railroad	3,775.00
Total amount chargeable to project	252,772.79

\$41,236.84 to be provided in the 1983-84 Secondary Construction Funds.

Route 626, Project 0626-042-207, C-501; 208, B-622; 0626-043-126, C-501

0.800 Mi. S. Int. Route 623 - 0.859 Mi. S. Int. Route 623, Hanover and Henrico Counties. Award of contract to low bidder, Marks-Runions Company, Inc., Clarksville, Virginia.

Bid	\$301,455.10
Engineering and contingencies	47,631.49
State Force Work	6,733.77
Total amount chargeable to project	355,830.36

Route 627, Project 0627-088-161, C-502

0.745 Mi. S. Int. Route 628 - 0.174 Mi. N. Int. Route 628, Spotsylvania County. Award of contract to low bidder, J. L. Kent & Sons, Inc., Spotsylvania, Virginia AND Robert L. & Julie M. Kent, Hanover, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$192,869.50	\$40.00
Engineering and contingencies	30,473.38	6.32
State Force Work	3,589.80	
Total amount chargeable to project	226,979.00	

Route 634, Project 0634-097-T03, N-503

0.15 Mi. West Int. Route 636 - Int. Route 635, Wise County. Award of contract to low bidder, W-L Construction & Paving, Inc., Chilhowie, Virginia.

Bid	\$375,350.95
Engineering and contingencies	59,305.45
Total amount chargeable to project	434,656.40

Accounts Receivable - \$434,656.40 - Wise County (Coal Severance Tax).

Route 651, Project 0651-041-165, C-501, C-503, D-638; 0651-230-165, C-502

0.232 Mi. East Int. Route 783 - Int. Route 360 & Route 501, Halifax County and Town of Halifax. Award of contract to low bidder, W. T. Milam & Sons, Inc., South Boston, Virginia.

Bid	\$346,358.33
Engineering and contingencies	54,724.62
State Force Work	15,488.25
Railroad	12,000.00
Total amount chargeable to project	428,571.20

Authorization No. 27, dated 4-13-83. \$37,656.35 to be provided in the 1983-84 Halifax County Secondary Construction Funds.

Route 658, Project 0658-013-T28, N-501

2.10 Mi. S. Route 83 - 3.10 Mi. South Route 83, Buchanan County. Award of contract to low bidder, W-L Construction & Paving Inc., Chilhowie, Virginia.

Bid	\$122,343.00
Engineering and contingencies	19,330.19
Total amount chargeable to project	141,673.19

Route 664, Project 0664-121-102, PE-101, Contract 5

Route 664 over Hampton Roads, City of Newport News. Award of contract to low bidder, McLean Contracting Company, Baltimore, Maryland.

Bid	\$190,900.00
Engineering and contingencies	30,162.20
State Force Work	31,127.04
Total amount chargeable to project	252,189.24

Route 763, Project 0763-017-179, N-501

0.20 Mi. North Route 638 - Route 846, Carroll County. Award of contract to low bidder, APAC-VIRGINIA, Inc., Danville, Virginia.

Bid	\$105,594.05
Engineering and contingencies	16,583.86
State Force Work	6,369.00
Total amount chargeable to project	128,546.91

\$15,072.67 to be provided in the 1983-84 Secondary Construction Funds.

Route T1103, Project 1103-283-T13, B-623

Laurel Fork Creek (Int. Route T-644), Town of Pocahontas. Award of contract to low bidder, Fort Chiswell Construction Corporation, Max Meadows, Virginia.

Bid	\$59,842.00
Engineering and contingencies	9,455.04
State Force Work	23,160.00
Total amount chargeable to project	92,457.04

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on bids received March 31, 1983, on the following projects and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Project 1-S-3

11.86 Mi. Plant Mix Overlay & Shoulder Stabilization, Various Locations, Russell County. Award of contract to low bidder, Adams Construction Company & Sub., Roanoke, Virginia.

Bid	\$274,468.60
Engineering and contingencies	43,366.04
Total amount chargeable to project	317,834.64

Accounts Receivable - \$317,834.64 - Russell County (Coal Severance Tax).

Newtown Road, Project U000-134-107; C-503, C-504

Int. Virginia Beach Boulevard - 0.052 Mi. North Int. Baker Road, City of Virginia Beach. Award of contract to low bidder, APAC-VIRGINIA, Inc., Richmond, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$750,588.30	\$12,932.78
Engineering and contingencies	118,197.95	2,043.38
State Force Work	20,891.48	
Utilities	300.00	
Total amount chargeable to project	904,953.89	

Accounts Receivable - \$9,406.31 - City of Norfolk. Accounts Receivable - \$46,005.85 - City of Virginia Beach.

Route 44, Project 0044-134-104, C-506, B-642; B-654

Interchange at Lynnhaven Parkway, City of Virginia Beach. Award of contract to low bidder, J. Lawson Jones Construction Company, Inc., Clarksville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$6,159,859.26	\$20,012.00
Engineering and contingencies	973,004.96	3,161.90
State Force Work	13,918.44	
Utilities	14,960.00	
Total amount chargeable to project	7,184,906.56	

Route 460, Project 0460-009-110, C-503

20.0 Mi. West Campbell County Line - Botetourt County Line, Bedford County. Award of contract to low bidder, Makco, Inc., Charlottesville, Virginia.

Bid	\$284,578.00
Engineering and contingencies	44,963.32
State Force Work	5,442.60
Total amount chargeable to project	334,983.92

Route 601, Project 0601-007-246, B-655

Route 601 over Calfpasture River - 0.05 Mi. East Int. Route 811, Augusta County. Award of contract to low bidder, Echo's Brothers, Inc., A sub. of Koppers Company, Inc., Staunton, Virginia.

Bid	\$107,325.00
Engineering and contingencies	16,957.35
State Force Work	5,790.00
Total amount chargeable to project	130,072.35

\$67,292.29 to be provided in the 1983-84 Secondary Construction Funds.

Route 611, Project 0611-046-175, M-501; 176, B-612; 0611-087-172, M-501

0.348 Mi. East Isle of Wight-Southampton County Line - 0.156 Mi. West Isle of Wight-Southampton County Line, Isle of Wight and Southampton Counties. Award of contract to low bidder, J. Lawson Jones Construction Company, Inc., Clarksville, Virginia.

Bid	\$428,925.86
Engineering and contingencies	67,770.28
State Force Work	6,964.22
Total amount chargeable to project	503,660.35

\$72,676.59 to be provided in the 1983-84, Isle of Wight and Southampton Counties Secondary Construction Funds.

Route 660, Project 0660-076-177, M-501

0.019 Mi. South Int. Route 674 - 0.038 Mi. North Int. Route 796, Prince William County. Award of contract to low bidder, R. L. Rider & Company, Warrenton, Virginia.

Bid	\$216,818.33
Engineering and contingencies	34,257.30
State Force Work	1,068.26
Total amount chargeable to project	252,143.88

Route 732, Project 0732-013-CF6, 006

Bridge over Levisa River at Int. Route 460, Buchanan County. Award of contract to low bidder, Haynes Brothers, Inc., Chatham, Virginia.

Bid	\$229,499.50
Engineering and contingencies	36,260.92
Utilities	21,612.00
Total amount chargeable to project	287,372.42

Motion carried, Mr. Mohr abstaining.

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action rejecting bids
received March 31, 1983, on the following projects and authorize
readvertisement:

Route 6, Project 0006-037-112, C-501, B-608; 113, C-501, B-609

4.20 Mi. W. of Int. Route 522 - 8.20 Mi. West of Int. Route 522,
Goochland County. Low Bid 17.0% over estimate.

Route 20, Project 0020-002-S15, M-501, B-605, D-606

0.237 Mi. South Int. Route 649 and Int. Route 816, Albemarle County.
Low Bid 23.0% over estimate.

Route 199, Project 0199-047-101, C-504; 099-101, C-503, C-504

0.282 Mi. East Williamsburg County Line - 0.368 Mi. East Int.
WBL I-64, James City and York Counties. Low Bid 41.6 % over estimate.

Route 220, Project 0220-080-108, C-501

0.040 Mi. South Int. Route 615 - 0.616 Mi. South Int. Route 615,
Roanoke County. Low Bid 14.0% over estimate.

Route 501, Project 0501-009-S04, C-501

Int. Route 657 - 0.12 Mi. North Int. Route 657, Bedford County.
Low Bid 41.3% over estimate.

Route 611, Project 0611-089-128, C-502

0.122 Mi. South Int. Route 636 - 0.836 Mi. South Int. Route 636,
Stafford County. Low Bid 25.4% over estimate.

Routes 619, 649 & 633, Projects 0619-008-133, N-501; 0649-008-136,
N-501; 0633-008-124, N-501

From Route 220 To 0.04 Mi. West Route 220 AND From Route 648 To Route 656
AND From 0.02 Mi. West Route 698 To 0.09 Mi. East Route 698, Bath County.
Low Bid 109.4% over estimate.

Route 621, Project 0621-091-147, M-503, M-501, D-631

0.211 Mi. North Harrell's Mill Pond - 0.255 Mi. South Harrell's Mill
Pond, Sussex County. Low Bid 22.5% over estimate.

Route 648, Project 0648-031-148, C-501, B-617

0.184 Mi. South of Int. Route 610 - 0.264 Mi. South of Int. Route 610,
Floyd County. Low Bid 13.3% over estimate.

Route 659, Project 0659-074-158, M-501

Int. Route 619 - 1.00 Mi. South Route 619, Prince George County.
Low Bid 35.3% over estimate.

Route 684, Project 0684-069-129, N-503

2.52 Mi. North Route 675 - 3.85 Mi. North Route 675, Page County.
Low Bid 31.1% over estimate.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action on bids received
March 31, 1983, on the following projects and authorize execution
of contracts by the Deputy Commissioner or Chief Engineer:

Route 2191, Project 2191-076-221, M-501

Lake Ridge Recreational Park Access Road, Prince William County.
Award of contract to low bidder, R. L. Rider and Company, Warrenton,
Virginia.

Bid	\$189,570.00
Engineering and contingencies	29,952.06
State Force Work	1,802.87
Total amount chargeable to project	221,324.93

Route 81, Project 0081-098-101, C-507, B-628

3.719 Mi. East Int. Route 77 - 1.106 Mi. West Int. Route 52, Wythe
County. Award of contract to low bidder, Pendleton Construction
Corporation and Sub., Wytheville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$7,523,014.08	\$3.00
Engineering and contingencies	1,188,509.82	0.47
State Force Work	25,244.40	
Total amount chargeable to project	8,736,771.75	

\$873,677.17 to be provided in future Interstate Construction Allocations.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, the Department of Highways and Transportation (VDH&T) and the Department of Corrections (DOC) have for many years jointly used certain properties across the state; and

WHEREAS, some of these correctional field unit sites are owned in fee by VDH&T, some are owned by DOC, while others are owned jointly; and

WHEREAS, the department is now attempting to transfer entire tracts, or portions thereof, in order to retain in fee ownership only the acreage necessary to accommodate certain capital outlay facilities operating from these sites; and

WHEREAS, DOC has indicated a need for all of the correctional field unit land which we do not wish to retain; and

WHEREAS, a certain portion of the VDH&T owned tract located at Correctional Field Unit 30 in Fairfax County has been deemed surplus to the needs of this department; and

WHEREAS, initially, 70.975 acres were acquired from John A. and Mary H. Millan, et al, by deed dated September 21, 1951, recorded in Deed Book 909, Page 26 and later 5.3753 acres were acquired from Benjamin C. Millan, et al, by deed dated July 12, 1962, recorded in Deed Book 2167, Page 565, totaling 76.35 acres, both deeds being recorded in the Office of the Clerk of the Circuit Court of Fairfax County. Of this acreage, approximately 22.5 acres will be retained for maintenance purposes by the Northern Virginia Region. The remaining 53.85 acres, more or less, have been defined as surplus, which amount coincides with the land DOC currently occupies at this site.

WHEREAS, it is recommended that the approximate total of 22.5 acres (subject to survey and retention of right of way) be conveyed to the Department of Corrections; and

WHEREAS, in the event the proposed conveyance is not consummated with DOC, it is further recommended that this property be offered for sale to the general public, the appropriate county and municipal governments, or to any other agency of the state or federal government; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the surplus land located at Correctional Field Unit 30 in Fairfax County, 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 and the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149, 33.1-154 and 2.1-5 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed or deeds in the name of the Commonwealth for a consideration or considerations deemed satisfactory to the Department, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-000-101, RW-201, the Commonwealth acquired certain lands from the United States of America by deed dated January 31, 1967, recorded in Deed Book 1641, Page 366 in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, the adjacent landowner has requested that the Commonwealth convey the excess portion of the land, so acquired, which lies southeast of the southeast existing right of way line of Army Navy Drive so that it may further develop the adjacent property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land containing 1,150 square feet, more or less, and lying southeast of the southeast existing right of way line of Army Navy Drive, from a point approximately 118 feet right of approximate Station 834+40 (NBL centerline Route 95) to a point approximately 110 feet right of approximate Station 834+90 (NBL centerline Route 95) 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, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same without warranty to the adjacent landowner of record for a consideration satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 460, State Highway Project 0460-092-103, RW-202, the Commonwealth acquired certain lands from G. W. Dalton, et al, by instrument dated May 21, 1969, case for which has been concluded, recorded in Deed Book 348, Page 515 in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEREAS, a portion of the land so acquired comprises a surplus segment of Service Road II lying on the northwest side of Route 460; and

WHEREAS, the adjoining landowners are interested in acquiring any surplus land which lies between their property and the northwest normal right of way limits of the service road in order that the adjacent land may be more fully developed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying outside the northwest normal right of way limits of Service Road II from a point approximately 25 feet opposite approximate Station 42+40 (centerline Service Road II) to a point approximately 25 feet opposite approximate Station 44+00 (centerline Service Road II), containing 0.17 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 State Highway System.

NOW, THEREFORE, the conveyance of the said lands in accordance with the provisions of Section 33.1-149 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, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 221, State Highway Project 1018-A, the Commonwealth acquired certain lands from Nannie H. Howard, Estate, by instrument dated June 6, 1939, case for which has been concluded, Floyd County; and

WHEREAS, under Project 1018-A, Route 221 was relocated in a southern direction serving the same citizens as before, which new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the old location of Route 221, between Station 31+20 and Station 33+00 was abandoned by the State Highway and Transportation Commission on October 21, 1982; and

WHEREAS, the adjacent landowner has requested that a portion of the lands so acquired lying between the north normal right of way limits of Route 221 and the center of old Route 221 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying between the north normal right of way limits of Route 221 and the center of old Route 221, from a point approximately 33 feet right of approximate Station 31+20 (centerline Route 221) to a point approximately 33 feet right of approximate Station 33+00 (centerline Route 221) and containing 0.09 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 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 land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same to the adjacent

landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEPEAS, in connection with Route 61, State Highway Project 2392-02, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way from Louella Neel Kidd and Alva L. Kidd by deed dated December 27, 1955, recorded in Deed Book 248, Page 211 in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEPEAS, it has been requested by the adjacent landowner that the two (2) parcels of excess land, so acquired, lying north of and adjacent to the north normal right of way limits of Route 61 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the two (2) parcels of excess land lying north of and adjacent to the north normal right of way limits of Route 61, from a point approximately 40 feet opposite approximate Station 295+50 (office revised centerline Route 61) to a point approximately 50 feet opposite approximate Station 298+60 (office revised centerline Route 61), also, from a point approximately 50 feet opposite approximate Station 299+00 (office revised centerline Route 61) to a point approximately 40 feet opposite approximate Station 311+72 (office revised centerline Route 61), and containing 2.124 acres, more or less, do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said lands, so certified, to the adjacent landowner of record 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. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-042-102, RW-201, the Commonwealth acquired certain lands from Joseph Moody Duggins by deed dated May 7, 1982, recorded in Deed Book 512, Page 139 in the Office of the Clerk of the Circuit Court of Hanover County; and

WHEREAS, the lands were so acquired for the purpose of being conveyed to the adjacent landowner in order to prevent his property from being landlocked; and

WHEREAS, the adjacent landowner of record has agreed to purchase a portion of the lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying south of and adjacent to the south existing right of way line of Route 738, from a point approximately 30 feet opposite approximate Station 45+10 (Route 738 survey centerline) to a point approximately 35 feet opposite approximate Station 47+65 (Route 738 survey centerline) and containing 0.30 acres, 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 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 land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 643, State Highway Project 0643-051-120, M-501, the Commonwealth acquired certain lands from Mary Beach Smith and J. Henry Smith by deed dated

September 1, 1977, recorded in Deed Book 204, Page 479 in the Office of the Clerk of the Circuit Court of Lancaster County; and

WHEREAS, under the aforesaid project, Route 643 was relocated in a northeastern direction and serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the Board of Supervisors of Lancaster County held on the 30th day of September, 1980, a resolution was passed abandoning as a public road the old section of Route 643, effective October 24, 1980; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess land lying between the west proposed right of way line of relocated Route 643 and the west normal right of way limits of Route 643 in order that they may more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land containing 0.89 acre, more or less, and lying between the west proposed right of way line of relocated Route 643 and the west normal right of way limits of Route 643, from a point approximately 25 feet opposite approximate Station 110+40 (centerline Route 643) to a point approximately 25 feet opposite approximate Station 115+50 (centerline Route 643) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth deeds, without warranty, to the adjoining landowners for considerations acceptable to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 150, State Highway Project

0150-020-102, RW-202, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way from Joseph C. Butler and Pamela Butler by deed dated December 23, 1974, recorded in Deed Book 457, Page 16 in the Office of the Clerk of the Circuit Court of the City of Richmond, Division II; and

WHEREAS, it has been requested by the adjacent landowner that the excess land, so acquired, lying east of and adjacent to the east normal right of way limits of Belmont Road be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying east of and adjacent to the east normal right of way limits of Belmont Road, from a point approximately 45 feet opposite approximate Station 134+31 (centerline Belmont Road) to a point approximately 45 feet opposite approximate Station 135+67 (centerline Belmont Road) and containing 0.263 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 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 adjacent landowner of record 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. Mahr, seconded by Mr. Brydges,

that

WHEREAS, the Commonwealth of Virginia, Department of Highways acquired a portion of the lands comprising the Old Pennington Gap Area Headquarters Lot from Cam Hughes, et al, by deed dated March 7, 1950, recorded in Deed Book 136, Page 321 in the Office of the Clerk of the Circuit Court to Lee County; and

WHEREAS, the adjacent landowners have offered to exchange

approximately 69 square feet of their property for approximately 1,148 square feet of the area headquarters land; and

WHEREAS, this proposed exchange will clear up a matter of encroachment by the Highway Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that of the land shown on P/W #724, the southeastern portion comprising approximately 1,148 square feet, 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 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 land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed without warranty in the name of the Commonwealth conveying same to the adjacent landowners of record in exchange for a deed to approximately 69 square feet, more or less, land and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Alternate Route 58, State Highway Project 7058-097-101, C-503, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way from Frank Yeary, et al, by instrument dated November 26, 1963, recorded in Deed Book 376, Page 179, case for which has been concluded, in the Office of the Clerk of the Circuit Court of Wise County; and

WHEREAS, it has been requested by the adjacent landowner that the excess land, so acquired, lying north of and adjacent to the north normal right of way limits of Alternate Route 58 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying north of and adjacent to the north normal right of way limits of Alternate Route 58, from a point approximately 55 feet opposite

approximate Station 378+80 (WBL centerline) to a point approximately 55 feet opposite approximate Station 390+00 (WBL centerline) and containing 0.32 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 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 adjacent landowner of record 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. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 295, State Highway Project 0295-043-103, RW-204, the Commonwealth acquired certain lands from Jack H. Apple and Dorothy D. Apple by deed dated November 8, 1973, recorded in Deed Book 1584, Page 580 in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, the adjacent landowner has requested to purchase the excess land so acquired in order to more fully develop his property; and

WHEREAS, the adjacent landowner has decided not to purchase the excess land, but has agreed to have the land conveyed to his daughter and son-in-law, Theresa and John Seteñin; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying north of and adjacent to the north proposed right of way and limited access line of Route 295, from a point approximately 150 feet opposite approximate Station 1628+44 (survey and WBL centerline) to a point approximately 150 feet opposite approximate Station 1630+86 (survey and WBL centerline), and containing 0.62 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 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 land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same to Theresa and John Seteln for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on bids received March 31, 1983, on the following project and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Route 460, Project 0460-092-505, C-501, D-616

Int. Route 651 and Route 460, Tazewell County. Award of contract to low bidder, A. R. Coffey & Sons, Inc., Buchanan, Virginia.

Bid	\$157,478.91
Engineering and contingencies	24,881.67
State Force Work	4,747.80
Total amount chargeable to project	187,108.38

\$52,108.38 to be provided in Future Primary Construction Allocations.

MOTION CARRIED

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

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

WHEREAS, at its meeting on March 17, 1983, the Commission
authorized these payments to become effective April 1, 1983, for
the quarterly payment due after June 30, 1983; and

WHEREAS, subsequent to this action, the officials of the City
of Virginia Beach have requested retroactive payment due to an
administrative delay in the VDH&T District Office. These additions
should be effective the second quarter beginning October 1, 1982,
for quarterly payment due after December 31, 1982, said request
concurred in by the State Urban Engineer;

NOW, THEREFORE, BE IT RESOLVED, that the action at the March 17,
1983, meeting be amended to read:

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made
to the City of Virginia Beach on additional streets, totaling 10.68
miles, and meeting required standards under the aforementioned
section of the Code, effective retroactive to October 1, 1982, for
quarterly payment due after December 31, 1982. The additional
streets and mileage for payment are described on the attachments
numbered 1 through 9, dated September 30, 1982; (see page 1017)

These "Other Streets" additions, totaling 10.68 miles, increase
the total "Other Streets" mileage in the City of Virginia Beach from
893.24 miles to 903.92 miles of approved streets subject to payment.

Motion carried.

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Mytheville on additional streets, totaling 0.29 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1983, for quarterly payments due after June 30, 1983. The additional streets and mileage eligible for payments are described as follows:

Hedgefield Lane	From Peppers Ferry Road to 875' South	0.16 Mile
2nd Street	From Jefferson Street to Lexington Street	0.06 Mile
Jackson Street	From 4th Street to 4 $\frac{1}{2}$ Street	0.07 Mile

These "Other Streets" additions, totaling 0.29 mile, increase the total "Other Streets" mileage in the Town of Mytheville from 54.71 miles to 55.00 miles of approved streets subject to payment.

Motion carried.

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Chesapeake on additional streets, totaling 3.45 miles, and meeting required standards under the aforementioned section of the Code, effective April 1, 1983, for quarterly payments due after June 30, 1983. The additional streets and mileage eligible for payments are described on the attached tabulations numbered 1 through 3 dated March 4, 1983;

These "Other Streets" additions, totaling 3.45 miles, increase the total "Other Streets" mileage in the City of Chesapeake from 547.75 miles to 551.20 miles of approved streets subject to payment.

Motion carried.

ADDITIONAL CENTERLINE MILEAGE REQUESTED FOR PRIMARY EXTENSIONS AND/OR ADDITIONAL LANE MILEAGE REQUESTED FOR CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 5000 UNDER SECTION 3-1-1 AND 3-1-2 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Chesapeake
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 3.45
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED 6.90

SUBMITTED BY THE CITY OR TOWN (Date 3-7-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-7-83)

NAME OF STREET	FROM (if widths vary list each change)	TO	RAW WIDTH	WARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
	SILVERWOOD WEST								
Bruin Drive	Taylor Rd. .03 Mi. South Morningside Dr.		50	30	.56	NO	Crushed Agg.	Asphalt	2
Morningside Dr.	Bruin Dr. .03 Mi. East Bruin Drive		"	"	.51	"	"	"	"
Jonguill Ct.	Bruin Dr. Cul-de-sac		"	"	.03	"	"	"	"
Mapleton Cres.	.03 Mi. East Bruin Dr. Morningside Dr.		"	"	.22	"	"	"	"
Shadyside Lane	Morningside Dr. Morningside Dr.		"	"	.32	"	"	"	"
Michelle Ct.	Shadyside La. Cul-de-sac		"	"	.06	"	"	"	"
Winterla Ct.	Shadyside La. Cul-de-sac		"	"	.06	"	"	"	"
	WOODARD'S MILL, SECTION III								
Mill Stone Rd.	.62 Mi. East Mill Run Rd. Cul-de-sac		50	30	.21	NO	Crushed Agg.	Asphalt	2
Woodard's Ford Road	Mill Stone Rd. Cul-de-sac		"	"	.44	"	"	"	"

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

SIGNED [Signature] 4.82
 Dept. of Highways' Engineer

ADD TONS OF TONS TO PRIMARY INTERSECTIONS AND/OR CITY, VESTY, CITIES AND TOWNS WITH POPULATION IN EXCESS OF 5000 UNDER SECTIONS 31-1-1 and 31-1-3 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 3.45

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 6.90

SUBMITTED BY THE CITY OR TOWN (Date 3-7-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-8-83)

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
	CAMELOT, SECTION VII								
King Arthur Dr.	Camelot Blvd. Eric Ct.	.02 Mi. South	60	40	.11	NO	Crushed AGG.	Asphalt	2
Eric Ct.	King Arthur Dr. Cul-de-sac		"	"	.11	"	"	"	"
	CARON FARMS, SECTION I								
Peaceful Rd.	Woody Ridge Ct. Woody Ridge Ct	.21 Mi. West	50	30	.20	NO	Crushed AGG.	Asphalt	2
Woody Ridge Ct.	Peaceful Rd. Cul-de-sac		"	"	.15	"	"	"	"
	LAMBERT COURT								
Lambert Ct.	Woodlake Dr. Cul-de-sac		50	30	.27	NO	Crushed AGG.	Asphalt	2
					<u>0.85</u>				<u>1.70</u>

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

SIGNED



Dept. of Highways' Engineer

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

WHEREAS, Route 60 in Cumberland County has been altered and
reconstructed as shown on plans for Project 0060-024-103, C-501;
and

WHEREAS, the construction of Route 60 necessitates alteration
on sections of Route 45, one section of existing Route 45, designated
as Section 1 on the plat dated May 7, 1981, is no longer necessary
as a public road, the new road serving the same citizens as the old;
and

WHEREAS, at its meeting on August 20, 1981, this commission
authorized the discontinuance of said section of road as provided
in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the
August 20, 1981, meeting authorizing discontinuance of the aforementioned
Section 1 of Route 45 in Cumberland County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of
the Code of Virginia of 1950, as amended, 0.13 mile of old Route 45,
shown in blue and designated as Section 1 on the plat dated May 7,
1981, Project 0060-024-103, C-501, be abandoned as a part of the
State Highway System.

Motion carried.

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

WHEREAS, Route 460 in Prince Edward County has been altered
and reconstructed as shown on plans for Project 0460-073-105,
C-502; and

WHEREAS, one section of the old road, designated as Section 3
on the plat dated November 19, 1973, is no longer necessary as a
public road, the new road serving the same citizens as the old;
and

WHEREAS, at its meeting on January 17, 1974, this Commission authorized the discontinuance of said section of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the January 17, 1974, meeting authorizing discontinuance of the aforementioned Section 3 of Route 460 in Prince Edward County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.15 mile of old Route 460, shown in blue and designated as Section 3 on the plat dated November 19, 1974, Project 0460-073-105, C-502, be abandoned as a part of the State Highway System.

Motion carried.

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

WHEREAS, Route 106 in Prince George County has been altered and reconstructed as shown on plans for Project 0106-074-101, C-501, and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.22 mile of old Route 106 shown in blue and designated as Sections 1 and 2 on the plat dated February 14, 1983, Project 0106-074-101, C-501, be abandoned as a part of the State Highway System.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Brydges, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location Public Hearing was held in the Meadowbrook High School in Chesterfield County, Virginia, on March 22, 1983, and the John Rolfe Middle School in Henrico County, Virginia, on March 24, 1983, at 7:30 p.m., for the purpose of considering the location corridor for the Proposed Interstate Connector from the Richmond-Petersburg Turnpike in Chesterfield County to proposed Interstate Route 295 in Henrico County, State Projects 0095-020-101, PE-102; 0095-043-104, PE-102, Federal Project I-IG-95-1(44)47; 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 projects as presented, and their statements being duly recorded, and

WHEREAS, the economic, social and environmental effects of the proposed projects 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 corridor of these projects be approved in accordance with the plan for Line A as proposed and presented at the said Location Public Hearing by the Department's Engineers and amended to eliminate the proposed connection to Charles City Road in Henrico County, Virginia.

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Vaughan,
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 Garfield Senior High School in Dale City, Virginia, on February 9, 1983, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Secondary Route 639 (Horner Road) from the intersection of Secondary Route 640 (Davis Ford Road) to 0.19 mile west of the intersection of the southbound lane Interstate Route 95, State Project 0639-076-205, C-501; Federal Project RS-1844(102); 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, Mr. Guilffre abstaining.

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

WHEREAS, the Highway Commission at its meeting of October 30,
1947 accepted into the State Highway System, for maintenance
purposes only 0.20 mile of road within the grounds of the State
Teachers College at Radford, now Radford University; and

WHEREAS, the road so accepted was described as the road
through the grounds of the institution, from Route 11 to Tyler
Avenue including a wye connection at Route 11; and

WHEREAS, improvements within the grounds of the institution
resulted in the major portion of said road being obliterated; and

WHEREAS, the Department's engineers and the authorities of
Radford University concur that the road as previously accepted
should be discontinued from the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that this Commission in
accordance with authority entrusted under Section 33.1-144 of the
1950 Code of Virginia, as amended, does hereby declare the road
within the grounds of Radford University as described herein and
accepted into the State Highway System to be discontinued as a
part of that system.

Motion carried.

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a
fund for fiscal 1982-83 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 air-
ports. . ."; and

WHEREAS, the Spotsylvania County Board of Supervisors has, by
resolution, requested industrial access funds to serve Delco Moraine,
Division of General Motors, located off Business Route 17 east of
Fredericksburg in Spotsylvania County, estimated to cost \$350,000;
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 \$300,000 from the 1982-83 industrial access fund be allocated to assist in providing suitable access to the new facility of Delco Moraine, Division of General Motors, located off Business Route 17 east of Fredericksburg in Spotsylvania County, Project 0608-088-196, M-503, contingent upon (1) the industry's having entered into a firm contract for the construction of or having completed the construction of its facilities; (2) the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund; (3) all costs over and above \$300,000 being provided from the regular Secondary Construction allocation to Spotsylvania County; and (4) Project 0608-088-196, M-501 and M-502, being also financed and expedited from the regular Secondary Construction Allocation to Spotsylvania County.

Motion carried.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a Location and Design Public Hearing was held in the Council Chambers of the Martinsville Municipal Building, Martinsville, Virginia, on December 2, 1982, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Mulberry Road from the intersection of West Church Street to the intersection of Ellsworth Street, in the City of Martinsville, State Project U000-120-103, C-501; and

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

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

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

Motion carried.

Mr. J. T. Warren, Director of Administration, briefed the Commission on the District Boundaries study undertaken by the Management Review Division. He stated that over the years, in order to react to changing conditions, the Department has adjusted residency boundaries and organization configurations in order to provide the resident engineer the opportunity to provide service in the most efficient manner affordable. This has been accomplished within the existing district boundaries. However, the staffing for these districts has changed dramatically over the years as the workload increased and the need to expand services became apparent. The Northern Virginia area is an excellent example of this.

Mr. Warren stated that the transportation problems in Northern Virginia are tremendous and have been for many years. The Department has from time to time reorganized its operational units in Northern Virginia in response to local needs. This is evidenced by the rather unique organizational arrangement now in existence. JLARC's review of the Department resulted in Senate Joint Resolution No. 46 of the 1982 General Assembly, which directed the Commission to examine the number and alignment of the districts.

The Management Review and Audit Division has completed a study which was reviewed in detail with the Commission this February. The staff was directed at that time to develop a position paper for review by the Commission for consideration at the June meeting. The staff recommends the following for action at the June meeting:

- * There has not been sufficient evidence identified to justify altering district boundary alignments other than for considerations to expand the Northern Virginia Division into a separate district for the Northern Virginia region. The staff believes it is now appropriate to take that action in respect to Northern Virginia. Further consideration should "dovetail" with the JLARC allocation study.

- * The Department must remain receptive to organizational change in order to address the dynamic situations occurring in the entire Northern Virginia region.
- * The Northern Virginia Division, created in 1981, should continue to be monitored so as to upgrade or adjust the organizational structure as needs dictate until such time that authority is attained from the General Assembly to create a Northern Virginia district. The district, when formed, should be comprised of Fairfax, Arlington, Prince William and Loudoun Counties, and the political subdivisions within their boundaries.
- * It will be necessary that authority be secured from the General Assembly in order to increase both the number of Commission members and the number of construction districts by amending Sections 33.1-1, 33.1-2 and 33.1-23.2 of the Code of Virginia.
- * An organizational plan has been developed along with associated cost, showing minimum needs for implementing a Northern Virginia district.

Mr. Quicke, chairman of the Internal Audit Committee, reported that the committee, prior to the last Commission meeting on April 21, reviewed the status of the internal audit recommendations made in the financial and compliance audit of the Department for the years ended June 30, 1982, and June 30, 1981. The audit report has been accepted by the Federal Highway Administration and the office of the Inspector General of the U. S. Department of Transportation as adequate financial and compliance audit coverage under federal regulations. The Committee accepted the audit report as well and considered that the corrective action taken or to be taken by the Department to be adequate. In addition, he said, the Committee received an update on the reorganization of the Internal Audit Division and is pleased with its progress.

Mr. Oscar K. Mabry, Deputy Commissioner, presented proposed tentative allocations of Interstate, Primary and Urban Construction and Public Transit Funds for fiscal year 1983-84 and the proposed Six-Year Improvement Program for fiscal years 1983-84 through 1988-89 of Interstate, Primary, Urban and Secondary Systems and Public Transit; and on motion of Mr. Smith, seconded by Mr. Mohr, these were approved, as listed on the attached sheets. (see pages 1026-1170)

At 3:03 p.m., Mr. King advised the Commission that there were certain legal matters pending pertaining to the possible reinstatement of debarred bidders on which he felt it necessary to confer with counsel. Therefore, on motion of Mr. Mohr, seconded by Mr. Quicke, pursuant to Section 2.1-344(a)(6) of the Code of Virginia, the Commission recessed into executive session.

Mr. King reconvened the Commission at 3:28 p.m.

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

WHEREAS, pursuant to Guidelines adopted by the Commission for debarment of contractors, Suburban Grading and Utilities, Inc. was debarred by the Commissioner from the Virginia Department of Highways and Transportation's list of prequalified bidders on March 21, 1983, based on its conviction by jury of violations of the Sherman Antitrust Act, pursuant to Guideline IV(A)(1); and

WHEREAS, Suburban has applied to this Commission for reinstatement to the prequalified bidders' list;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Guideline IV(D) adopted by this Commission for debarment of contractors, this Commission finds that Suburban has failed to satisfy fully those mitigating circumstances that would cause debarment to be lifted at this time; and

BE IT FURTHER RESOLVED, that any further action on reinstatement of Suburban shall be deferred for three months and that the record shall remain open during that period in order to permit additional consideration at that time.

Motion carried, Mr. Brydges abstaining.


The next Commission meeting will be held June 16, 1983.

The meeting adjourned at 3:33 p.m.

Approved:


Chairman

Attested:


Secretary

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 17.25

TOTAL ADDITIONAL LAND MILEAGE REQUESTED 2.72

SUBMITTED BY THE CITY OR TOWN (Date 9/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-5-82)

NAME OF STREET	FROM (If widths vary list each change)	TO	NEW WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Wittle Circle	Susan Lee Lane to cul-de-sac		50'	30'	.06	No	agg.	plant mix	2
Earnhardt Circle	Susan Lee Lane to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2
Tanner Court	Outterbridge Quay to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2
Perkins Court	Susan Lee Lane to cul-de-sac		50'	30'	.05	No	agg.	plant mix	2
Buck Court	Outterbridge Quay to cul-de-sac		100'	80'	.02	No	agg.	plant mix	2
Cassalt Court	Outterbridge Quay to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Steinam Court	Outterbridge Quay to cul-de-sac		50'	30'	.05	No	agg.	plant mix	2
Outterbridge Quay	Susan Lee Lane to dead-end		50'	30'	.27	No	agg.	plant mix	2
Woodhill Road	Centerville Turnpike to Susan Lee Lane		50'	30'	.08	No	agg.	plant mix	2
Hamer Court	Woodhill Road to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2
Vima Circle	Woodhill Road to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2
Susan Lee Lane	Lynnhaven Parkway to Steinam Court		50'	30'	.30	No	agg.	plant mix	2
Blackwell Court	Outterbridge Quay to cul-de-sac		50'	30'	.06	No	agg.	plant mix	2

P. G. Gish

SIGNED

NOTES: Indicate if Addition or Deduction
Indicate if Primary Extension or "Other Streets"

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THIS CITY OR TOWN (Date 9/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE agg.	TYPE OF SURFACE plant mix	Number of Lanes available for peak hour traffic
Stanten Lane	Outterbridge Quay to cul-de-sac	50'	30'	.07	No	agg.	plant mix	2
Wier Circle	Outterbridge Quay to cul-de-sac	50'	30'	.06	No	agg.	plant mix	2
Barten Court	Susan Lee Lane to cul-de-sac	50'	30'	.07	No	agg.	plant mix	2
Lynnhaven Parkway	Centerville Turnpike Dead-end	90'	36' 30'	.28	No	boill cement agg.	plant mix	2
Harrington Court	Delaney Street to cul-de-sac	100'	80'	.02	No	agg.	plant mix	2
Bivens Street	Brandon Blvd. to Earnhardt Street	50'	30'	.06	No	agg.	plant mix	2
Earnhardt St.	Pope St. to cul-de-sac	50'	30'	.17	No	agg.	plant mix	2
Brandon Blvd.	Centerville Turnpike to Pope Street	60'	36'	.19	No	agg.	plant mix	2
Edith Court	Brandon Boulevard to cul-de-sac	50'	30'	.05	No	agg.	plant mix	2
Delaney Street	Pope Street to Brandon Blvd.	50'	30'	.14	No	agg.	plant mix	2

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

SIGNED

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 VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 10.65

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 21.32

SUBMITTED BY THIS CITY OR TOWN (Date 2/20/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	TO	AVG WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) L.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Fairlight Court	Fountain Hall Drive to cul-de-sac		50'	30'	.03	No	soil cement	plant mix	2
Finchdale Court	Fountain Hall Drive to cul-de-sac		100'	80'	.02	No	soil cement	plant mix	2
Fallmouth Court	Fountain Hall Drive to cul-de-sac		50'	30'	.05	No	soil cement	plant mix	2
Fountain Hall Drive	Fairlight Court to Pleasant Valley Road		50'	30'	.09	No	soil cement	plant mix	2
Pleasant Valley Road	False Cape Parkway S. to dead end		60'	36'	.21	No	soil cement	plant mix	2
Fountain Hall Drive	300' W. of Fonstown Court to Pleasant Valley Road		50'	30'	.16	No	soil cement	plant mix	2
Fonstown Court	Fountain Hall Drive to cul-de-sac		50'	30'	.02	No	soil cement	plant mix	2
Freshwater Circle	Fountain Hall Drive to cul-de-sac		100'	80'	.02	No	soil cement	plant mix	2
Faversham Court	Fountain Hall Drive to cul-de-sac		50'	30'	.03	No	soil cement	plant mix	2
Fernside Court	Fountain Hall Drive to cul-de-sac		50'	30'	.04	No	soil cement	plant mix	2

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

SIGNED

A. Dickel

WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 31.1-41 and 31.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

Sheet 4 of 9

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.68

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 21.32

SUBMITTED BY THE CITY OR TOWN (Date 2/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	RAID 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
Conway Circle	Longwood Road to cul-de-sac		100'	80'	.02	No	agg.	plant mix	2
Landvale Road	Wilmington Road to Dahlia Drive		50'	30'	.10	No	agg.	plant mix	2
Houston Circle	Landvale Road to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Vincent Court	Landvale Road to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2
Dahlia Drive	Lynnhaven Parkway to Independence Boulevard		60'	36'	.62	No	agg.	plant mix	2
Wilmington Road	Dahlia Drive to cul-de-sac		50'	30'	.18	No	agg.	plant mix	2
Hidgeway Court	Wilmington Road to cul-de-sac		100'	80'	.02	No	agg.	plant mix	2
Wilmington Court	Wilmington Road to cul-de-sac		50'	30'	.05	No	agg.	plant mix	2
Forestwood Drive	Dahlia Drive to 80' N. Aberdine Court		50'	30'	.08	No	agg.	plant mix	2
Forestwood Court	Forestwood Drive to cul-de- sac		50'	30'	.06	No	agg.	plant mix	2
Forestwood Court	Forestwood Drive to cul-de-sac		50'	30'	.07	No	agg.	plant mix	2
Eastwoodbrook Court	Forestwood Drive to cul-de-sac		50'	30'	.08	No	agg.	plant mix	2

(C) (S) Indicate if Addition or Deletion

Indicate if Primary Extension or "Other Streets"

SIGNED

[Signature]

WITH POPULATIONS IN EXCESS OF 2,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

Sheet 5 of 9

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTRLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 9/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

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 peak hour traffic
Aberdeen Court	Forestwood Drive to cul-de-sac		50'	30'	.10	NO	agg.	plant mix	2
Longwood Road	Lynnhaven Parkway to 200' N. of Conway		50'	30'	.07	NO	agg.	plant mix	2
Longwood Road	Dahlia Drive to Maxwell Court		50'	30'	.06	NO	agg.	plant mix	2
Conway Court	Longwood Road to cul-de-sac		50'	30'	.06	NO	agg.	plant mix	2

P. Smith

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

SIGNED

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 VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 16.58

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 21.72

SUBMITTED BY THE CITY OR TOWN (Date 9/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

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) T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Myers Drive	Kempville Rd. to Dylan Drive		50'	30'	.12	No	agg.	plant mix	2
Capehart Court	Myers Drive to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2
Millwood Court	Myers Drive to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Myers Court	Dylan Drive to cul-de-sac		50'	30'	.05	No	agg.	plant mix	2
Dylan Drive	100' N. of Myers Drive to dead end		50'	30'	.21	No	agg.	plant mix	2
Joplin Lane	Dylan Drive to 100' North of Pollard Place		50'	30'	.15	No	agg.	plant mix	2
Pollard Place	Joplin Lane to dead end		50'	30'	.07	No	agg.	plant mix	2
Seyton Court	Masada Drive to cul-de-sac		50'	30'	.04	No.	soil cement	plant mix	2
Masada Drive	100' West of Seyton Court to Glamis Court		60'	36'	.11	No	soil cement	plant mix	2
Glamis Court	Masada Drive to cul-de-sac		50'	30'	.11	No	soil cement	plant mix	2
Malcom's Way	Glamis Court to Donalbaine Drive		50'	30'	.10	No	soil cement	plant mix	2
Howard Circle	Malcom's Way to cul-de-sac		50'	30'	.05	No	soil cement	plant mix	2
Donalbaine Drive	Birnam Woods Drive to Birnam Woods Court		50'	30'	.36	No	soil cement	plant mix	2

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

SIGN: ()

[Handwritten Signature]

MUNICIPALITY CITY OF VIRGINIA BEACH
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 10.68
 TOTAL ADDITIONAL LAND MILEAGE REQUESTED 21.72

SUBMITTED BY THE CITY OR TOWN (Date 9/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

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 MASS	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
✓ Kittery Landing	Kittery Drive to cul-de-sac		50'	30'	.12	No	agg.	plant mix	2 .24
✓ Kittery Landing	Kittery Drive to cul-de-sac		50'	30'	.09	No	agg.	plant mix	2 .18
✓ Violet Bank Drive	Indian Lakes Boulevard to dead end		50'	30'	.27	No	agg.	plant mix	2 .54
✓ Violet Bank Drive	Violet Bank Drive to cul-de-sac		50'	30'	.05	No	agg.	plant mix	2 .10
✓ Violet Bank Drive	Violet Bank Drive to existing Luke Drive		50'	30'	.05	No	agg.	plant mix	2 .10
✓ Woodburne Drive	Ashaway Road to Boynton Court		50'	30'	.32	No	agg.	plant mix	2 .64
✓ Woodburne Drive	Woodburne Drive to cul-de-sac		50'	30'	.05	No	agg.	plant mix	2 .10
✓ Woodburne Drive	Woodburne Drive to cul-de-sac		50'	30'	.02	No	agg.	plant mix	2 .04
✓ Woodburne Drive	Woodburne Drive to cul-de-sac		50'	30'	.02	No	agg.	plant mix	2 .04
✓ Woodburne Drive	Woodburne Drive to cul-de-sac		50'	30'	.02	No	agg.	plant mix	2 .04
✓ Woodburne Drive	International Parkway to International Parkway		60'	36'	.53	No	agg.	plant mix	2 .06
✓ Kings Drive	Dead end to Lynnhaven Parkway		60'	36'	.73	No	agg.	plant mix	2 1.46
✓ 4th Street	Pacific Avenue East to dead end		50'	30'	.02	No	agg.	plant mix	2 .04

SIGNED

[Signature]

SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

Sheet 8 of 9

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LAND MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 9/30/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

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) J.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Stratford Chase Drive	Kempville Road to Canal		60'	36'	.36	No	soil agg.	plant mix	2 .72
Bentwick Commons	Fallsmead Downs to 125' N. Stratford Chase Dr.		50'	30'	.11	No	soil agg.	plant mix	2 .22
Avon Landing	Stratford Chase Drive to cul-de-sac		50'	30'	.05	No	soil agg.	plant mix	2 .10
Henry Landing	Stratford Chase Drive to cul-de-sac		50'	30'	.05	No	soil agg.	plant mix	2 .10
Yardley Land- ing	Stratford Chase Drive to cul-de-sac		50'	30'	.09	No	soil agg.	plant mix	2 .18
Rodoloff Landing	Stratford Chase Drive to cul-de-sac		50'	30'	.09	No	soil agg.	plant mix	2 .18
Minden Road	115' S. of Fallsmead Downs 125' N. Stratford Chase Dr.		50'	30'	.11	No	soil agg.	plant mix	2 .22
Fallsmead Downs	Minden Road to cul-de-sac		50'	30'	.25	No	soil agg.	plant mix	2 .50
Rittman Road	Fallsmead Downs to 115' S.		50'	30'	.02	No	soil agg.	plant mix	2 .04
Indian Lakes Boulevard	Canal-North to dead end		80'	48'	.18	Yes	agg.	plant mix	4 .72
Kittery Drive	Indian Lakes Blvd. to exist. Kittery Drive		50'	30'	.33	No	agg.	plant mix	2 .66
Kittery Landing	Kittery Drive to cul-de-sac		50'	30'	.02	No	agg.	plant mix	2 .04
Terrington Landing	Kittery Drive to cul-de-sac		50'	30'	.07	No	agg.	plant mix	2 .14

P. E. White

SIGNED

Dept. of Highways' Engineer

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

WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

Sheet 9 of 9

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 21.72

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 21.72

SUBMITTED BY THE CITY OR TOWN (Date 9/30/83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

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 peak hour traffic
Bridle Path Lane	Indian River Road to cul-de-sac		50'	30'	.31	No	agg.	plant mix	2
Falcon Cres- cent	River Road to Great Neck Road		50'	30'	.51	No	agg.	plant mix	2
Stadium Court	Falcon Crescent to cul-de-sac		50'	30'	.09	No	agg.	plant mix	2
Colson Court	Falcon Crescent to cul-de-sac		50'	30'	.06	No	agg.	plant mix	2
Carnaby Court	Westminister Lane to cul-de-sac		50'	30'	.04	No	agg.	plant mix	2

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

SIGNED



TENTATIVE
**ALLOCATION OF FUNDS
FISCAL YEAR 1983-84
INTERSTATE, PRIMARY, & URBAN SYSTEMS AND PUBLIC TRANSIT**



**SIX YEAR IMPROVEMENT PROGRAM
FISCAL YEARS 1983-84 THRU 1988-89
INTERSTATE, PRIMARY, URBAN, & SECONDARY SYSTEMS
AND
PUBLIC TRANSIT**

Virginia Department of Highways and Transportation

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FOREWORD

This document represents the Highway and Transportation Commission's first annual update of Virginia's Six-Year Improvement Program.

The original Six-Year Program, covering fiscal year 1982-83 through fiscal year 1987-88, was approved by the Highway and Transportation Commission in July 1982. This updated edition outlines 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 for the period 1983-84 through 1988-89.

The total funds anticipated for each county for construction and improvement work for the secondary roads system and the state aid for local public transportation systems are also identified.

The revenue projections on which this revision is based include all funds expected to be available from both federal and

state sources for preliminary engineering, right of way, construction, and state aid for public transit.

In developing this program, the Commission sought the advice of members of the General Assembly, members of the county boards of supervisors, other public officials, and interested citizens. Nine preallocation public hearings were held throughout the state during the months of March and April followed by two final hearings in the month of June. The hearings were attended by hundreds whose requests for construction improvements equalled at least ten times the amount expected to be available for the 1983-84 allocations. Comments expressed at the hearings have been very beneficial in two ways: first, in allocating funds budgeted for the first fiscal year of the Improvement Program beginning July 1, 1983 and second, in making the long-term revisions in the program.

The success of the Commission in carrying out the objectives of the first year (July 1, 1982 through June 30, 1983) of the original program is reflected in the following table:

PROGRAM OBJECTIVES	ACTUALLY ADVERTISED FOR CONTRACT CONSTRUCTION BIDS	
	<u>Number of Projects</u>	<u>Estimated Amount (Million \$'s)</u>
Interstate	16	109
Primary	93	100
Urban	<u>52</u>	<u>114</u>
TOTAL:	161	323
	<u>Number of Projects</u>	<u>Estimated Amount (Million \$'s)</u>
	22	145
	86	96
	<u>58</u>	<u>118</u>
	166	359

The anticipated funding level on which this updated program is based is below that required to satisfy many critical needs statewide; however, the Commission is committed to updating the program annually. As a consequence, requests made at this year's hearings, while not included in this revision, could well be reflected in future updates.

UPDATED SIX-YEAR IMPROVEMENT PROGRAM
AS COMPARED TO
CURRENT SIX-YEAR IMPROVEMENT PROGRAM
(In Thousands of Dollars)

	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	TOTAL
CURRENT SIX-YEAR IMPROVEMENT PROGRAM								
<u>Maintenance:</u>	323,300	355,900	401,426	443,900	491,700	546,500	—	2,563,726
<u>Public Transit:</u>	31,795	31,795	31,795	31,795	31,795	31,795	—	190,770
<u>Construction:</u>								
Interstate	211,006	231,156	234,042	242,279	212,484	212,484	—	1,343,451
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	68,661	57,862	53,036	42,390	38,891	42,804	—	303,644
Subtotal:	434,393	416,943	396,309	364,609	323,170	327,083	—	2,262,507
TOTAL:	789,498	805,638	829,530	840,304	846,665	905,378	—	5,017,003

UPDATED SIX-YEAR IMPROVEMENT PROGRAM

<u>Maintenance:</u>	—	353,910	374,427	397,809	417,407	439,201	460,559	2,443,313
<u>Public Transit:</u>	—	31,795	31,795	31,795	31,795	31,795	31,795	190,770
<u>Construction:</u>								
Interstate	—	236,277	247,630	237,590	227,341	227,341	227,341	1,403,520
Primary	—	81,967	76,575	78,030	68,684	62,284	57,791	425,929
Urban	—	55,160	53,144	53,270	47,982	44,783	42,536	296,875
Secondary	—	61,060	57,381	57,527	51,415	47,716	45,119	320,218
Subtotal:	—	434,464	434,728	426,417	395,422	382,124	372,787	2,445,942
TOTAL:	—	820,169	840,950	856,021	844,624	853,120	865,141	5,080,025

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1983-84 Through 1988-89

Lynchburg District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual 1983-84	Projected 85-86	Projected 86-87	Projected 87-88	Projected 88-89
Greater Lynchburg Transit Company	Lynchburg	State aid for public transportation administration and capital projects	2,148	359	358	358	358	358
Danville Transit	Danville	State aid for public transportation administration and capital projects	1,086	181	181	181	181	181
District Total			3,234	539	539	539	539	539

Richmond District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual 1983-84	Projected 85-86	Projected 86-87	Projected 87-88	Projected 88-89
Greater Richmond Transit Company	Richmond	State aid for public transportation administration and capital projects	15,162	2,527	2,527	2,527	2,527	2,527
Petersburg Area Transit	Petersburg	State aid for public transportation administration and capital projects	672	112	112	112	112	112
District Total			15,834	2,639	2,639	2,639	2,639	2,639

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1983-84 Through 1988-89

Suffolk _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS					
				Actual 1983-84	84-85	85-86	86-87	87-88	88-89
Tidewater Transportation District Commission	Norfolk Portsmouth Va. Beach, Suffolk, Chesapeake	State aid for public transportation adminis- tration and capital projects	18,144	3,024	3,024	3,024	3,024	3,024	3,024
Penninsula Transportation District Commission	Hampton, Newport News	State aid for public transportation adminis- tration and capital projects	11,208	1,868	1,868	1,868	1,868	1,868	1,868
District Total			29,352	4,892	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 1983-84	84-85	85-86	86-87	87-88	88-89
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 dis- trict may anticipate appropriations from the state's discretionary allocations.

Public Transportation and Ridesharing Improvement Program
 (In Thousands of Dollars)
 1983-84 Through 1988-89

Statewide Discretionary Allocations

<u>Project Description</u>	<u>1983-84</u>	<u>84-85</u>	<u>85-86</u>	<u>86-87</u>	<u>87-88</u>	<u>88-89</u>
	Statewide discretionary allocations for administrative, capital, experimental, technical assistance, and promotion projects	1,868	1,868	1,868	1,868	1,868

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. Statewide totals for the discretionary allocations are as follows.

BRISTOL DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
(In Thousands of Dollars)
1983-84 THRU 1988-89

		FISCAL YEAR ALLOCATIONS						
		ACTUAL		PROJECTED				
		<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	<u>TOTAL</u>
INTERSTATE	10,163	9,755	4,042	3,188	3,188	3,189	3,189	33,545
PRIMARY	9,151	8,809	9,542	8,581	7,935	7,482	7,482	51,510
URBAN	7,700	7,600	1,600	1,500	1,300	1,300	1,300	9,000
SECONDARY	7,389	6,789	6,789	6,037	5,572	5,244	5,244	37,820

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

BRISTOL, _____ District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDMIN	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	
81/77 - Hythe Develop to 6 Lanes	1.1 Miles East Route 52 - 3.7 Miles East Route 77 (2.4 Miles)	P.E. - 470 CONST. 9,700 TOTAL 10,170	- 470 5,115 5,585	- 4,585 4,585	- 1,500 1,500	- 2,085 2,085	- 1,000 1,000	- - - - -	- - - - -	- - - -
81/77 - Hythe Develop to 6 Lanes	3.7 Miles East Route 77 - 1.9 Miles East Route 77 (1.8 Miles)	P.E. - 325 CONST. 8,700 TOTAL 9,025	- 325 2,122 2,447	- 6,578 6,578	- 2,500 2,500	- 3,000 3,000	- 1,078 1,078	- - -	- - -	- - -
81/77 - Hythe Develop to 6 Lanes	1.9 Miles East Route 77 - 0.2 Miles East Route 77 (1.7 Miles)	P.E. - 495 CONST. 10,800 TOTAL 11,295	- 495 1,147 1,642	- 9,653 9,653	- 3,000 3,000	- 3,000 3,000	- 1,000 1,000	- 1,600 1,600	- 1,053 1,053	- - -
81 - Washington Interchanges Improvements	Intersection Route 80	P.E. 50 CONST. 140 TOTAL 190	15 - 15	35 140 175	35 140 175	190 190 190	- - -	- - -	- - -	- - -
81 - Washington Interchanges Improvements	Intersection Route 737	P.E. 50 CONST. 330 TOTAL 430	10 - 10	40 50 90	40 50 90	120 120 120	- - -	- - -	- - -	- - -

FEDERAL SYSTEM
 CONSTRUCTION PROGRAM
 (in Thousands of Dollars)
 1982-94 thru 1989-89

BRISTOL DANIEL

ROUTE COUNTY/VICINITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
19/460 - Tazewell Grade 2 Lanes on 4 Lane Right of Way (7R & RR Only)	BUDGETED BYPASS: 1.35 Miles West West Virginia State Line - 3.22 Miles West West Virginia State Line (3.84 Miles)	P.E.	775	-	-	-	-	-	-	-	-	-
		R/W	4830	4830	4830	4830	4830	4830	4830	4830	4830	4830
		CONST. TOTAL	4,605	4,605	4,605	4,605	4,605	4,605	4,605	4,605	4,605	4,605
19 - Rosewell Grade 2 Lanes on 4 Lane Right of Way	LEHARMER BYPASS 0.18 Mile West East Corporate Linette Lehannon - Route 654 (2.40 Miles)	P.E.	1,000	-	-	-	-	-	-	-	-	-
		R/W	1,515	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	
		CONST. TOTAL	2,515	2,515	2,515	2,515	2,515	2,515	2,515	2,515	2,515	2,515
19 - Rosewell Paving - 2 Lanes on 4 Lane Right of Way	LEHARMER BYPASS: 0.18 Mile West West Corporate Linette Lehannon - Route 654 (2.40 Miles)	P.E.	95	-	95	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190	1,190
19 - Rosewell Grade 2 Lanes on 4 Lane Right of Way	LEHARMER BYPASS: Route 654 - Relating Route 19 (1.60 Miles)	P.E.	540	-	540	-	-	-	-	-	-	-
		R/W	1,790	-	1,790	-	-	-	-	-	-	-
		CONST. TOTAL	2,330	-	2,330	-	-	-	-	-	-	-
21 - Greysen Recreation- Area	Inter section of Route 658 (0.20 Miles)	P.E.	10	-	-	-	-	-	-	-	-	-
		R/W	20	20	20	20	20	20	20	20	20	
		CONST. TOTAL	142	142	142	142	142	142	142	142	142	

State Funds Requested to Match
Federal Appalachian Funds

**PERMANENT SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

DISTRICT _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						PROJECTED						
						1984-85	1985-86	1986-87	1987-88	1988-89		
21 - Grayson Bridges and Approaches	New River	P.E.	190	190	50	140	-	-	-	-	-	-
		R/W CONSTR. TOTAL	10 3,900 4,100	10 3,900 4,100	- - 50	10 1,065 200	- 1,575 1,575	- 785 785	- 425 425	-	-	
23 - Wise Railroad Grade Separation	TOWN OF APALACHIA: 0.12 Miles West Route 78 - 0.31 Miles East Route 78 (0.44 Miles)	P.E.	255	255	-	-	-	-	-	-	-	-
		R/W CONSTR. TOTAL	1,250 3,077 4,582	1,250 3,077 4,582	600 680	800 800	500 500	280 280	595 595	-	-	
23 - Wise 2 and 4 Lane Paving	POWELL VALLEY RELOCATION: 5.40 Miles North Lee/Wise County Line 0.40 Mile West Ken- tucky Avenue (6.80 Miles)	P.E.	135	70	-	70	-	-	-	-	-	-
		R/W CONSTR. TOTAL	- *550 685	- *550 620	- - 65	70 *100 170	- *450 450	- - -	- - -	- - -	-	-
23 - Wise Correct Slide	POWELL VALLEY RELOCATION: 3.94 Miles West Kentucky Avenue - 2.26 Miles West Kentucky Avenue (1.69 Miles)	P.E.	70	70	-	-	-	-	-	-	-	-
		R/W CONSTR. TOTAL	- *1,500 1,570	- *1,255 1,255	*245 315	*100 800	*455 455	- -	- -	- -	-	-
58 - Lee Relocation	6.74 Miles West West Corporate Limits Jonesville - 5.03 Miles West West Corporate Limits Jonesville (1.30 Miles)	P.E.	130	130	130	130	-	-	-	-	-	-
		R/W CONSTR. TOTAL	170 3,382 3,682	130 3,382 3,500	52 - 182	182 400 400	500 500	740 740	1,100 1,100	460 460	-	-

*State Funds Required to Match
Federal Appalachian Funds

**BRISTOL SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 thru 1988-89

BRISTOL _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL	PROJECTED						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
SR - Loc Relocation Preliminary Designing & Right of Way Only	8.03 Miles West West Corporate Limits Jonesville - 10.83 Miles West West Corporate Limits Jonesville (2.67 Miles)	P.E. 565 R/W 415 CONSTR. - TOTAL 980	30	515	-	-	-	-	-	20	495	165
SR Alt. - Mile E City of Norton Grading 2 Lanes on New Location	0.25 Mile East Route 33 - 0.61 Mile East East Corporate Limits Norton (Hamsey) (1.90 Miles)	P.E. 460 R/W 1,495 CONSTR. 4,832 TOTAL 6,787	460	-	1,495	-	-	1,000	1,950	-	1,615	-
SR Alt. - Mile S City of Norton Paving 2 Lanes on New Location	0.25 Mile East Route 23 - 0.61 Mile East East Corporate Limits Norton (Hamsey) (1.90 Miles)	P.E. 95 R/W - CONSTR. 1,240 TOTAL 1,335	-	95	-	-	-	-	-	-	95	600
SR Alt. - Mile 2 and 4 Lanes on 4 Lanes Right of Way (PE & RW Expend. Only)	COBURN BRIDGE: 0.44 Mile West West Corporate Limits Coburn - 0.24 Mile East Leele Toon Tunnel (A.10 Mile)	P.E. 450 R/W 150 CONSTR. - TOTAL 600	445	5	5	-	-	-	-	-	-	-

STAIRWAY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89

BRISTOL District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS				BALANCE TO COMPLETE
						1984-85	1985-86	1986-87	1987-88	
58 Alt. - Misc and Russell 2 Lanes and Bridges over C.C. & O. R.R. and Clinch River	ST. PAUL BYPASS: 0.41 Mile East West Corporate Limits St. Paul - 0.21 Mile West Wise/Russell County Line AND 0.21 Mile West Wise/ Russell County Line- 0.06 Mile West Wise/ Russell County Line AND 0.06 Mile West Wise/ Russell County Line- 1.13 Miles East West Corporate Limits St. Paul (0.58 Miles)	P.E. 205 R/W 220 CONST. 2,525 TOTAL 2,948	205 220 233 578	- - 2,270 2,270	-	-	-	-	-	-
					750	895	-	-	-	
58 Alt. - Lane Bridge and Approaches Pg Only	LANE Railroad and Lane Creek at West Corporate Limits Pennington Gap	P.E. 60 R/W - CONST. - TOTAL 60	-	60	-	-	-	-	-	60
					-	-	-	-	60	
61 - Bland Bridges and Approaches	Wolf Creek (0.15 Mile East of Route 52) (0.56 Mile)	P.E. 45 R/W 20 CONST. 585 TOTAL 650	-	45 20 585 650	-	25	20	-	-	-
					-	-	135	200	200	

**TRUNK SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

BRISTOL District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE				
					ACTUAL											
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89						
61 - Blum Bridge and Approaches	NOLE Creek (3.59 Miles East of Route 52) (0.08 Miles)	P.E. 70 R/W 5 CONSTR. 365 TOTAL 440	-	70	85	45	5	145	195	220	-	-	-	-	-	-
63 - Dickerson Rehabilitation	Route 83 (Freeway) - 3.00 Miles South Route 83 (3.00 Miles)	P.E. 60 R/W 20 CONSTR. 700 TOTAL 780	35	25	85	58	55	200	200	200	200	245	-	-	-	-
65 - Russell Bridge and Approaches	Lack Creek and Clinchfield Railroad (0.50 Miles)	P.E. 130 R/W 210 CONSTR. 2,095 TOTAL 2,435	130	-	20	20	300	300	300	300	65	-	-	-	-	-
65 - Scott Bridge and Approaches	Steek Creek (In Clinchport) (0.20 Miles)	P.E. 75 R/W 15 CONSTR. 430 TOTAL 520	75	-	80	120	120	-	-	-	-	-	-	-	-	-
68 - Niles 2 Lane Relocation	INDIAN RELOCATION - Route 58 Alternate 1.04 Miles Near Route 58 Alternate (1.10 Miles)	P.E. 295 R/W 295 CONSTR. 5,070 TOTAL 6,660	295	-	450	350	1,135	270	-	-	-	-	-	-	-	-

(OTHER R. CONSTR. DOLLAR)

**BRIDGE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

BRISTOL _____ DAVEN

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
72 - Dickenson Rehabilitation	Route 83 (George's Fork) - 2.50 Miles South Route 83 (2.50 Miles)	P.E. 60 R/W 15 CONST. 650 TOTAL 725	25 - - 25	35 15 650 700	35 - - 35	15 35 50	150 150	300 300	- 165 165	- - -	- - -
72 - Dickenson Bridges and Approaches	Crause Mill Creek, East Wise County Line (2 Locations) (0.50 Mile)	P.E. 35 R/W 15 CONST. 380 TOTAL 430	- - - -	35 15 380 430	35 - - 35	15 125 140	150 150	105 105	- - -	- - -	- - -
75 - Washington Develop to 4 Lanes	South Corporate Limits Abingdon - Route 91 (0.50 Mile)	P.E. 50 R/W 10 CONST. 235 TOTAL 295	50 10 235 295	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
75 - Washington Bridges and Approaches Wolf Creek	3.43 Miles North Spring Creek Bridge - 2.40 Miles North Spring Creek Bridge (1.03 Miles)	P.E. 320 R/W 330 CONST. 1,315 TOTAL 1,965	320 55 - 375	- 275 1,315 1,590	100 - 100	175 125 300	300 300	390 390	400 400	- 100 100	- - -
91 - Washington Reconstruc- tion	5.12 Miles North South Corporate Limits Damascus - 6.50 Miles North North Corporate Limits Damascus (1.40 Miles)	P.E. 55 R/W 175 CONST. 1,315 TOTAL 1,605	55 130 - 185	- 45 1,375 1,420	45 205 250	700 700	300 300	170 170	- - -	- - -	- - -

**ROADWAY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1983-84 thru 1988-89**

REVISION _____ DEDUCT _____

ROUTE COURTAGE TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING RETURNED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
91 - Huntington Reconstruc- tion	5.50 Miles North North Corporate Leads Damascus - 7.89 Miles North North Corporate Leads Damascus (1.39 Miles)	P.E. 70 R/W 235 CONSTR. 1,320 TOTAL 1,625	- - -	70 235 1,320 1,625	-	30	40	10	225	600	445	-
274 - Grayson Bridges and Approachs	RIE Creek (0.53 Miles West Route 96) (0.20 Miles)	P.E. 45 R/W 10 CONSTR. 555 TOTAL 610	- - -	45 10 555 610	-	-	25	20	10	355	200	-
460 - Buchanan Ridges to 4 Lanes	Improvement at Trotland (0.19 Miles)	P.E. 60 R/W 345 CONSTR. 475 TOTAL 880	60 345 395 800	- 80 80	-	40	40	-	-	-	-	-
460 - Buchanan Hidens to 4 Lanes	0.42 Miles South South Corporate Leads Grundy - 0.73 Miles South South Corporate Leads Grundy (0.31 Miles)	P.E. 95 R/W 635 CONSTR. 815 TOTAL 1,545	- - -	95 635 815 1,545	-	25	45	250	280	420	395	-
460 - Buchanan Ridgents Baltimore Avenue and Ridges to Provide One- Way Streets	TOWN OF GARDNER East Route 460 - West Route 460 (0.61 Miles)	P.E. 150 R/W 60 CONSTR. 584 TOTAL 794	150 60 179 389	- - 405 405	-	200	125	80	-	-	-	-

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

BRISTOL District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUESTED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Tzannell OVER ROCK Rd.	over Clinch River	P.E.	--	20	--	--	--	--	--	--	--
		R/W	--	20	--	--	--	--	--	--	--
		CONTR.	--	160	--	--	--	--	--	--	--
		TOTAL	--	200	--	--	--	--	--	--	--
Bridge Replacement	U000-158-	BR	--	--	--	--	--	--	--	--	--
		P.E.	--	20	--	--	--	--	--	--	--
		R/W	--	40	--	--	--	--	--	--	--
		CONTR.	--	240	--	--	--	--	--	--	--
		TOTAL	--	300	--	--	--	--	--	--	--
Vine Railroad Ave., Old Cobern Rd.	over Yellow Cr.	P.E.	--	20	--	--	--	--	--	--	--
		R/W	--	40	--	--	--	--	--	--	--
		CONTR.	--	240	--	--	--	--	--	--	--
		TOTAL	--	300	--	--	--	--	--	--	--
Bridge Replacement	U000-329-	P.E.	--	100	--	--	--	--	--	--	--
		R/W	--	100	--	--	--	--	--	--	--
		CONTR.	--	900	--	--	--	--	--	--	--
		TOTAL	280	1,000	480	200	--	--	--	--	
Myrtleville 4th St.	Fr: Ridge Rd. To: NCL 0.5 Miles	P.E.	--	100	--	--	--	--	--	--	--
		R/W	--	100	--	--	--	--	--	--	--
		CONTR.	--	900	--	--	--	--	--	--	--
		TOTAL	1,260	1,000	480	200	--	--	--	--	
4 Lane	0021-158-104										
	Projects Underway Or Completed Requiring Additional Funding	TOTAL		198	--	--	--	--	--	--	
DISTRICT	SUMMARY	TOTAL		1,700	1,600	1,600	1,500	3,300	1,300		

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
BRISTOL DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL	PROJECTED						
	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Bland	289,661	267,105	267,105	237,460	219,083	206,182	1,486,616	
Buchanan	874,176	796,659	796,659	709,015	654,702	616,559	4,447,770	
Dickenson	584,983	474,929	474,929	422,610	390,186	367,416	2,715,053	
Grayson	574,604	528,836	528,836	471,082	435,299	410,169	2,948,825	
Lee	588,148	527,304	527,304	468,630	432,256	406,717	2,950,359	
Russell	631,732	568,574	568,574	506,000	467,222	439,990	3,182,092	
Scott	825,403	716,521	716,521	636,623	587,088	552,310	4,032,466	
Smyth	464,825	442,471	442,471	393,147	362,567	341,097	2,446,578	
Tazewell	674,894	624,406	624,406	555,106	512,148	481,985	3,472,945	
Washington	835,199	776,628	776,628	690,112	636,476	598,818	4,313,861	
Wise	578,581	512,441	512,441	455,251	419,793	394,900	2,873,407	
Wythe	607,431	552,887	552,887	492,336	454,817	428,466	3,088,824	
DISTRICT TOTALS	7,527,657	6,788,761	6,788,761	6,037,372	5,571,637	5,244,609	37,958,797	

SALEM DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
(In Thousands of Dollars)
1983-84 THRU 1988-89

FISCAL YEAR ALLOCATIONS

ACTUAL	PROJECTED						TOTAL
	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	
INTERSTATE	4,133	3,970	3,450	3,421	3,421	3,422	21,757
PRIMARY	11,243	10,815	10,900	9,698	8,970	8,459	60,085
URBAN	5,900	5,600	5,700	5,100	4,800	4,500	31,600
SECONDARY	8,411	7,837	7,837	6,964	6,422	6,042	43,513

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

SALEM

Division

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE		
						PROJECTED							
						1984-85	1985-86	1986-87	1987-88	1988-89			
81 - Batescourt Interchange Improvements	Intersection Route 220	P.E.	300	-	-	-	-	-	-	-	-	-	
		R/W	1,000	310	-	-	-	-	-	-	-	-	-
		CONST.	3,300	3,300	860	860	860	860	860	860	860	-	-
		TOTAL	4,600	3,610	1,000	1,000	750	750	860	860	-	-	
81 - Roseme Provide Interchange & Computer Parking Lot	Intersection Route 311	P.E.	260	-	-	-	-	-	-	-	-	-	-
		R/W	-	310	-	-	-	-	-	-	-	-	-
		CONST.	3,720	3,140	1,000	640	640	640	640	640	640	-	-
		TOTAL	3,980	3,140	1,000	1,000	640	640	640	640	-	-	
81 - Putaski & Montgomery	Bridge Rehabilitation New River	P.E.	475	270	-	-	-	-	-	-	-	-	-
		R/W	-	5,900	-	-	-	-	-	-	-	-	-
		CONST.	5,900	6,110	1,000	1,400	1,400	1,400	1,400	1,400	1,400	-	-
		TOTAL	6,375	6,110	800	800	900	900	1,000	1,000	1,400	1,400	1,400
	Projects Underway or Completed Requiring Additional Allocations	P.E. R/W CONST. TOTAL		60	-	-	-	-	-	-	-	-	-
	Districtwide Miscellaneous Construction Items	P.E. R/W CONST. TOTAL		9,285	1,110	1,140	1,561	2,021	1,912	448	-	-	

**LIBRARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

SALES District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL	PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
8 - Floyd & Montgomery Bridges and Approaches	Little River at County Line Crossing (0.77 Miles)	P.E.	90	-	-	-	-	-	-	-	-
		R/W CONSTR.	45 1,321	715	-	-	-	-	-	-	-
		TOTAL	741	715	315	-	-	-	-	-	-
8 - Floyd Reconstruc- tion	3.20 Miles North North Corporate Limits Floyd - 6.60 Miles North North Corporate Limits Floyd (1.47 Miles)	P.E.	165	165	-	-	-	-	-	-	-
		R/W CONSTR.	170 1,075	1,075	460	-	-	-	-	-	-
		TOTAL	1,410	1,410	460	560	-	-	-	-	-
8 - Floyd Reconstruc- tion	6.60 Miles North North Corporate Limits Floyd - 8.10 Miles North North Corporate Limits Floyd (1.42 Miles)	P.E.	220	220	-	-	-	-	-	-	-
		R/W CONSTR.	205 1,615	2,040	170	205	425	890	890	300	300
		TOTAL	2,060	2,040	170	205	425	890	890	300	300
8 - Floyd Reconstruc- tion	8.10 Miles North North Corporate Limits Floyd - 0.57 Miles South Montgomery County Line (1.40 Miles)	P.E.	175	175	-	-	-	-	-	-	-
		R/W CONSTR.	370 2,220	2,765	100	-	-	75	345	260	1,500
		TOTAL	2,765	2,765	100	100	100	75	605	1,500	460
11 - Rowles Widen to 4 Lanes	0.15 Mile South Route 117 - 0.05 Mile North Route 115 (0.31 Miles)	P.E.	75	-	-	-	-	-	-	-	-
		R/W CONSTR.	185 378	210	-	-	-	-	-	-	-
		TOTAL	428	210	-	-	-	-	-	-	-

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
 (in Thousands of Dollars)
 1983-84 thru 1988-89

SAULT Stearns District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
11 - Pretcount Replace 2 Bridges with Box Culverts and 1 Bridge with Pile	Looney Mill Creek (2.5 & 2.0 Miles North NCL Troutville) Buffalo Creek (2.4 Miles South NCL Troutville)	P.E. 25 R/W 5 CONSTR. 305 TOTAL 335	25 5 205 235	- 100 100	- 50 50	- - -	- - -	- - -	- - -	- - -	
11 - Pretcount Baptista Bridges	Looney Hill Creek (2.94 Miles North NCL Troutville)	P.E. 10 R/W 5 CONSTR. 360 TOTAL 375	10 5 120 135	- 240 240	- 115 115	- - -	- - -	- - -	- - -	- - -	
24 - Bedford Reconstruct- tion	0.36 Mile East East Route 43 - West (3.11 Miles)	P.E. 70 R/W 310 CONSTR. 2,112 TOTAL 2,492	70 310 612 992	- 1,500 1,500	- 450 450	- 450 450	- 300 300	- - -	- - -	- - -	
40 - Franklin Box Culvert and Improvement	2.25 Miles East Norfolk & Western Railroad - 4.51 Miles East Norfolk & Western Railroad (0.70 Mile)	P.E. 135 R/W 120 CONSTR. 835 TOTAL 1,090	135 120 750 1,005	- 85 85	- - -	- - -	- - -	- - -	- - -	- - -	
40 - Franklin Bridges and Approaches	Pige River (1.02 Miles)	P.E. 200 R/W 220 CONSTR. 1,219 TOTAL 1,539	200 220 639 1,059	- 480 480	- 215 215	- - -	- - -	- - -	- - -	- - -	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

BALANCE _____ Dollars

ROUTE COURTYACTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 2,983-84	PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
43 - Bedford Rehabilita- tion	East Route 24 - 2.50 Miles South East Route 24 (2.50 Miles)	P.E. R/W CONST. 1,030 TOTAL 1,110	75 - 75	5 1,030 1,035	3 95 100	- 200 200	- 255 255	- 300 300	- 180 180	- - -	
43 - Rotatour Reconstruc- tion	0.93 Mile East Route 731 - 0.50 Mile East Route 731 (0.43 Mile)	P.E. R/W CONST. 362 TOTAL 407	15 30 262 307	- 100 100	- 25 25	- - -	- - -	- - -	- - -	- - -	
43 - Rotatour Reconstruc- tion	0.07 Mile West Route 729 - 0.36 Mile West Route 729 (0.27 Mile)	P.E. R/W CONST. 280 TOTAL 360	- - -	25 55 280 360	- 55 20 75	- - 150 150	- - 110 110	- - -	- - -	- - -	
43 - Rotatour Reconstruc- tion	0.44 Mile West West Interconnection Route 612 - 0.07 Mile East East Interconnection Route 512 (0.66 Mile)	P.E. R/W CONST. 975 TOTAL 1,215	- - -	80 160 975 1,215	- - -	30 - 30	110 - 140	50 200 250	- 500 500	- 275 275	
Old 57 - Henry Improve Horizontal and Vertical Alignment	East Route 317 - East Corporate Limits Martinsville (0.58 Mile)	P.E. R/W CONST. 290 TOTAL 410	25 95 290 410	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
										(UPPER CONSTRUCTION)	

BRITARY SYSTEM
CONSTRUCTION PROGRAM
 (In Thousands of Dollars)
 1983-94 Thru 1988-89

SALIX _____ District

ROUTE COUNTY/DISTRICT TYPE	DESCRIPTION LENGTH	ESTIMATED CONSTR.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
58 - Henry Reconstruct to 4 Lanes	0.08 Mile West Route 220 Bypass - Route (South of Martins- ville) (1.93 Miles)	P.E. 90	90	-	-	-	-	-	-	-	-	-
		R/W 485	485	-	-	-	-	-	-	-	-	-
		CONSTR. 2,530	1,830	900	400	-	-	-	-	-	-	-
TOTAL	3,105	2,205	900	500	400	-	-	-	-	-	-	
58 - Henry Reconstruct to 4 Lanes (E & W Only)	Route 220 Bypass (South of Martins- ville) - 1.0 Mile West Route 220 Bypass (1.00 Mile)	P.E. 208	103	105	-	-	-	65	40	-	-	-
		R/W 770	-	770	-	-	-	-	160	250	-	360
		CONSTR. -	-	875	-	-	-	65	200	230	-	360
TOTAL	978	103	875	-	75	-	-	-	-	-	-	
58 - Patrick Realigning These Curves and Adjust Truck Ramp	West of Granny Bend (0.40 Miles)	P.E. 15	15	-	-	-	-	-	-	-	-	-
		R/W 5	5	-	-	-	-	-	-	-	-	-
		CONSTR. 200	125	75	75	-	-	-	-	-	-	-
TOTAL	220	145	75	75	-	-	-	-	-	-	-	
58/221 - Parshall Parshall Name	0.12 Mile West Route 77 - 4.34 Miles East Kapt Corporate Island Culvert (2.35 Miles)	P.E. 165	165	-	-	-	-	-	-	-	-	-
		R/W 375	375	-	-	-	-	-	-	-	-	-
		CONSTR. 3,634	3,334	300	500	-	-	-	-	-	-	-
TOTAL	4,174	3,874	300	500	-	-	-	-	-	-	-	
58/221 - Carroll Parshall Name	East Corporate Island Culvert - 0.53 Mile East East Corporate Island Culvert (0.53 Mile)	P.E. 30	30	-	-	-	-	-	-	-	-	-
		R/W 65	65	-	5	-	-	-	-	-	-	-
		CONSTR. 385	380	5	5	-	-	-	-	-	-	-
TOTAL	480	475	5	5	-	-	-	-	-	-	-	

LEWIS SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89

SALEM District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL		PROJECTED						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89			
58/221 - Carroll Parallel Lane	2.74 Miles East East Corporate Limits Galax - 0.53 Miles East East Corporate Limits Galax (2.21 Miles)	P.E.	123	95	-	-	-	-	-	-	-	-	
		R/W	-	800	-	-	-	-	-	-	-	-	-
		CONST.	-	2,760	2,105	-	-	-	-	-	-	-	-
		TOTAL	123	3,655	2,105	-	-	-	-	-	-	-	
58/221 - Carroll Parallel Lane	4.54 Miles East East Corporate Limits Galax - 2.74 Miles East East Corporate Limits Galax (1.80 Miles)	P.E.	-	225	195	-	-	-	-	-	-	-	
		R/W	-	625	-	625	-	-	-	-	-	-	
		CONST.	-	4,670	-	1,745	2,300	-	-	-	-	-	
		TOTAL	-	5,520	195	2,400	2,300	-	-	-	625	625	
58 - Carroll Bridge and Approaches	Big Bend Island Creek (0.70 Miles)	P.E.	-	90	-	-	-	-	-	-	-	-	
		R/W	-	40	-	-	-	-	-	-	-	-	
		CONST.	-	1,175	350	405	-	-	-	-	-	-	
		TOTAL	-	1,305	350	405	-	-	-	-	-		
58 - Carroll Bridge and Approaches	Snake Creek (1.20 Miles)	P.E.	-	85	-	-	-	-	-	-	-	-	
		R/W	-	25	-	-	-	-	-	-	-	-	
		CONST.	-	1,075	300	400	295	-	-	-	-		
		TOTAL	-	1,185	300	400	295	-	-	-	-		
100 - Giles Bridge and Approaches	Big Walker Creek (0.20 Miles)	P.E.	45	-	-	-	-	-	-	-	-	-	
		R/W	15	-	-	-	-	-	-	-	-	-	
		CONST.	42	677	150	150	235	-	-	-	-		
		TOTAL	102	737	150	150	235	-	-	-	-		

**TRIMBLE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

SALIER District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL	PROJECTED							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89			
103 - Patrick Bridg and Approaches	Dan River Structure #1028 (0.61 Miles)	P.E. R/W CONTR. TOTAL 60 20 440 500	40 15 -	- 5 660 445	5 765 710	130 130	- 205 205	- -	- -	- -	- -	- -	- -
115 - Monaghan & Lanes on New Location	Route 11 - 0.30 Mile North Route 11 (0.30 Miles)	P.E. R/W CONTR. TOTAL 100 430 340 870	100 430 90 620	- 290 290	100 100 100	- 180 190	- -	- -	- -	- -	- -	- -	- -
220 - Botetourt Parallel Lane	5.00 Miles North North Corporate Lanes Fincastle - 7.73 Miles North North Corporate Lanes Fincastle (2.73 Miles)	P.E. R/W CONTR. TOTAL 230 945 4,230 5,405	190 100 -	40 865 4,230 5,115	40 790 830	53 895 950	- 1,500 1,500	- -	- -	- -	- -	- -	- -
220 - Botetourt Parallel Lane (PE and RW Only)	7.73 Miles North North Corporate Lanes Fin- castle - 10.40 Miles North North Corporate Lanes Fincastle (2.67 Miles)	P.E. R/W CONTR. TOTAL 295 1,675 5,053 7,025	185 185 -	110 1,490 5,053 6,635	- -	- -	- -	- -	- -	- -	- -	- -	- -
220 - Botetourt Drainage Structure	Back Run Between North and South Intersections of Route 633	P.E. R/W CONTR. TOTAL 5 5 70 80	5 5 60 70	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

(Dashes Construction)

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SALIDA _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLGATONNE					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
220 - Roanoke Improve Horizontal Alignment	Graham's Curve Near Route 615 (0.22 Mile)	P.E. 35 R/W - CONST. 235 TOTAL 270	35 - 125 160	- 1.10 1.10	- 50 50	- 60 60	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
220 - Franklin Bridge and Approaches	Maggodes Creek (Northbound Lane)	P.E. 25 R/W 15 CONST. 290 TOTAL 330	- - - -	25 15 290 330	- - - -	25 5 30	10 190 200	100 100	- - - -	- - - -	- - - -
Alt. 220 - Botebourt & Roanoke Parallel Lane is 4 Lanes on New Location	Route 460 (Bonsack) - Routes 11 and 220 (4.90 Miles)	P.E. 780 R/W 4,780 CONST. 10,715 TOTAL 16,275	780 845 - 1,425	4,135 10,715 14,850	725 - 725	850 - 850	1,390 - 1,390	1,170 345 1,515	1,890 1,890	2,735 2,735	- 5,745 5,745
221 - Roanoke Reconstruct to 4 Lanes	0.48 Mile North Route 419 - 0.02 Mile North Route 419 (Garat Mill Road) (0.56 Miles)	P.E. 140 R/W 1,050 CONST. 990 TOTAL 2,180	140 810 - 950	240 990 1,230	440 570 750	- 225 225	- 205 305	50 50	- - -	- - -	- - -
221 - Bedford Bridges and Approaches	Big Otter River	P.E. 70 R/W 50 CONST. 950 TOTAL 1,070	- - - -	70 50 950 1,070	- - - -	70 - 70	50 165 215	240 240	220 220	210 210	- 115 115

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-88

SALEN District

ROUTE CONTRIBUTIVITY TYPE	DESCRIPTION LENGTH	ESTIMATED CONSTR	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
311 - Grate Bridge and Approaches	Craig Creek (5.8 Miles North Roanoke County Lane) (0.12 Mile)	P.E. 50 R/W 20 CONSTR. 535 TOTAL 625	50 20 30 100	- - 325 325	- - 125 125	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
311 - Grate Bridge and Approaches	Craig Creek (6.9 Miles North Roanoke County Lane) (0.40 Mile)	P.E. 55 R/W 25 CONSTR. 655 TOTAL 735	- - - -	55 25 655 735	55 25 420 500	- - 235 235	- - - -	- - - -	- - - -	- - - -	- - - -	
311 - Grate Bridge and Approaches	Nobles Creek	P.E. 45 R/W 25 CONSTR. 485 TOTAL 555	- - - -	45 25 485 555	- - - -	- - - -	45 15 - 60	10 55 65	- - -	260 260	- 170 -	
450 - Gillies Bridges and Approaches	East River and New River (0.88 Mile)	P.E. 320 R/W 50 CONSTR. 5,430 TOTAL 5,800	320 50 4,095 4,465	- - 1,335 1,335	- - 400 400	- - 535 535	- - - -	- - - -	- - -	- -	- -	
460/114 Town of Charlottesville burg Intersection Improvement	Intersection of Route 460 and Route 114 (0.47 Mile)	P.E. 35 R/W 365 CONSTR. 1,332 TOTAL 1,732	35 365 537 937	- - 795 795	- - 300 300	- - 193 193	- - -	- - -	- -	- -	- -	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SALEM _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS PROJECTED				BALANCE TO COMPLETE	
						1984-85	1985-86	1986-87	1987-88		1988-89
660 - Town of Christiansburg Connecticut Turn Lane	Intersection Routes 660 Business and Route 460 in Christiansburg (Cambria) (0.37 Miles)	P.E. 40 R/W - CONST. 495 TOTAL 535	40 - 495 535	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
501 - Bedford Widen 2 Bridges and Approaches	Long Branch and Gabin Creek (0.10 Miles)	P.E. 30 R/W 5 CONST. 180 TOTAL 215	30 5 180 215	- - - -	(UNDER CONSTRUCTION)	- - - -	- - - -	- - - -	- - - -	- - - -	
	Projects Underway or Completed Requiring Additional Financing	P.E. R/W CONST. TOTAL 84,436	79,141	5,295	3,000	2,295	-	-	-	-	
	Districtwide Miscellaneous Construction Items	P.E. R/W CONST. TOTAL			918	780	845	889	825	729	
	District Summary	P.E. R/W CONST. TOTAL			416 2,375 8,378 11,243	225 1,400 9,190 10,815	580 1,655 8,665 10,900	220 2,105 7,373 9,698	110 1,645 7,215 8,970	- 860 7,599 8,459	- 10,960 10,960

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SALEN _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE										
					ACTUAL		PROJECTED															
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89												
Galax Railroad Ave.	at Route 56	P.E.	--	10	--	--	--	--	--	--	--	--	--									
		R/W	--	10	--	--	--	--	--	--	--	--	--									
		CONST. TOTAL	--	80 100	--	--	--	--	--	--	--	--	--	--								
Traffic Signal	0058-113-107	S	--	100	--	--	--	--	--	--	--	--	--									
														100	--	--	--	--	--	--		
														100	--	--	--	--	--	--		
Martinsville Spruce St.	Fr: Prospect Hill Dr. To: ECL 1.1 Miles	P.E. R/W CONST. TOTAL	-- -- -- --	100 500 2,200 2,800	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --								
															100	--	--	--	--	--	--	
															100	--	--	--	--	--	--	
4 Lane	0650-120-101	K	--	--	--	--	--	--	--	--	--	--	--	--								
															100	--	--	--	--	--	--	
															100	--	--	--	--	--	--	
Martinsville Mulberry Rd. Ext.	Fr: Ellsworth St. To: Church St. 1.0 Mile	P.E. R/W CONST. TOTAL	200 1,300 -- 1,500	-- 900 1,100 2,000	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --							
																200	--	--	--	--	--	--
																200	--	--	--	--	--	--
4 Lane	0000-120-105	S	--	--	--	--	--	--	--	--	--	--	--	--								
															700	--	--	--	--	--	--	
															700	--	--	--	--	--	--	
Palanki Alcoona St. & Johnson St. Bridge Replacement 2 Lane	2 Bridges over Peak Creek	P.E. R/W CONST. TOTAL	-- -- -- --	50 -- 350 400	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --							
																50	--	--	--	--	--	--
																50	--	--	--	--	--	--
Boonville Hersheyberger Rd.	Fr: I-581 To: Grandview Ave. 0.5 Mile	P.E. R/W CONST. TOTAL	400 3,200 4,711 8,311	-- -- 1,500 1,500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --							
																400	--	--	--	--	--	--
																400	--	--	--	--	--	--
5 Lane	0101-128-102, C501, C502, C503	K	--	--	--	--	--	--	--	--	--	--	--	--								
															1,500	--	--	--	--	--	--	
															1,500	--	--	--	--	--	--	

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-86 Through 1988-89**

\$ALPH District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE		
					ACTUAL		PROJECTED							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89				
6 Lane Randahe Hirschberger Rd.	Fr: Brandevier Ave. To: Williamson Rd. 0.5 Mile	P.E. 100 R/W 1,500 CONST. 2,000 TOTAL 3,500	100 1,500 ---	---	---	---	---	---	---	---	---	---	---	
6 Lane	0101-128-102, C504	N	1,600	2,000	---	---	---	---	---	---	---	---		
Randahe Hirschberger Rd.	Fr: Cove Rd. To: T-551 0.5 Mile	P.E. 100 R/W 600 CONST. 2,000 TOTAL 2,700	100 600 ---	---	---	2,000	---	---	---	---	---	---		
6 Lane	0101-128-102, C505	N	700	2,000	---	---	---	---	---	---	---	---		
Randahe Hirschberger Rd.	Widen Interchange at I-501 to 6 Lanes	P.E. 100 R/W --- CONST. 5,200 TOTAL 5,300	100 ---	---	---	700	---	1,500	---	2,000	---	1,000	---	
6 Lane	0101-128-102, C506	N	100	5,200	---	---	---	---	---	---	---	---		
Randahe TOTH ST.	Fr: Gilmer Ave. To: Williamson Rd. 1.8 Miles	P.E. 226 R/W 1,000 CONST. 6,000 TOTAL 7,226	26 ---	---	---	---	---	100	---	300	---	200	---	5,100
4 Lane	U000-128-112	N	26	7,200	---	---	---	---	---	400	---	200	---	1,400
Randahe 13th & 9th Sts.	Fr: Dale Ave. To: Orange Ave. 0.8 Mile	P.E. 200 R/W 800 CONST. 7,000 TOTAL 8,000	---	---	---	---	---	---	---	---	---	100	---	800
4 Lane	U000-128-113	N	---	8,000	---	---	---	---	---	---	---	100	---	7,000

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
SALEM DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS						TOTAL
	ACTUAL	PROJECTED					
	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Bedford	958,083	865,255	865,255	759,458	710,079	668,385	4,836,515
Botetourt	712,823	659,729	659,729	586,339	540,843	508,899	3,668,362
Carroll	1,042,148	897,291	897,291	797,731	736,016	692,683	5,063,160
Craig	787,013	170,427	170,427	151,246	139,352	131,002	949,467
Floyd	670,941	566,492	566,492	503,523	464,487	437,078	3,149,013
Franklin	876,500	831,847	831,847	738,781	681,077	640,565	4,600,617
Giles	404,748	375,291	375,291	333,569	307,705	289,546	2,086,150
Henry	1,049,758	1,004,309	1,004,309	890,966	820,669	771,323	5,541,334
Montgomery	653,736	601,667	601,667	535,173	493,961	465,021	3,351,225
Patrick	719,198	679,600	679,600	604,335	557,682	524,923	3,765,338
Pulaski	607,253	563,784	563,784	501,057	462,171	434,868	3,132,917
Roanoke	658,768	621,712	621,712	551,502	507,959	477,391	3,439,044
DISTRICT TOTALS	8,480,969	7,837,404	7,837,404	6,963,680	6,422,001	6,041,684	43,583,142

LYNCHBURG DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (in Thousands of Dollars)
 1983-84 THRU 1988-89

FISCAL YEAR ALLOCATIONS

	PROJECTED						TOTAL
	1985-84	1984-85	1985-86	1986-87	1987-88	1988-89	
ACTUAL							
INTERSTATE	--	--	--	--	--	--	--
PRIMARY	9,780	9,403	9,427	8,425	7,819	7,393	52,247
URBAN	3,300	3,200	3,200	2,800	2,700	2,500	17,700
SECONDARY	6,818	6,382	6,382	5,669	5,227	4,917	35,395

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

LYONSBURG _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE		
					ACTUAL 1983-84	PROJECTED						1988-89	
						1984-85	1985-86	1986-87	1987-88	1988-89			
15 - Prince Edward and Buckingham Bridge and Approach	Appomattox River (0.38 Mile)	P.E.	-	50	-	-	-	-	-	-	-	-	
		R/W	-	15	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	660	200	200	125	20	20	-	-	-	-
15 - Prince Edward Bridge and Approach	Briery Creek 2.76 Miles South of Route 133 (6.03 Miles)	P.E.	-	30	-	-	-	-	-	-	-	-	
		R/W	-	15	15	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	365	135	150	80	-	-	-	-	-	-
29 - Pitsylvania Improve Horizontal Alignment	At Route 801 North of Chatham (0.63 Miles)	P.E.	-	25	-	-	-	-	-	-	-	-	
		R/W	-	5	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	345	190	-	-	-	-	-	-	-	-
29 Bus. - Campbell Drainage Improvement	0.48 Miles South of Route 714 - 0.02 Mile North of Bughen Avenue (Town of Altavista) (0.14 Mile)	P.E.	-	-	-	-	-	-	-	-	-	-	
		R/W	-	40	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	139	20	-	-	-	-	-	-	-	-
29 Bus. - Campbell Bridge and Approaches (Preliminary Engineering Only)	Staunton River (At Altavista)	P.E.	-	250	-	-	-	-	-	-	-	-	
		R/W	-	-	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	250	-	100	100	50	-	-	-	-	-

**TRINITY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983:94 Thru 1988:89

TRINITY SYSTEM District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE		
					ACTUAL								PROJECTED	
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89				
29 Bus. - Ashcroft Bridge and Approaches (General Only) (PE Only)	Williams Viaduct (At North Corporate Limits of Lynchburg)	P.E. R/W CONSTR. TOTAL 250	- - - -	250	50	100	100	100	-	-	-	-	-	-
40 - Pileysylvania Improve Sight Distance	Intersection Route 672 (1.85 Mile West of Gretna)	P.E. R/W CONSTR. TOTAL 22 77 176 275	22 77 101 200	- 75	- 75	- -	- -	- -	- -	- -	- -	- -	- -	- -
40 - Campbell and Ballfax Bridge and Approaches	Stanton River (At Campbell and Ballfax Beauty Line)	P.E. R/W CONSTR. TOTAL 290 120 3,625 4,035	- - - -	290	80	190	80	120	280	480	960	1,100	800	485
41 - Pittsylvania 4 Lane, Corb. Outer and Sidewalks	North Corporate Limits Damwell - 1.3 Miles North (2.3 Miles)	P.E. R/W CONSTR. TOTAL 79 345 885 1,309	39 - - 39	40	40	40	285	15	300	500	290	-	80	-
45 - Hammerland Rehabilitation of Sections	3.10 Miles North Route 60 - 4.90 Miles North Route 60 (1.80 Miles)	P.E. R/W CONSTR. TOTAL 25 5 330 360	- - - -	25	25	150	150	60	60	-	-	-	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

ESTIMATED DOLLARS

ROUTE COURT/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
56 - Nelson Bridge and Approaches and Box Culvert	Eye River and Jimmya Creeks 3.03 Mile West Route 29 - 3.24 Mile West Route 29	P.E. 45 R/W 25 CONSTR. 370 TOTAL 640	45 25 30 100	- 540 540	- 130 130	- 170 170	- 90 90	- 50 50	- -	- -	
56 - Nelson Rehabilitation of Sections	2.26 Miles West Route 647 (Route 626) - 1.34 Miles West Route 626 (1.34 Miles)	P.E. 25 CONSTR. 365 TOTAL 390	- -	25 365 390	- 150 150	- 110 110	- -	- -	- -	- -	
57 - Pittsylvania Bridges and Approaches	Cherrybone Creeks 0.09 Mile West of West Corporate Limits of Chatham - 0.06 Mile East of West Corporate Limits of Chatham (0.20 Miles)	P.E. 44 R/W 6 CONSTR. 348 TOTAL 418	44 6 248 298	- 120 120	- 60 60	- -	- -	- -	- -	- -	
58 - Pittsylvania Improve Alignment on Eastbound Lane	Between Route 722 and Route 841 near Bensville (0.95 Miles)	P.E. 16 R/W 42 CONSTR. 502 TOTAL 560	16 42 502 560	- -	- -	- -	- -	- -	- -	- -	
60 - Cumberland Bridge and Approaches	Millie River 1.74 Miles East of Buchingham County Line (0.05 Mile)	P.E. 35 R/W 20 CONSTR. 410 TOTAL 465	35 15 -	35 410 445	5 100 100	150 150	115 115	- -	- -	- -	

(UNDER CONSTRUCTION)

**PRIVATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 thru 1988-89

LYONBURG — Danie

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
60 - Apprentice Bridge and Approaches	Stevens Run At the Backingham County Line (0.04 Miles)	P.E. 30 R/W 15 CONSTR. 400 TOTAL 465	- - -	30 15 400 465	30 15 5 50	- - - -	150 150	- - - -	150 95	- - - -	- - - -	
265 - Pittsylvania Grade and Drain 2 Lanes on 4 Lane Right of Way	DANVILLE EXPRESSWAY: 0.17 Mile East of Route 86 - Route 737 (2.16 Miles)	P.E. 520 R/W 2,140 CONSTR. 6,510 TOTAL 9,170	520 2,140 4,813 7,473	- - 1,697 1,697	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
265 - Pittsylvania Bridge Route 86 over SR1 and NOL Route 265	DANVILLE EXPRESSWAY Route 86 Intersection	P.E. 85 R/W - CONSTR. 1,070 TOTAL 1,155	- -	- -	85 45	- -	- -	- -	- -	- -	- -	
265 - Pittsylvania Paving	DANVILLE EXPRESSWAY: 0.17 Miles East of Route 86 - Route 737 (2.16 Miles)	P.E. 125 R/W - CONSTR. 1,540 TOTAL 1,665	- -	- -	125 125	75 850	815	- -	- -	- -	- -	
265 - Pittsylvania Grade and Drain 2 Lanes on 4 Lane Right of Way	DANVILLE EXPRESSWAY: Route 737 - Route 86 Race (1.50 Miles)	P.E. 370 R/W 1,870 CONSTR. 4,700 TOTAL 6,940	- -	- -	370 50	320 1,870	460 2,650	- -	640	- -	- -	

(UNDER CONSTRUCTION)

**TRIMBLE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

LENOIR COUNTY Dollars

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED CONSTR. COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE		
					ACTUAL	1984-85	1985-86	1986-87	1987-88	1988-89				
					1983-84									
460 - Campbell Three 4 Lanes	EXTENSION BYPASS: Airport Road - Route 460 West of Lynchburg (3.61 Miles)	P.E. 395 R/W - CONSTR. 4,075 TOTAL 4,470	- - -	395 4,075 4,470	-	395	685	2,000	1,000	390	-	-	-	-
460 - Campbell Bridges and Approaches (Rebound Lanes)	Opussum Creek: 0.80 Mile East of East Corporate Limits of Lynchburg - 1.03 Miles East of East Corporate Limits of Lynchburg (0.33 Miles)	P.E. 170 R/W 5 CONSTR. 465 TOTAL 640	170 5 175 350	- - 290 290	-	-	140	140	-	-	-	-	-	-
160 - City of Lynchburg Intersection Improvements	Route 101 (Concord Turnpike) 0.96 Ml. W. of E. Corporate Limits of Lynchburg - 0.66 Ml. N. of E. Corporate Limits of Lynchburg (0.30 Miles)	P.E. 20 R/W 113 CONSTR. 325 TOTAL 460	20 113 60 195	- - 265 265	(UNDER CONSTRUCTION)	-	115	-	-	-	-	-	-	-
501 - Campbell Parallel Lane	South Corporate Limits of Lynchburg - 1.90 Miles South of South Corporate Limits Lynchburg (1.90 Miles)	P.E. 281 R/W 1,144 CONSTR. 3,920 TOTAL 5,345	271 876 - 1,145	110 270 3,920 4,300	-	110	15	255	470	875	875	-	750	950
501 - Hollifax Parallel Lane	Route 58 - Route 744 (0.6 Miles)	P.E. 80 R/W 240 CONSTR. 485 TOTAL 785	60 40 - 100	- 200 485 685	-	90	250	300	185	50	-	-	-	-

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

LYNSBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
5 Lane Doraville Piney Forest Rd.	Fr: Falwell Ct. To: Ash St. 3.1 Miles 0029-108-104, C501	P.E. 100 R/W 300 CONSTR. 1,400 TOTAL 1,800 FR	100 500 200 600	-- 1,100 1,200	-- 500 500	-- 600 600	-- 100 100	-- -- --	-- -- --	-- -- --	-- -- --	
4 Lane Doraville S. Main St.	Fr: Watson St. To: Lampert St. 0.6 Mile 0086-108- 0086-108-	P.E. 200 R/W 400 CONSTR. 4,000 TOTAL 5,000 X	-- -- --	200 800 4,000 5,000	-- -- --	-- -- --	100 -- 100	100 -- 100	100 -- 100	-- 200 200	-- 200 200	-- 4,000 4,400
4 Lane Doraville Piedmont Dr.	Fr: Mr. Cross Rd. To: Central Blvd. 0.7 Mile 0000-108-102	P.E. 340 R/W 230 CONSTR. 4,250 TOTAL 4,820 S	340 230 5,350 5,930	-- 900 900	-- 400 400	-- 500 500	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
4 Lane Doraville Piedmont Dr.	Fr: Park Ave. To: Mr. Cross Rd. 0.8 Mile 0000-108-102, C504	P.E. 200 R/W 800 CONSTR. 4,000 TOTAL 5,000 S	-- -- --	-- -- --	-- -- --	100 -- 100	600 -- 600	1,000 -- 1,000	1,000 -- 1,000	700 -- 700	700 -- 700	-- -- 1,600 1,600
Lynchburg Williams Viaduct Bridge Replacement	Over James River, Blackwater Creek, N & W RR & C & O RR 7029-114-105, C501, B60	P.E. 1,000 R/W 2,000 CONSTR. 57,000 TOTAL 40,000 RA	-- -- --	1,000 2,000 57,000 40,000	700 -- 100	100 -- 100	100 -- 100	100 -- 100	-- -- --	-- -- --	-- -- --	700 2,000 57,000 59,700

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

LYNCHBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Lynchburg Computerized Signal System	Central Business District 27+ Intersections CM00-118-101	P.E. 100 R/W -- CONSTR. 1,500 TOTAL 1,600 K	100 -- 600 700	-- 900 900	-- 100 300	-- 600 600	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
South Boston Cavallier Bldg. Ext. 2 Lane on 4 R/W	Fr: Main St. (Rte. 129) To: Route 304 1.3 MILES DD00-150-101, CS01	P.E. 150 R/W 200 CONSTR. 1,000 TOTAL 1,350 B	150 200 1,000 1,350	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
South Boston Cavallier Bldg. 4 Lane	Fr: Milborn Ave. (Rte. 501) To: Main St. (Rte. 129) 0.3 Mile DD00-150-101, CS02	P.E. 200 R/W 200 CONSTR. 900 TOTAL 1,300 S	200 -- -- 200	-- 200 900 1,100	-- 200 200	-- 200 200	-- 200 200	-- 200 200	-- 200 200	-- 100 100	-- -- --	
	Projects Underway Or Completed Needing Additional Funding	TOTAL			600							
DISTRICT	SUMMARY	TOTAL			3,500	5,200	5,200	2,800	2,700	2,500		

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
LYNCHBURG DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS					TOTAL	
	ACTUAL	PROJECTED					
	1983-84	1984-85	1985-86	1987-88	1988-89		
Amherst	543,991	496,207	496,207	440,843	406,519	382,420	2,766,187
Appomattox	351,605	333,187	333,187	296,020	272,978	256,800	1,843,777
Buckingham	657,108	607,863	607,863	540,618	498,937	469,671	3,382,060
Campbell	790,087	753,297	753,297	668,397	615,746	578,784	4,159,608
Charlotte	455,534	424,496	424,496	377,215	347,903	327,323	2,356,967
Cumberland	376,085	349,851	349,851	311,197	287,239	270,413	1,944,636
Halifax	1,006,295	949,777	949,777	843,507	777,617	731,358	5,258,331
Nelson	434,146	401,944	401,944	357,026	329,175	309,622	2,233,857
Pittsylvania	1,702,987	1,610,159	1,610,159	1,429,864	1,318,070	1,239,586	8,910,825
Prince Edward	486,143	455,358	455,358	404,349	372,721	350,515	2,524,444
DISTRICT TOTALS	6,803,981	6,382,139	6,382,139	5,669,036	5,226,905	4,916,492	35,380,692

RICHMOND DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1983-84 THRU 1988-89

	FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROJECTED					
	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	<u>TOTAL</u>
INTERSTATE	39,282	33,532	30,491	34,505	34,505	34,504	196,819
PRIMARY	12,763	11,551	11,961	9,783	8,771	8,060	62,889
URBAN	7,800	7,500	7,600	6,800	6,400	6,000	42,100
SECONDARY	7,002	6,619	6,619	5,876	5,415	5,091	36,622

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

RICHMOND ——— District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED				
						1984-85	1985-86	1986-87	1987-88	
6A - Henrico Construct Interchange & Commuter Parking Lot	Intersection Baskins Road	P.E.	260	-	-	-	-	-	-	-
		R/W	650	8,160	2,000	2,000	460	-	-	
		TOTAL	9,825	8,160	2,000	2,000	460	-	-	
6A - Henrico Widen to 6 Lanes	Route 295 (Short Ramp) - Glenside Drive (3.3 Miles)	P.E.	-	1,170	670	-	-	-	-	-
		R/W	-	570	280	280	9,000	1,900	-	
		TOTAL	-	16,610	1,710	2,000	9,000	1,900	-	
64 - City of Richmond Ramp Modification	East Intersection Route 95	P.E.	-	-	-	-	-	-	-	-
		R/W	-	20	-	-	-	-	-	-
		TOTAL	-	20	-	-	-	-	-	-
85 - City of Petersburg Construct Interchange	Intersection Wells Road (Spiral Level Road)	P.E.	-	455	355	-	-	-	-	-
		R/W	-	1,000	395	605	-	-	-	-
		TOTAL	-	6,500	1,395	2,000	2,000	1,105	-	
95 - Henrico, Chesterfield, Prince George (Preliminary Engineering & Right of Way Only)	Route 60 East of Richmond - Route 95 South of Petersburg (28.0 Miles)	P.E.	8,945	-	-	-	-	-	-	-
		R/W	30,893	2,887	-	-	-	-	-	-
		TOTAL	42,725	2,887	-	-	-	-	-	-

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 thru 1988-89

DISTRICT _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS PROJECTED					BALANCE TO COMPLETE	
					ACTUAL	1984-85	1985-86	1986-87	1987-88		1988-89
					1983-84						
95/295 - Henrico & Chesterfield County James River Bridge 6 Lanes	0.6 Mile North Chesterfield County Line - 0.6 Mile South Henrico County Line (2.2 Miles)	P.E. - R/W - CONSTR. 56,000 TOTAL 56,000	- - - - -	- 56,000 56,000	- - - 17,000 17,000	- - - 13,156 13,156	- - - 5,844 5,844	- - - - -	- - - - -	- - - - -	
95/295 - Chesterfield New 6 Lane Facility Grading & Bridges	0.6 Mile South Henrico County Line - 0.6 Mile South Route 10 (2.7 Miles)	P.E. - R/W - CONSTR. 11,000 TOTAL 11,000	- - - - -	- 11,000 11,000	- - - 3,930 3,930	- - - 2,000 2,000	- - - 1,000 1,000	- - - 320 320	- - - - -	- - - - -	
95/295 - Henrico & Chesterfield New 6 Lane Facility Paving	1.5 Miles South Route 5 - 0.6 Mile South Route 10 (4.7 Miles)	P.E. - R/W - CONSTR. 7,250 TOTAL 7,250	- - - - -	- 7,250 7,250	- - - - -	- - - 1,000 1,000	- - - 3,000 3,000	- - - 1,680 1,680	- - - 1,570 1,570	- - - - -	
95/295 - Chesterfield, Prince George New 4 Lane Facility Grading & Bridges	0.6 Mile South Route 10 - 2.1 Miles North Route 36 (3.0 Miles)	P.E. - R/W - CONSTR. 22,300 TOTAL 22,300	- - - - -	- 22,300 22,300	- - - - -	- - - - -	- - - 5,000 5,000	- - - 4,300 4,300	- - - 13,000 13,000	- - - - -	
95/295 - Prince George New 4 Lane Facility Grading & Bridges	2.1 Miles North Route 36 - 1.8 Miles North Route 106 (3.9 Miles)	P.E. - R/W - CONSTR. 14,900 TOTAL 14,900	- - - - -	- 14,900 14,900	- - - - -	- - - 1,000 1,000	- - - 4,000 4,000	- - - 4,000 4,000	- - - 5,900 5,900	- - - - -	

**PARTIAL SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

REQUIRED BUDGET

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
1 - Dinwiddie Bridge and Approach and Ext. 4-Lanes to N. End Bridge	MSg Railroad Overpass (0.20 Miles)	P.E.	123	123	-	-	-	-	-	-	-	-
		R/W	100	100	-	-	-	-	-	-	-	-
		CONSTR.	1,290	200	1,120	245	325	-	-	-	-	-
		TOTAL	1,545	425	1,120	245	325	-	-	-	-	-
1 - Henrico Hidolms	Wilkinson Road - Parham Road (0.60 Miles)	P.E.	75	75	-	-	-	-	-	-	-	-
		R/W	270	270	-	-	-	-	-	-	-	-
		CONSTR.	1,045	75	970	300	200	270	-	-	-	-
		TOTAL	1,390	420	970	300	200	270	-	-	-	-
1 & 301 Chesterfield Bridge and Approach	Swift Creek (North Corporate Limits Colonial Roads) (0.20 Miles)	P.E.	55	55	-	-	-	-	-	-	-	-
		R/W	220	220	-	-	-	-	-	-	-	-
		CONSTR.	750	-	750	400	175	-	-	-	-	-
		TOTAL	1,025	275	750	400	175	-	-	-	-	-
5 - Gloucester Repair Super- structure & Addm	K&G Licking Hole Creek and Little Licking Hole Creek Addm	P.E.	56	56	-	-	-	-	-	-	-	-
		R/W	24	24	-	-	-	-	-	-	-	-
		CONSTR.	176	71	105	45	-	-	-	-	-	-
		TOTAL	236	151	105	45	-	-	-	-	-	-
10 - Chesterfield Parallel Lanes	South Corporate Limits Richmond - Route 150 (0.40 Miles)	P.E.	200	200	-	-	-	-	-	-	-	-
		R/W	270	210	-	-	-	-	-	-	-	-
		CONSTR.	1,285	790	495	395	-	-	-	-	-	-
		TOTAL	1,695	1,200	495	395	-	-	-	-	-	-

**TRUCKEE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

RICHTONG ———— District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
10 - Chesterfield Bridges & Approaches Seaboard Coast Line Railroad	West Route 144 - East Route 144 (In Chester) (0.30 Miles)	P.E. 100 R/W 365 CONSTR. 1,170 TOTAL 1,635	- - - -	100 365 1,170 1,635	799 - - 169	200 - 200	165 185 350	500 500	- 260 260	- 225 225	- - -
33 - Henrico Improve Intersections at Scenic Blvd., Wistar Road & Bernal- Lago Road	Between Glanville Drive and Park Road	P.E. 15 R/W - CONSTR. 195 TOTAL 210	15 - 130 145	- - 63 65	- - 65 65	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
33 - Henrico Parallel Lane	Parkway Road - 0.06 MI. S.E. Route 157 (3.10 Miles)	P.E. 100 R/W 569 CONSTR. 4,030 TOTAL 5,699	74 569 - 643	- 4,030 4,056	26 109 135	- 400 400	- 1,400 1,400	- -1,500 1,500	- 1,000 1,000	- 721 721	- - -
46 - Brunswick Bridges and Approaches	Great Creek (0.02 Miles)	P.E. 90 R/W 85 CONSTR. 1,100 TOTAL 1,275	90 25 - 115	- 60 1,100 1,160	- - 1,160	60 40 100	- 250 250	- -400 400	- 260 260	- 150 150	- - -
46 - Brunswick Rehabilitation	0.4 MI. W. NEW RR - 2.2 MI. E. NEW RR (1.8 Miles)	P.E. 65 R/W 75 CONSTR. 590 TOTAL 750	65 75 220 380	- - 370 370	- - 370 370	- - 100 100	- - 100 100	- - 70 70	- - - -	- - - -	- - - -

**TRUSS SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1983-84 Thru 1989-89**

RECORDED Original

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					PROJECTED								
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89			
60 - Benicia Widon to 4 Lanes (PE & BW Only)	0.2 Rd. W. Laburnum Avenue - 0.5 MI. East Route 1 - 64 Connector (1.93 Miles)	P.E. 335	335	-	-	-	-	-	-	-	-	-	-
		R/W 1,365	915	450	200	100	100	250	-	-	-	-	
		CONSTR. -	-	450	100	100	250	-	-	-	-	-	
		TOTAL 1,700	1,250	450	200	100	100	250	-	-	-	-	-
50 - Charterfield Widom to 6 Lanes	1.40 MI. W. Int. BBL Route 150 - 3.49 MI. W. Route 150 (1.92 Miles)	P.E. 340	-	340	-	-	-	-	-	-	-	-	-
		R/W 790	-	790	280	80	120	-	-	-	-	-	-
		CONSTR. 4,360	-	4,360	-	670	800	-1,900	-1,660	-	-	-	-
		TOTAL 5,490	-	5,490	280	730	920	1,900	1,660	-	-	-	-
50 - New Kent Bridge and Approach	Schlitzner Creek (EHL) (0.10 Miles)	P.E. 130	-	130	700	30	-	-	-	-	-	-	-
		R/W -	-	-	-	20	100	150	150	-	-	-	-
		CONSTR. 535	-	535	700	100	100	150	150	-	-	-	-
		TOTAL 665	-	665	700	100	100	150	150	-	-	-	-
60 - Rockham Bypass and Widen	Deep Creek	P.E. 75	-	75	50	25	-	-	-	-	-	-	-
		R/W -	-	-	-	75	100	150	100	-	-	-	-
		CONSTR. 495	-	495	50	100	100	150	100	-	-	-	-
		TOTAL 570	-	570	50	100	100	150	100	-	-	-	-
76 - Charter- field (PE Only)	Route 150 - Route 288 (8.33 Miles)	P.E. 4,100	2,100	2,000	150	350	350	300	300	300	300	-	-
		R/W -	-	-	-	-	-	-	-	-	-	-	-
		CONSTR. -	2,100	2,000	350	350	300	300	300	300	300	-	-
		TOTAL 4,100	2,100	2,000	350	350	350	300	300	300	300	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

RICHMOND District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
142 - Mecklen- burg Rehabilita- tion	0.2 MI. N. Rte. 58 RP - 0.7 MI. N. Rte. 58 RP AND 4.7 MI. N. Rte. 58 RP - 5.3 MI. N. Rte. 58 RP (1.10 Miles)	P.E. 135 R/W 125 CONSTR. 664 TOTAL 924	133 125 284 344	- 380 380	- 100 100	- 100 100	- 80 80	- - -	- - -	- - -	- - -
144 - Chesterfield & Prince George Near 2 Lane Bridge and Approaches	TEMPLE AVENUE EXTENSION: ECL Colonial Heights- East End Approxation River Bridge	P.E. 170 R/W 50 CONSTR. 1,935 TOTAL 2,155	170 50 1,935 2,155	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
144 - Prince George 2 Lane on 4 Lane Right of Way	TEMPLE AVENUE EXTENSION: East End Approxation River Bridge - Route 36 (2.80 Miles)	P.E. 366 R/W 810 CONSTR. 4,500 TOTAL 5,776	106 - 106	260 810 4,600 5,670	- 1,200 1,200	- 1,600 1,600	- 1,000 1,000	- - 770 770	- - -	- - -	- - -
147 - Chesterfield Parallel Lane	0.43 Miles North Int. Rte. 711 - 0.59 Miles South Int. Rte. 711 (1.05 Miles)	P.E. 165 R/W 330 CONSTR. 2,090 TOTAL 2,585	165 330 275 770	- 1,815 1,815	- 655 655	- 85 85	- - -	- - -	- - -	- - -	- - -
147 - Chesterfield Parallel Lane	2.50 Miles S. 802 Richmond (Road 4 Lane) 0.45 Miles North Int. Rte. 711 (0.75 Miles)	P.E. 120 R/W 300 CONSTR. 1,520 TOTAL 1,940	120 300 - 420	- 1,520 1,520	- 100 100	- 1,200 1,200	- 220 220	- - -	- - -	- - -	- - -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 Thru 1988-89

RICHMOND District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS PROJECTED					BALANCE TO COMPLETE	
						1984-85	1985-86	1986-87	1987-88	1988-89		
157 - Henrico Widen to & Lanes	Route 6 (Pittsboro Avenue) - Quinceston Road (0.60 Mile)	P.E. 1.05 R/W 1,350 CONST. 1,025 TOTAL 2,480	85 - 85	20 1,350 1,025 2,395	-	20 - 20	-	100 - 100	300 - 300	-	875 - 825 1,700	- 200 200
226 - Dinwiddie Widen Pavement	Route 600 - Route 1 (0.20 Mile)	P.E. 20 R/W 20 CONST. 130 TOTAL 170	20 20 117 157	- - 13 13	-	- - - -	-	-	-	-	-	-
288 - Charterfield (PE & RW Only)	Richmond-Petersburg Turnpike - Route 960 (13.1 Miles)	P.E. 2,100 R/W 4,700 CONST. - TOTAL 6,800	1,000 - - 1,000	1,100 4,700 - 5,800	800 - 800	300 700 1,000	-	1,000 - 1,000	1,000 - 1,000	-	- - 1,000 1,000	- - - 1,000
360 Bus. Bypass Drainage Improvement	Smith End Mechanic- ville Bypass Cooperative Project with Maintenance Funds	P.E. - R/W - CONST. 25 TOTAL 25	- - - -	- - 25 25	-	- - - -	-	-	-	-	-	-
	Projects Underway or Completed Requir- ing Additional Financing	P.E. R/W CONST. TOTAL 57,125	44,871	10,254	5,010	3,330	1,914	-	-	-	-	-

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-86 Thru 1988-89

STANDARD _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Blackstone Northwest Ave. 4 Lane	Fr: Nottoway Ave. To: NCL 0.5 Mile D000-142-	P.E.	--	50	--	--	--	--	--	--	--
		R/W	--	100	--	--	--	--	--	--	--
		COMET. TOTAL	--	450	200	100	--	--	--	--	--
Col. Heights Boulevard 4 Lane	Box Culvert over Old Town Creek 0.1 Mile D001-106-104, D604	P.E.	50	--	--	--	--	--	--	--	--
		R/W	50	--	--	--	--	--	--	--	--
		COMET. TOTAL	100	200	--	--	--	--	--	--	--
Col. Heights Boulevard 6 Lane	over Swift Creek at NCL D001-106-105, D605	P.E.	100	--	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--	--
		COMET. TOTAL	200	200	--	--	--	--	--	--	--
Col. Heights Temple Ave. Ext. 4 Lane	Fr: Route 1 To: 0.4 MI. W. of ECL 1.2 Miles D144-106-101	P.E.	200	--	--	--	--	--	--	--	--
		R/W	470	--	--	--	--	--	--	--	--
		COMET. TOTAL	2,400	1,400	800	800	--	--	--	--	--
Col. Heights Temple Ave. Ext. 4 Lane	Fr: 0.4 MI. N. of ECL To: ECL 0.4 Mile D144-106-101, C502	P.E.	50	50	--	--	--	--	--	--	--
		R/W	50	50	--	--	--	--	--	--	--
		COMET. TOTAL	600	700	300	200	--	--	--	--	--

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

RICHMOND DIRECT

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					1984-85	1984-85	1985-86	1986-87	1987-88	1988-89		
Col. Beights Sherwood Dr. Bridge Replacement 2 Lane	over Smith Creek 0.10 Mile 0000-106-101, 8601	P.E. 50 R/W 50 CONTR. 300 TOTAL 400 BR	50 50 100 200	-- -- 200 200	-- -- 200 200	-- -- 200 200	-- -- 200 200	-- -- 200 200	-- -- 200 200	-- -- 200 200	-- -- 20,000 20,000	
Hopewell Kirtlington Rd. & High Ave. 4 Lane	0156-116-102	P.E. 100 R/W 400 CONTR. 2,000 TOTAL 2,500 M	-- -- -- 2,500	100 400 2,000 2,500	100 400 2,000 2,500	100 400 2,000 2,500	100 400 2,000 2,500	100 400 2,000 2,500	100 400 2,000 2,500	100 400 2,000 2,500	-- -- -- --	
Hopewell Lafayette Ave. 4 Lane	0000-116-101	P.E. 100 R/W 1,000 CONTR. 1,400 TOTAL 2,500 M	100 1,000 1,400 2,500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Hopewell Cedar Level Rd. 4 Lane	0000-116-102	P.E. 100 R/W 800 CONTR. 2,000 TOTAL 2,900 M	100 800 2,000 2,900	-- -- -- --	-- -- -- --	-- -- -- --	100 800 2,000 2,900	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Petersburg Rte. 1 & 301 Bridge Replacement 4 Lane	0001-123-102	P.E. 500 R/W 2,000 CONTR. 20,000 TOTAL 22,500 BR	500 400 -- 700	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	400 200 -- --	-- -- -- --	-- -- -- --	-- -- -- --	

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
RICHMOND DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS					TOTAL	
	ACTUAL	PROJECTED					
	1983-84	1984-85	1985-86	1986-87	1987-88		1988-89
Amelia	393,797	373,109	373,109	331,411	305,557	287,407	2,064,390
Brunswick	633,266	588,759	588,759	522,742	481,807	453,068	3,268,401
Charles City	158,799	148,544	148,544	131,804	121,421	114,133	823,245
Chesterfield	1,515,164	1,437,076	1,437,076	1,274,686	1,173,970	1,103,270	7,941,242
Dinwiddie	616,670	579,928	579,928	514,726	474,294	445,909	3,211,455
Goochland	298,673	286,905	286,905	254,838	234,954	220,995	1,583,270
Hanover	815,804	766,507	766,507	680,461	627,105	589,647	4,246,031
Lunenburg	584,660	530,818	530,818	471,526	434,766	408,956	2,961,564
Mecklenburg	854,088	796,190	796,190	707,385	652,327	613,671	4,419,851
New Kent	177,454	165,706	165,706	147,179	135,691	127,625	919,361
Nottoway	303,987	287,012	287,012	254,663	234,600	220,516	1,587,790
Powhatan	308,538	288,250	288,250	256,012	236,025	221,992	1,599,067
Prince George	391,351	370,040	370,040	328,265	302,357	284,170	2,046,223
DISTRICT TOTALS	7,052,271	6,618,844	6,618,844	5,875,698	5,414,874	5,091,359	36,671,890

SUFFOLK DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1983-84 THRU 1988-89

FISCAL YEAR ALLOCATIONS

	PROJECTED						TOTAL
	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
ACTUAL							
INTERSTATE	89,793	112,699	120,114	129,698	117,698	117,697	697,699
PRIMARY	11,652	9,459	8,563	5,598	6,031	5,267	46,590
URBAN	26,960	26,044	25,970	23,482	21,883	20,936	145,275
SECONDARY	4,331	4,125	4,125	3,660	3,372	3,170	22,783

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

SUFFOLK ———— District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					PROJECTED								
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89			
64 - Hampton Widened to 6 Lanes	0.3 Mile East Tyler- County Street - 0.1 Mile West R.E. Hampton Roads Tunnel (0.5 Mile)	P.E. - R/W - COMMT. 6,800 TOTAL 6,800	-	3,045	3,755	3,735	-	-	-	-	-	-	-
							2,000	1,000	755	-	-	-	-
64 - Norfolk Moddy Interchange	Interconnection Tidewater Drive	P.E. 85 R/W 470 COMMT. 1,100 TOTAL 1,655	85	470	1,055	1,055	-	-	-	-	-	-	-
							500	555	-	-	-	-	-
64 - Chesapeake Construct Interchange	Intersection Route 13/460 (0.5 Mile)	P.E. 120 R/W 1,040 COMMT. 1,500 TOTAL 2,660	120	1,040	235	235	-	-	-	-	-	-	-
							-	235	-	-	-	-	-
64 - Norfolk Hwy Lanes	Route 564 - Route 264/44 (7.4 Miles)	P.E. 2,950 R/W 560 COMMT. 49,600 TOTAL 53,110	-	-	2,950	560	-	-	-	-	-	-	-
							300	500	1,500	8,000	14,600	15,593	12,617
64 - Norfolk & Virginia Beach Hwy Lanes (Preliminary Right-of-Way and Right of Way Only)	Route 264/44 Tadum River Road (5.4 Miles)	P.E. 1,100 R/W 160 COMMT. - TOTAL 1,260	-	-	1,100	160	-	-	-	-	-	-	-
							300	300	300	360	-	-	-

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

SUFFOLK

D-110

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	#PREVIOUS FUNDING	ADDITIONAL FUNDINGS REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						PROJECTED						
						1984-85	1985-86	1986-87	1987-88	1988-89		
64 - Norfolk Additional Ramps	Intersection Route 564	P.E.	-	280	200	-	-	-	-	-	-	-
		R/W CONST. 4,000 TOTAL 4,280	-	4,000 4,280	-	647 727	1,211 1,211	1,235 1,235	907 907	-	-	-
264 - Portsmouth Construct Interchanges Contract "P"	Intersection Effingham, Grayford, and Court Streets (Portsmouth Interchange)	P.E.	-	-	-	-	-	-	-	-	-	-
		R/W CONST. 10,700 TOTAL 10,700	-	1,500 1,500	1,500	-	-	-	-	-	-	-
264 - Norfolk Finishing and Traffic Controls and Retrofit Existing Tunnel	Second Downtown Tunnel (Contract "Y")	P.E.	-	-	-	-	-	-	-	-	-	-
		R/W CONST. 40,000 TOTAL 40,000	10,900 10,900	29,100 29,100	5,000 5,000	10,000 10,000	9,100 9,100	3,000 5,000	-	-	-	-
264 - Norfolk Berkley Interchange	Phase I Construction	P.E.	-	-	-	-	-	-	-	-	-	-
		R/W CONST. 48,100 TOTAL 48,100	14,200 14,200	33,900 33,900	15,000 15,000	10,000 10,000	8,900 8,900	-	-	-	-	-
264 - Norfolk (Preliminary Engineering and Right of Way Only)	Second Downtown Tunnel and Related Interchanges	P.E.	10,480	420	420	-	-	-	-	-	-	-
		R/W CONST. 3,100 TOTAL 14,000	2,815 -	285 -	285 -	705 -	-	-	-	-	-	-

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

SUFFOLK District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
464 - Norfolk & Chesapeake Construct 4-Lanes	0.3 Mile North Park Avenue - 0.2 Mile North South Main Street (1.1 Miles)	P.E. R/W CONST. 12,500 TOTAL 12,500	-	-	-	-	-	-	-	-	-
					-	-	-	-	-	-	
464 - Chesapeake Construct 6 Bridges	Between Military Highway and Route 460	P.E. R/W CONST. 5,300 TOTAL 5,300	-	-	1,460	-	-	-	-	-	-
					1,400	-	-	-	-	-	
464 - Chesapeake Construct 10 Bridges Stage Construction	Between Route 460 and 0.2 Mile South Park Avenue	P.E. R/W CONST. 12,800 TOTAL 12,800	-	-	2,500	-	-	-	-	-	-
					2,500	1,710	-	-	-	-	
466 - Chesapeake Paving 5 Signs	1.0 Mile North Route 64 - 0.2 Mile South Park Avenue (2.5 Miles)	P.E. R/W CONST. 4,800 TOTAL 4,800	-	-	1,800	-	-	-	-	-	-
					1,800	2,800	1,000	-	-	-	
664 - Hampton & Newport News (Preliminary Engineering and Right of Way Only)	New 4 and 6 Lane Facility Between South Shore Hampton Roads and Route 64	P.E. R/W CONST. TOTAL 22,100	8,600 12,925	-	575	-	-	-	-	-	-
					575	-	-	-	-	-	

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 thru 1988-89

SUFFOLK — Dennis

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						1984-85	1985-86	1986-87	1987-88	1988-89		
664 - Newport News Construct Bridge	Route 664 over 38th Street (B-611) Contract II	P.E. - R/W - CONST. 10,000 TOTAL 10,000	- - 7,000	- - 3,000	- - 3,000	-	-	-	-	-	-	-
664 - Newport News Contract A and 6 Lanes	Marshall Avenue 33rd Street (O.7 Mile) Contract III	P.E. - R/W - CONST. 23,000 TOTAL 23,000	- - 23,000	- - 23,000	- - 2,000	-	-	-	-	-	-	-
664 - Newport News Contract A & 6 Lanes	33rd Street - Harbor Access Road (0.6 Mile)	P.E. - R/W - CONST. 20,000 TOTAL 20,000	- - 14,252	- - 5,748	- - 2,000	-	-	-	-	-	-	-
664 - Newport News Contract I	North and South Island and Small Boat Harbor	P.E. - R/W - CONST. 61,000 TOTAL 61,000	- - 18,992	- - 42,008	- - 10,000	-	-	-	-	-	-	-
664 - Newport News Spans 1-17 A Rehabilitate Spans 18-39	Boat's Approach and Tactical Avenue	P.E. - R/W - CONST. 40,000 TOTAL 40,000	- - 11,000	- - 29,000	- - 8,100	-	-	-	-	-	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SUFFOLK Dollars

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED				
						1984-85	1985-86	1986-87	1987-88	
10 - Suffolk Bridge over Western Branch Roanoke River	Roanoke River (0.5 Miles)	P.E.	350	-	-	-	-	-	-	-
		R/W	435	-	-	-	-	-	-	-
		TOTAL	785	-	-	-	-	-	-	-
10 - Isle of Wight Drainage Improvement	At Cypress Creek Bridge in Smithfield	P.E.	5	5	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		TOTAL	5	5	-	-	-	-	-	-
664 EXT/17-A City of Suffolk 4 Lanes on New Location	South Shore Lane of Hampton Roads - Route 135 (0.90 Miles)	P.E.	285	-	-	-	-	-	-	-
		R/W	6,970	4,680	-	-	-	-	-	-
		TOTAL	7,255	5,160	1,980	-	-	-	-	-
664 EXT/17-A City of Suffolk 4 Lanes on New Location	Route 135 - Route 17 (Includes Route 164 Construction) (1.50 Miles)	P.E.	1,150	853	213	-	-	-	-	-
		R/W	-	18,775	1,457	2,460	2,455	1,855	7,848	
		TOTAL	19,925	19,628	1,670	2,670	2,455	1,855	7,848	
664 EXT/17-A City of Suffolk & Chesapeake (PE Only)	Route 17 - Bowers Hill (4.50 Miles)	P.E.	3,565	3,565	135	165	160	465	1,065	1,480
		R/W	-	-	-	-	-	-	-	-
		TOTAL	3,565	3,565	135	165	150	465	1,065	1,480

**TRIMBLE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

SUPPORTER _____ District _____

ROUTE CAPACITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
31 - Surry Rehabilitation	0.10 Mile South Route 630 - 0.70 Mile South Route 616 (2.0 Miles)	P.E. 63 R/W 80 CONSTR. 800 TOTAL 943	65 35 - 100	- 45 800 845	45 70 115	150 150	- 300	- 100	100 100	- 80 80	- - -	
38 - Greensville (Walden Only)	EPICORIA BYPASS Route 58 East - Route 301	P.E. 85 R/W - CONSTR. 1,055 TOTAL 1,140	85 530 615	- 525 525	- 325 325	- 200 200	- -	- -	- -	- -	- -	
39 - Greensville (Pawling)	EPICORIA BYPASS Route 58 East - Route 301 (2.0 Miles)	P.E. 135 R/W - CONSTR. 1,645 TOTAL 1,780	135 850 985	- 795 795	310 310	- 275 275	- 200 200	- -	- -	- -	- -	
58 - Greensville 2 lanes on 4 Lane BR	EPICORIA BYPASS Route 301 - Route 95 (0.80 Miles)	P.E. 160 R/W 1,025 CONSTR. 2,010 TOTAL 3,195	- - -	160 1,025 2,010 3,195	- - -	160 40 200	985 15 1,000	- -	1,000 995	- -	- -	
38 - Greensville 2 Lane Parking	EPICORIA BYPASS Route 301 - Route 95 (0.80 Miles)	P.E. 205 R/W - CONSTR. 2,360 TOTAL 2,565	- - -	205 2,360 2,565	- - -	- -	- -	- -	205 205	- -	1,215 1,145	

**TRUCK SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 thru 1988-89

SUFFOLK District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
58 - Southampton 2 Lane Grading	COURTLAND BYPASS: (Western Leg) 0.05 Mile East Bottomway River - 0.30 Mile West Route 35 (2.3 Mile)	P.E. 130 R/W 85 CONST. 1,630 TOTAL 1,845	130 85 1,630 1,845		(UNDER CONSTRUCTION)	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	
58 - Southampton New Bridge	COURTLAND BYPASS: Bottomway River Bridge (0.23 Mile)	P.E. 165 R/W - CONST. 2,030 TOTAL 2,195	165 - 2,030 2,195		(UNDER CONSTRUCTION)	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	
58 - Southampton (Paving)	COURTLAND BYPASS: 1.70 Miles East Bottomway River - 0.41 Mile West Route 35	P.E. 165 R/W - CONST. 2,050 TOTAL 2,215	165 - 1,430 1,995	620 620	(UNDER CONSTRUCTION)	-	-	-	-	-	-	-
					-300 300	-	-	-	-	-	-	
58 & 258 Boulevard Table of Right Suffolk	Route 189 - Route 681 (2 Lanes on 4 Lane Right of Way At Grade Connection) (3.6 Miles)	P.E. 150 R/W 50 CONST. 2,000 TOTAL 2,200	- - - -	150 50 2,000 2,200	(UNDER CONSTRUCTION)	-150	-	-	-	-	-	-
					-	-	-	-	-	-	-	
125 - Suffolk Rehabilita- tion	Approaches to Dorchester Loop Highway Bridge (0.2 Mile)	P.E. 85 R/W - CONST. 770 TOTAL 855	85 - 535 600	235 235	(UNDER CONSTRUCTION)	-	-	-	-	-	-	-
					-100 100	-	-	-	-	-	-	

**TRINITY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 thru 1988-89

SUN FILL District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTION 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
134 - York Bridge and Approach	Magruder Boulevard at the JCL Hampton	P.E. 40 R/W 70 CONST. 515 TOTAL 625	-	40	-	40	60	200	200	175	-	-
171 - York 2 Lanes on 4 Lane BW	0.30 Mile West JCL Redesign - Route 17 (2.59 Miles)	P.E. 205 R/W 1,050 CONST. 2,530 TOTAL 3,785	165 905	40	40	145	145	1,335	800	335	-	-
182 - Accomack Bridge and Approach	Big Backstage Creek 2.8 Mile East Route 13 (0.10 Mile)	P.E. 130 R/W 60 CONST. 950 TOTAL 1,140	-	130	50	80	60	110	300	200	200	140
199 - James City and York Correction of Slide Area Urban II	WILLIAMSBURG AVENUE; 0.28 Mile East of Williamburg East Corporate Limits - 0.17 Mile East of Route 64 (1.95 Miles)	P.E. 419 R/W - CONST. 980 TOTAL 1,399	419	-	-	125	125	125	-	-	-	-
	Projects Underway or Completed Requiring Additional Financing	P.E. R/W CONST. TOTAL 62,968	-	8,136	5,000	3,136	-	-	-	-	-	-

URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89

SUFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	1984-85	1985-86	PROJECTED 1986-87	1987-88	1988-89	
Chesapeake St. Military Hwy. Bridge Rehab.	Gilberton Bridge over Southern Branch of Elizabeth River 0.2 Mile 7015-151-103	P.E. 135 R/W -- CONST. 1,800 TOTAL 1,935 BR	135 100 235	-- 1,700 1,700	-- -- --	400 400	500 500	800 800	-- --	-- --	-- --
Chesapeake Military Hwy. Bridge Replacement	over Norfolk-Southern Railroad 0.2 Mile 0013-131-104	P.E. 100 R/W -- CONST. 900 TOTAL 1,000 BR	-- -- --	100 900 1,000	100 -- 100	200 200	500 500	200 200	-- --	-- --	-- --
Chesapeake George Washington Hwy. Bridge Replacement	over St. Julian's Ch. 0.1 Mile DD17-151-104	P.E. 50 R/W 50 CONST. 280 TOTAL 380 BR	50 50 280 380	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Chesapeake Rainbridge Blvd. Bridge Replacement	over Mill Dam Ch. 0.1 Mile 0166-151-101	P.E. 50 R/W 50 CONST. 387 TOTAL 487 BR	50 50 387 487	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Chesapeake Littlerfield Blvd. Bridge Replacement 6 Lane	Pr: 7-64 Tr: Robert Hall Dr. over Military Hwy. 0.5 Mile 0168-151-104	P.E. 300 R/W 500 CONST. 2,800 TOTAL 3,600 BR	300 500 100 900	-- 2,700 2,700	-- -- --	-- -- --	-- 1,800 1,000	-- 1,700 1,700	-- -- --	-- -- --	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SUFFOLK

District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					PROJECTED						
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Chesapeake Atlantic Ave. Camptella Conn. 4 Lane	Fr: Atlantic Ave. To: NCL Chesapeake 1.0 Miles 0168-131-104	P.E. 500 R/W 1,000 CONST. 6,000 TOTAL 7,500 K	500 -- -- 500	-- 1,000 6,000 7,000	--	--	--	600	400	--	--
					--	--	--	--	300	2,300	
					--	--	600	700	--	2,300	
Chesapeake Battleground Blvd. (south) Bridge Replacement 2 Lane	Bridge & Approaches over Northwest River 0.5 Mile 0168-131-106	P.E. 100 R/W 300 CONST. 1,300 TOTAL 1,700 BR	100 -- 100	-- 300 1,300 1,600	--	--	400	--	--	--	--
					--	--	400	--	--	--	
					--	--	400	--	--	--	
Chesapeake Comptells Rd. Bridge Deck Replacement	Bridge over Norfolk- Southern Railroad 0.1 Mile 0168-131-107	P.E. -- R/W -- CONST. 300 TOTAL 300 BR	-- -- 300 300	-- -- -- --	--	--	--	--	--	--	--
					--	--	--	--	--	--	
					--	--	--	--	--	--	
Chesapeake Portsmouth Blvd. 4 Lane	Fr: 0.3 Mi. N. Dock Landing Rd. Deck To: 0.2 Mi. E. Dock Landing Rd. 0.5-Mile 0337-131-101, C-501	P.E. 100 R/W 1,000 CONST. 1,400 TOTAL 2,500 N	-- -- -- --	100 1,000 1,400 2,500	100	500	900	--	--	--	--
					400	500	900	--	--	--	
					300	600	900	--	--	--	
Chesapeake Poplar Hill Rd. 5 Lane	Fr: Rtg. 17 To: NCL 0000-131-107	P.E. 55 R/W 400 CONST. 1,045 TOTAL 1,500 B	55 400 245 700	-- -- 800 800	--	--	--	--	--	--	--
					--	--	--	--	--	--	
					400	600	--	--	--	--	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 thru 1988-89

SUPERK _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Northfolk Fidewater Dr. Bridge Replacement & Lane	over Southern Branch Lafayette River (Society's Bridge) 0.4 Mile 0168-122-101	P.E. 100 R/W 100 CONSTR. 750 TOTAL 950 BR	100 100 750 950	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Northfolk Tidewater Dr. Bridge Replacement & Lane	over Wayne Cr. (Baile Bridge) 0.4 Mile 0168-122-102	P.E. 125 R/W 90 CONSTR. 1,085 TOTAL 1,500 BR	125 90 785 1,000	-- -- 300 300	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Northfolk Compostella Rd. Bridge Replacement & Lane	Per: Kimball Terrace To: Wilson Rd. (Compostella Bridge) 0.9 Mile 0460-122-105	P.E. 500 R/W 2,500 CONSTR. 21,050 TOTAL 24,050 BR	500 2,500 13,750 16,750	-- -- 7,300 7,300	-- -- 3,000 3,000	-- -- 2,000 2,000	-- -- 2,300 2,300	-- -- -- --	-- -- -- --	-- -- -- --	
Northfolk St. Paul's Blvd.	Per: Market St. To: Wood St. 0.2 Mile 7460-122-102	P.E. 900 R/W 1,000 CONSTR. 8,063 TOTAL 9,963 F	900 1,000 2,063 4,563	-- -- 5,400 5,400	-- -- 1,000 1,000	-- -- 1,100 1,100	-- -- 2,500 2,500	-- -- 500 500	-- -- -- --	300 300	
Northfolk St. Paul's - Branchleten Connector 4 Lane	Per: Wood St. To: Monticello Ave. 0.660-122-	P.E. 500 R/W 1,500 CONSTR. 13,000 TOTAL 15,000 P	-- -- -- --	500 1,500 13,000 15,000	-- -- -- --	100 -- 500 --	400 100 -- --	1,400 400 2,400 2,400	-- -- -- --	7,200 7,200	

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Through 1988-89**

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Norfolk BEPLEY Ave. 4 Lane	Fr: Whitehead St. To: Marsh St. 0.5 Miles U000-122-111, C-502	P.E. 350 R/W 1,350 CONST. 6,038 TOTAL 7,738 M	350 1,350 4,438 6,138	-- 1,600 1,600	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
Norfolk Berkley Ave. 4 Lane	Fr: State St. To: Whitehead St. 0.4 Miles U000-122-111, C-561	P.E. -- R/W -- CONST. 1,300 TOTAL 1,300 N	-- -- --	-- 1,300 1,300	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
Norfolk Indian River Rd. 4 Lane	Fr: Marsh St. To: ECL 1.2 Miles U000-122-116	P.E. 100 R/W 900 CONST. 9,700 TOTAL 10,700 N	100 900 700 1,700	-- -- 9,000 9,000	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- 9,000 9,000	
Norfolk Channelization & Signals	Hampton Blvd. at Princess Anne Rd. U000-122-117, C-502	P.E. 50 R/W 80 CONST. 220 TOTAL 350 N	50 50 -- 100	-- 30 320 250	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Norfolk Cromwell Rd. & Ingleside Rd. 4 Lane	Fr: Va. Beach Blvd. To: Chesapeake Blvd. 1.7 Miles U000-122-118	P.E. 219 R/W 900 CONST. 3,300 TOTAL 4,419 N	219 300 -- 519	-- 600 3,388 5,900	-- -- 800 800	-- -- 1,100 1,100	-- -- 500 500	-- -- 1,000 1,000	-- -- -- --	-- -- -- 1,000	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Suffolk Caroline Ave. 4 Lane	Pz: 1974 SCL To: Fayette St. 0.5 Mile 0013-133-101	P.E. 100	--	100	--	100	--	--	--	--	--
		R/W 100	--	--	100	--	--	--	--	--	--
		CONSTR. 800	--	--	--	200	200	200	200	200	400
		TOTAL 1,000	--	--	100	200	200	200	200	200	400
Suffolk Pinner St. Bridge Replacement 2 Lane	Pz: Bridge over N & W & SCL U000-133-101	P.E. 100	100	--	--	--	--	--	--	--	--
		R/W 15	15	--	--	--	--	--	--	--	--
		CONSTR. 1,250	650	600	--	--	--	--	--	--	--
		TOTAL 1,365	765	600	200	200	--	--	--	--	--
Va. Beach Va. Beach Blvd. 8 Lane	Pz: MCL Va. Beach To: Witchduck Rd. 1.5 Miles 0058-134-101, C-504	P.E. --	--	1,500	--	--	--	--	--	--	1,500
		R/W 1,500	--	6,000	--	--	--	--	--	--	6,000
		CONSTR. 6,000	--	7,500	--	--	--	--	--	--	7,500
		TOTAL 7,500	--	7,500	--	--	--	--	--	--	7,500
Va. Beach Va. Beach Blvd. 8 Lane	Pz: Witchduck Rd. To: Rosemont Rd. 3.3 Miles 0058-134-101, C-502	P.E. 1,250	3,250	--	--	--	--	--	--	--	--
		R/W 4,000	4,000	--	--	--	--	--	--	--	--
		CONSTR. 15,000	8,000	7,000	--	--	--	--	--	--	--
		TOTAL 20,250	13,250	7,000	4,000	3,000	3,000	3,000	3,000	3,000	--
Va. Beach Va. Beach Blvd. 8 Lane	Pz: Rosemont Rd. To: Farmington Rd. 3.0 Miles 0058-134-101, C-503	P.E. --	500	4,500	--	--	--	--	--	--	3,500
		R/W 5,000	500	12,417	1,000	--	--	--	--	--	12,417
		CONSTR. 13,000	583	16,917	--	--	--	--	--	--	12,417
		TOTAL 18,000	1,083	16,917	1,000	1,000	3,500	3,500	3,500	3,500	12,417

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

SUNFOLI

District _____

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED CONST	PREVIOUS FINANCING	ADDITIONAL FINANCING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					PROJECTED						
					ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Va. Beach Haygood Rd. 4 Lane	Fr: Diamond Springs Rd. To: Independence Blvd. 2.2 Miles U000-134-107, C-502	P.E. R/W 1,000 CONST. 3,500 TOTAL 4,710 S	210 1,000 600 1,810	-- 2,900 2,900	-- 2,500 2,500	-- 300 300	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
Va. Beach Great Neck Rd. 4 Lane	Fr: Shorehaven Dr. To: Thomas Bishop La. 1.2 Miles U000-134-108, C-501	P.E. R/W -- CONST. 2,500 TOTAL 2,500 N	-- -- --	-- 2,500 2,500	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
Va. Beach Great Neck Rd. 4 Lane	Fr: Thomas Bishop La. To: Shorn Dr. 1.0 Miles U000-134-108, C-502	P.E. R/W 829 CONST. 4,000 TOTAL 9,200 N	829 4,000 4,200 9,029	-- 5,000 5,000	-- 2,400 2,400	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
Va. Beach First Colonial Rd. 4 Lane	Fr: Wisconsin Ave. To: Eusan Blvd. 1.5 Miles U000-134--	P.E. R/W 300 CONST. 3,400 TOTAL 4,200 N	-- -- --	300 500 3,400 4,200	-- -- --	500 200 1,000	-- -- --	-- 1,100 1,100	-- -- --	-- -- --	-- -- --
Va. Beach Constitution Dr. 4 Lane	Fr: Columbus St. To: Bunney Rd. (At Bendix St.) 0.5 Mile U000-134--	P.E. R/W 100 CONST. 400 TOTAL 1,500 N	-- -- --	100 400 1,000 1,500	-- -- --	100 200 300	-- -- --	-- -- --	-- 200 500 700	-- -- --	-- 500 500

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
SUFFOLK DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL		PROJECTED					
	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Accomack	703,230	668,621	668,621	593,072	546,214	513,323	3,693,081	
Greensville	227,624	213,095	213,095	189,085	174,195	163,741	1,180,835	
Isle of Wight	545,724	514,957	514,957	457,006	421,068	395,837	2,849,549	
James City	256,116	242,507	242,507	215,101	198,103	186,172	1,340,506	
City of Suffolk	745,896	701,930	701,930	622,741	573,630	539,155	3,885,282	
Northampton	327,807	310,665	310,665	275,539	253,752	238,459	1,716,887	
Southampton	557,389	555,537	555,537	493,270	454,661	427,554	3,043,948	
Surry	194,360	185,726	185,726	164,829	151,859	142,771	1,025,281	
Sussex	406,103	380,031	380,031	337,280	310,769	292,158	2,106,372	
York	371,968	352,302	352,302	312,474	287,772	270,432	1,947,250	
DISTRICT TOTALS	4,336,217	4,125,371	4,125,371	3,660,397	3,372,033	3,169,602	22,788,991	

FREDERICKSBURG DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1983-84 THRU 1988-89

	FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROJECTED					
	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	<u>TOTAL</u>
INTERSTATE	16,280	17,589	16,373	17,243	13,155	6,330	86,970
PRIMARY	4,780	4,352	4,517	3,710	3,796	4,349	25,504
URBAN	400	400	400	300	300	300	2,100
SECONDARY	3,703	3,500	3,500	3,106	2,863	2,692	19,364

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 Thru 1988-89

TAMM LICKS BORG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
95 - Carroll, Spotsylvania & Stafford (Preliminary Engineering & Right of Way Only)	Remainder Widening & Projects	P.E.	600	2,100	2,100	-	-	-	-	-	-
		R/W	1,930	2,450	-	900	255	-	-	-	-
		TOTAL	2,530	4,550	2,600	1,195	255	-	-	-	-
95 - Stafford Widen to 6 Lanes	1.7 Miles North Route 610 - 8.3 Miles North Route 17 (3.4 Miles)	P.E.	-	-	-	-	-	-	-	-	-
		R/W	1,000	9,600	2,833	2,576	2,145	-	-	-	
		TOTAL	1,000	9,600	2,833	2,576	2,145	-	-	-	
95 - Stafford Widen to 6 Lanes	8.3 Miles North Route 17 - 2.9 Miles North Route 17 (5.4 Miles)	P.E.	-	-	-	-	-	-	-	-	-
		R/W	-	14,100	-	-	3,000	4,516	-	-	
		TOTAL	-	14,100	-	2,000	3,000	4,516	2,584	2,384	
95 - Stafford Widen to 6 Lanes	2.9 Miles North Route 17 - 2.2 Miles North Route 3 (3.9 Miles)	P.E.	-	-	-	-	-	-	-	-	-
		R/W	6,400	5,250	2,000	1,250	-	-	-	-	
		TOTAL	6,400	5,250	2,000	1,250	-	-	-	-	
					(OTHER CONSTRUCTION)						
95 - Spotsylvania Widen to 6 Lanes	2.0 Miles North Route 3 - 0.6 Miles South Route 3 (2.6 Miles)	P.E.	-	-	-	-	-	-	-	-	-
		R/W	4,090	5,710	2,000	1,500	710	-	-	-	
		TOTAL	4,090	5,710	2,000	1,500	710	-	-	-	
					(OTHER CONSTRUCTION)						

**STATEWIDE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

FREDERICKSBURG District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS								BALANCE TO COMPLETE
					ACTUAL				PROJECTED				
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90	1990-91	
95 - Spotsylvania Highway to 6 Lanes	0.6 Mile South Route 3 - 0.6 Mile South Route 1 (4.3 Miles)	P.E. - R/W - CONSTR. 12,500 TOTAL 12,500	- - -	- 12,500 12,500	- - -	2,000 - 2,000	3,000 - 3,000	3,100 - 3,100	4,000 - 4,000	400 - 400	- - -		
95 - Spotsylvania Construct 4 Lane Structure	Route 208 Crossings	P.E. - R/W - CONSTR. 2,000 TOTAL 2,000	- 1,000 1,000	- 1,000 1,000	- 140 140	- - -	- - -	- - -	- - -	- - -	- - -		
95 - Spotsylvania Highway to 6 Lanes	0.6 Mile South Route 1 - 3.5 Mile North Caroline County Line (5.2 Miles)	P.E. - R/W - CONSTR. 14,400 TOTAL 14,400	- - -	- 14,400 14,400	- - -	- - -	2,692 - 2,692	4,000 - 4,000	3,450 - 3,450	3,308 - 3,308	- 850 850		
95 - Spotsylvania & Caroline Highway to 6 Lanes	3.5 Miles North Caroline County Line 1.9 Miles South Spotsylvania County Line (5.4 Miles)	P.E. - R/W - CONSTR. 12,900 TOTAL 12,900	- 1,396 1,396	- 11,504 11,504	- - -	2,000 - 2,000	2,450 - 2,450	4,000 - 4,000	1,054 - 1,054	- - -	- - -		
95 - Stafford Construct Commuter Parking Lot	Intersection Route 630	P.E. 30 R/W 310 CONSTR. 435 TOTAL 815	50 - 50	- 310 435 765	- - -	- 310 190 500	- 265 265	- - -	- - -	- - -	- - -		

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 Thru 1988-89

FREDERICKSBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
95 - Stafford Construct Commuter Parking Lot	Intersection Route 684	P.E.	40	-	-	-	-	-	-	-	-
		R/W	215	215	-	-	-	-	-	-	-
		CONST.	510	510	-	-	-	-	-	-	-
		TOTAL	765	725	-	-	-	-	-	-	-
95 - Spotylvania Construct Commuter Parking Lot	Intersection Route 3	P.E.	35	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	415	415	-	-	-	-	-	-	-
		TOTAL	450	415	-	-	-	-	-	-	-
	Projects Underway or Completed Requiring Additional Financing	P.E.		7,112	3,762						
		R/W									
		CONST. TOTAL				3,350					
	Districtwide Miscellaneous Construction Items	P.E.		189	25						
		R/W									
		CONST. TOTAL				28	30	33	35	38	
	District Summary	P.E.			2,100						
		R/W			510						
		CONST.			13,670	15,473	16,988	19,155	6,330	850	
		TOTAL			16,280	16,373	17,243	17,155	6,330	850	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
in Thousands of Dollars
1983-84 Thru 1988-89

FREDERICKSBURG District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
1 - Stafford Raplace Bridge with 8' x 10' Box Culvert	Austin Run (Southbound Lane) 5.97 Miles South of Prince William County Line (0.26 Mile)	P.E. R/W CONSTR. TOTAL 10 240 250	70 100 110	- 240 140	- 185 125	- 15 15	- - -	- - -	- - -	- - -	- - -	- - -
1 - Spotsylvania Replaces Structures	Pata River (1.45 Miles North of Caroline County Line) (0.09 Mile)	P.E. R/W CONSTR. TOTAL 75 35 600 710	- - -	75 35 600 710	- - -	50 50	25 50 110	130 130	195 195	225 225	- -	- -
1 Bus. Spotsylvania Widen to 4 Lanes (Preliminary Engineering and R/W Only)	Route 208 (Four Mile Fork) - South Corporate Limits of Fredericksburg (1.52 Miles)	P.E. R/W CONSTR. TOTAL 265 775 -	- - -	265 775 1,040	- - -	70 70	195 210	210 210	220 220	330 330	- -	- -
3 - Stafford and King Georgia Parallel Lane	0.52 Mile West of King Georgia County Line - 2.15 Miles East of Stafford County Line (2.67 Miles)	P.E. R/W CONSTR. TOTAL 255 750 2,785 3,790	255 470 725	- 280 2,785 3,065	280 80 500	- 800 800	1,200 1,200	450 450	475 475	- -	- -	- -
3 - Lancaster Parallel Lane	0.02 Mile South of North Corporate Limits of King 1.34 Miles North of North Corporate Limits of King (1.36 Miles)	P.E. R/W CONSTR. TOTAL 125 546 1,565 2,236	125 546 745 1,416	- 820 820	750 750	150 150	150 150	150 150	220 220	- -	- -	- -

**PRINCE GEORGE COUNTY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

REPERCUSSIONS _____ Dollars

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	1984-89	1985-88	1986-87	1987-88	1988-89	
3 - Bypass Scaffold Have Main Line and Construct Route 3 Flyover	EAST-WEST CONNECTION: East Corporate Limits Fredericksburg - Route 3 (0.34 Miles)	P.E.	315	-	-	-	-	-	-	-	-
		R/W	-	1,115	200	50	-	-	-	-	-
		TOTAL	315	1,115	200	50	-	-	-	-	-
3 - Westmore- land & Lane Divided	1.10 Miles West of East Corporate Limits of Montross - 0.30 Mile East of East Corporate Limits Montross (1.40 Miles)	P.E.	215	-	-	-	-	-	-	-	-
		R/W	708	660	260	-	-	-	-	-	-
		TOTAL	923	660	260	-	-	-	-	-	-
14 - King & Queen Rehabilitation	Route 614 - 0.80 Miles North of Route 614 (0.80 Miles)	P.E.	20	-	-	-	-	-	-	-	-
		R/W	75	45	-	-	-	-	-	-	-
		TOTAL	95	45	-	-	-	-	-	-	-
14 - King & Queen Rehabilitation	0.80 Mile North of Route 614 - 4.74 Miles South of King and Queen Courthouse (0.67 Mile)	P.E.	20	-	-	-	-	-	-	-	-
		R/W	70	300	100	-	-	-	-	-	-
		TOTAL	90	300	100	-	-	-	-	-	-
17 - Apex Parallel Lane	5.17 Miles South of Route 360 - 3.35 Miles South of Route 360 (1.83 Miles)	P.E.	175	-	-	-	-	-	-	-	-
		R/W	470	600	300	-	-	-	-	-	-
		TOTAL	645	600	300	-	-	-	-	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1983-84 Thru 1989-89**

FREDERICKSBURG Clerk

ROUTE COMMITTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	1984-85	1986-86	1988-87	1987-88	1988-88	
17 - Middlesex 4-Lanes on New Location	SALUDA BYPASS: 2.21 Miles North of Route 33 (Glenns) - 3.61 Miles North of Intersection Route 33 (1.40 Miles)	P.E. 175 R/W 530 CONSTR. 2,200 TOTAL 2,905	175 530 580 1,285	- - 1,620 1,620	- 750 750	- 400 400	- 250 250	- 220 220	- - -	- - -	- - -
30 - King William Rehabilitation	2.04 Miles North of North Corporate Limits West Point - 5.09 Miles North of North Corporate Limits West Point (3.05 Miles)	P.E. 40 R/W 52 CONSTR. 285 TOTAL 377	40 52 220 312	- - 65 65	- 50 50	- 15 15	- - -	- - -	- - -	- - -	- - -
33 - Gloucester Install Signals and Lengthen Turn Lanes	Between King & Queen County Line and Route 17 (Glenns)	P.E. 30 R/W - CONSTR. 110 TOTAL 140	30 - 110 140	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
33 - King William Radical Structure with Box Culvert	Tides Creek: 0.27 Mile West of East Corporate Limits West Point (0.02 Mile)	P.E. 20 R/W 20 CONSTR. 200 TOTAL 240	- - - -	20 20 200 240	15 - 15	5 10 35	- 60 60	- 60 60	- 70 70	- - -	- - -
33 - King & Queen Parallel Lane	Route 14 (Stackleades) Gloucester County Line (2.30 Miles)	P.E. 240 R/W 830 CONSTR. 3,080 TOTAL 4,150	- - - -	240 830 3,080 4,150	- - -	- - -	125 - 125	113 210 325	560 560 560	- 50 50	- 2,460 2,460

**EMULSION SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-86 Thru 1988-89**

FREDERICKSBURG District

ROUTE COMMFYCIITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
200 - Borchamber- land Bridges and Approaches (PB & RW Only)	Great Wicomico River (2.77 Miles South of Route 360) (0.34 Miles)	P.E. 310 R/W 90 COMST. - TOTAL 400	- - - -	310 90 - 400	- - - -	100 - - 100	100 - - 100	100 - - 100	10 90 - 100	- - - -	
206 - King George Rehabilita- tion	0.08 Mile East of Williams Creek Bridge - Entrance to Naval Weapons Center (0.80 Miles)	P.E. 75 R/W 90 COMST. 945 TOTAL 1,110	- - - -	75 90 945 1,110	- - - -	75 25 100	55 133 200	200 200	- - 410 410	- - - -	
207 - Caroline (Preliminary Engineering Only)	BOWLING GREEN BYPASS 0.5 Mile North of North End Bridge over RFP& R.R. - Inter- section Route 301 (1.3 Miles)	P.E. 100 R/W - COMST. - TOTAL 100	- - - -	100 - - 100	- - - -	- - - -	- - - -	- - - -	100 - - 100	- - - -	
208 - Spotsylvania Parallel Lane	Route 1 at Four Mile Fork - 1.99 Miles West of Route 1 (Leesville) (1.99 Miles)	P.E. 140 R/W 1,195 COMST. 1,880 TOTAL 3,215	140 1,195 1,580 2,915	- 300 300	300 300	- - -	- - -	- - -	- - -	- - -	
208 - Spotsylvania Parallel Lane	1.89 Miles West of Route 1 (Leesville) - 1.20 Miles East of NE River (1.80 Miles)	P.E. 183 R/W 1,430 COMST. 1,630 TOTAL 3,243	183 665 - 850	- 765 1,630 2,395	765 78 775	- 675 675	- 650 650	295 295	- - -	- - -	

UNDER CONSTRUCTION

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 thru 1988-89**

**FREDERICKSBURG
Dwight**

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 1973-74	1984-85	1985-86	1986-87	1987-88	1988-89		
Fredricksburg Route 3 East-West Connector	Fr: Bypass Route 1 To: E.C.L. 2.0 Miles PB & RW Only 0003-111-102	P.E. R/W 1,800 TOTAL 2,600	800 1,800 2,600	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --	-- --
4 Lane												
Fredricksburg Route 3 East-West Connector	Dixon St. (Rte. 17) Connector 0.4 Mile 0003-111-102, CS01, 8404	CONCR. 2,800 TOTAL 2,800	1,600 1,600	1,200 1,200	400 400	100 100	200 200	300 300	200 200	-- --	-- --	-- --
4 Lane												
Fredricksburg Route 3 East-West Connector	Pr: Dixon St. To: E.C.L. (Paving) 0.2 Mile 0003-111-102, P401	CONCR. 500 TOTAL 500	-- --	500 500	-- --	300 300	200 200	-- --	-- --	-- --	-- --	-- --
4 Lane												
Fredricksburg Route 5 East-West Connector	Pr: Route 1 Bypass To: Dixon St. 1.7 Miles 0003-111-102	CONCR. 10,000 TOTAL 10,000	-- --	10,000 10,000	-- --	-- --	-- --	-- --	100 100	300 300	500 500	9,600 9,600
4 Lane												
DISTRICT	SHOWN	TOTAL			400	400	400	300	500	500		

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
FREDERICKSBURG DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL	PROJECTED						
	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Caroline	316,372	300,547	300,547	266,712	245,731	231,002	1,660,911	
Essex	218,755	199,391	199,391	176,960	163,049	153,284	1,110,830	
Gloucester	334,368	313,544	313,544	278,378	256,571	241,262	1,737,687	
King George	220,859	206,970	206,970	183,768	169,382	159,282	1,147,237	
King & Queen	220,374	207,695	207,695	184,559	170,215	160,144	1,150,682	
King William	196,615	178,258	178,258	158,300	145,924	137,237	994,592	
Lancaster	172,534	161,207	161,207	143,041	131,774	123,864	893,627	
Mathews	128,605	120,739	120,739	107,168	98,753	92,847	668,851	
Middlesex	127,778	123,672	123,672	109,868	101,309	95,302	681,601	
Northumberland	211,030	202,899	202,899	179,995	165,788	155,815	1,118,426	
Richmond	161,627	153,547	153,547	136,230	125,493	117,951	848,395	
Spotsylvania	563,343	526,843	526,843	467,865	431,297	405,624	2,921,815	
Stafford	518,148	488,347	488,347	433,352	399,248	375,306	2,702,748	
Westmoreland	335,269	315,862	315,862	280,426	258,453	243,026	1,748,918	
DISTRICT TOTALS	3,725,717	3,499,521	3,499,521	3,106,622	2,862,987	2,691,946	19,386,314	

CULPEPER DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1983-84 THRU 1988-89

	FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROJECTED					
	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	<u>TOTAL</u>
INTERSTATE	56,604	60,352	54,173	30,339	46,427	53,252	311,147
PRIMARY	13,056	13,010	13,819	14,589	11,268	9,493	75,235
URBAN	6,100	5,900	5,900	5,400	5,000	4,700	33,000
SECONDARY	12,368	11,625	11,625	10,324	9,516	8,950	64,408

**STATEWIDE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

CULBERTSON _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS PROJECTED					BALANCE TO COMPLETE	
					PROJECTED						
					1983-84	1984-85	1986-86	1987-87	1988-88		
66 - Arlington Plaza Superstructure (0.20 Miles)	Between Lynn Street and Nash Street (0.20 Miles)	P.E.	100	460	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		TOTAL	100	460	-	-	-	-	-	-	-
66 - Arlington Pedestrian Plaza Walkway & Park	Between Lynn Street and Nash Street	P.E.	50	230	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		TOTAL	50	230	-	-	-	-	-	-	-
66 - Fairfax Additional Ramps at Interchange	Interchange Route 28	P.E.	-	240	240	-	-	-	-	-	-
		R/W	-	1,125	1,125	-	-	-	-	-	-
		TOTAL	-	1,365	1,365	-	-	-	-	-	-
66 - Fairfax Construct Interchange	East and West of Botley Road Phase I	P.E.	275	-	-	-	-	-	-	-	-
		R/W	160	-	-	-	-	-	-	-	-
		TOTAL	435	-	-	-	-	-	-	-	-
66 - Fairfax Construct Interchange	East and West of Botley Road Phase II (1.8 Miles)	P.E.	365	555	555	-	-	-	-	-	-
		R/W	-	3,000	1,335	-	-	-	-	-	-
		TOTAL	365	3,555	1,890	-	-	-	-	-	-

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

GUILFORD COUNTY, NORTH CAROLINA

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL								PROJECTED
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	1989-90		
66 - Guilford Additional Ramps	Intersection Route 50	P.E. 105 R/W - CONSTR. 1,495 TOTAL 1,600	- - -	105 - 1,495 1,600	- - -	- - -	50 - 50	- - -	45 100	122 122	150 150	- 1,178 1,178	
66 - Prince William County Parking Lot	Intersection Route 234	P.E. 5 R/W - CONSTR. 245 TOTAL 250	- - -	5 - 245 250	5 - -	50 50	- -	- -	- -	- -	- -	- -	
95 - Guilford & Prince William Extension of Boy Issues (M&A RV Only)	Between Route 495 (Springfield) and Route 619 (Triangle) (19.1 Miles)	P.E. 4,700 R/W 965 CONSTR. - TOTAL 5,665	- - -	4,700 965 - 5,665	2,000 - -	2,000 - -	700 965	- -	- -	- -	- -	- -	
95 - Guilford Extension of Boy Issues (2.0 Miles)	Route 644 (Springfield) - Route 617 (2.0 Miles)	P.E. - R/W - CONSTR. 19,935 TOTAL 19,935	- - -	- - 19,935 19,935	- -	- -	4,470 4,470	4,525 4,525	8,465 8,465	2,475 2,475	- -	- -	

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1989-89

CDD-89-018 District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
95 - Fairfax Extension of BOW Lane	Route 617 - Route 1 (North of Woodbridge) (5.7 Miles)	P.E. - R/W - CONSTR. 31,000 TOTAL 31,000	- - - -	- 31,000 31,000	- - - -	- - - -	- - 3,413 3,413	- - - -	- - - 27,587 27,587	- - - -	
95 - Fairfax & Prince William Extension of BOW Lane	Route 1 (North of Woodbridge) - Route 642 (Dale City) (4.9 Miles)	P.E. - R/W - CONSTR. 19,800 TOTAL 19,800	- - - -	- 19,800 19,800	- - - -	- - - -	- - - -	- - - -	- - 19,800 19,800	- - - -	
95 - Prince William Extension of BOW Lane	Route 642 (Dale City) - Route 619 (Triangle) (6.3 Miles)	P.E. - R/W - CONSTR. 19,500 TOTAL 19,500	- - - -	- 19,500 19,500	- - - -	- - - -	- - - -	- - - -	- - 1,609 1,609	- - 17,891 17,891	
	Projects Underway or Completed Requiring Additional Financing	P.E. R/W CONSTR. TOTAL		175,465	47,929	41,097	36,383	18,074	31,782		
	Districtwide Miscellaneous Construction Items	P.E. R/W CONSTR. TOTAL		13,274	1,575	2,845	2,805	9,085	1,645	1,321	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

COLUMBIA DISTRICT

ROUTE COMMUNITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 1987-88	PROJECTED				
						1984-85	1985-86	1986-87	1987-88	
1 - Arlington District 6 Lane Facility	Both Corporate Limits Alexandria - 17th Street (1.54 Miles)	P.E.	-	\$195	-	-	-	-	-	-
		R/W	-	\$1,140	-	-	-	-	-	-
		CONSTR.	-	\$3,510	\$460	\$1,000	\$770	\$600	-	-
		TOTAL	-	\$4,845	\$275	\$1,600	\$770	\$600	-	-
1 - Prince William Bridges and Approaches	QUANTICO CREEK: (SBL) 0.82 Mile South of Route 234 (0.08 Mile)	P.E.	40	-	-	-	-	-	-	-
		R/W	50	15	-	-	-	-	-	-
		CONSTR.	415	415	-	-	-	-	-	-
		TOTAL	505	430	230	230	-	-	-	-
1 - Prince William Bridges and Approaches	QUANTICO CREEK: (SBL) 1.06 Mile South of Route 234 (0.08 Mile)	P.E.	-	65	-	-	-	-	-	-
		R/W	-	40	20	40	-	-	-	-
		CONSTR.	-	340	-	40	165	115	-	-
		TOTAL	-	445	45	20	165	115	-	-
1 - Fairfax Bridges and Approaches	PULICK CREEK: 3.37 Miles North of Prince William County Line (0.01 Mile)	P.E.	-	30	-	-	-	-	-	-
		R/W	-	15	30	15	-	-	-	-
		CONSTR.	-	290	-	35	80	75	100	-
		TOTAL	-	335	30	30	80	75	100	-

*Required Primary System Matching Funds for Federal Interstate Substitution Funds

**TRIPLEX SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-94 thru 1988-89

CULPEPER

District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
3 - Orange Paralell Lane	2.29 Miles West of Spotsylvania County Line - 4.70 Miles West of Spotsylvania County Line (2.41 Miles)	P.E. 175 R/W 995 CONST. 1,665 TOTAL 2,835	125 995 848 2,018	-	-	-	-	-	-	-	-	-
5 - Orange and Gulpeper 2 Lane Bridge and Approaches	RAPIDAN RIVER: 4.70 Miles West of Spotsylvania County Line - 0.40 Mile West of Orange County Line (0.70 Mile)	P.E. 180 R/W 35 CONST. 2,195 TOTAL 2,410	-	-	2,195	2,410	-	-	-	-	-	-
7 - Loudoun 2 Lane on 4 Lane Right of Way	0.13 Mile East of Route 287 - 1.44 Miles East of Simpson Creek (Route 7) (4.03 Miles)	P.E. 630 R/W 2,569 CONST. 7,040 TOTAL 11,039	630 1,979 -	-	7,840	8,431	-	-	-	-	-	-
7 - Loudoun 2 Lane on 4 Lane R/W (Right-of-Way Engineering Only)	ROUND HILL BRIDGE: 1.44 Miles East of Simpson Creek (Route 7) - 0.25 Mile West of Simpson Creek (1.70 Miles)	P.E. 425 R/W -	-	-	-	425	-	-	-	-	-	-
15 - Loudoun Bridge and Approaches	GODDS BRIDGE: 6.72 Miles North of Prince William County Line (0.04 Miles)	P.E. 65 R/W 35 CONST. 605 TOTAL 705	65 15 -	-	20	685	-	-	-	-	-	-

**PRELIMINARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

CUD, PEYER _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
15 - Fauquier Bridges and Approaches	TIN POT BR: 0.25 Miles North of North Corporate Limits Remington (0.03 Mile)	P.E. 25	-	25	15	10	-	-	-	-	-
		R/W 10	-	10	-	-	-	-	-	-	-
		CONST. 255	-	255	-	50	50	50	230	-	-
		TOTAL 290	-	290	15	45	50	50	130	-	-
15 - Loudoun Bridges and Approaches	SOUTH ARMS RIVER: 0.83 Miles North of Route 22 (0.02 Mile)	P.E. 70	70	-	-	-	-	-	-	-	-
		R/W 10	10	-	-	-	-	-	-	-	-
		CONST. 310	310	-	-	-	-	-	-	-	-
		TOTAL 390	390	-	-	-	-	-	-	-	-
15 - Loudoun Bridges and Approaches	LIMESTONE BRANCH: 2.21 Miles North of Route 15 Inn. (0.02 Mile)	P.E. 15	-	15	-	-	25	-	10	-	-
		R/W 35	-	35	-	-	-	50	150	-	-
		CONST. 200	-	200	-	-	-	60	150	-	-
		TOTAL 250	-	250	-	15	25	25	60	150	-
15 - Madison and Orange Bridges and Approaches	RAPIDAN RIVER: 0.19 Mile South of Orange and Madison County Lines (1.11 Miles)	P.E. 195	195	-	195	-	-	-	-	-	-
		R/W 305	10	295	-	-	-	-	-	-	-
		CONST. 2,405	-	2,405	400	400	400	400	600	600	600
		TOTAL 2,905	205	2,700	200	400	400	400	600	600	600
17 - Fauquier Parallel Lanes	MEL WARTONCOO 2.35 Miles North of MEL WARTONCOO (2.35 Miles)	P.E. 320	320	-	360	-	-	-	-	-	-
		R/W 990	130	860	140	1,200	1,300	1,100	450	-	-
		CONST. 4,190	-	4,190	500	1,200	1,300	1,100	450	-	-
		TOTAL 5,500	450	5,050	500	1,200	1,300	1,100	450	-	-

**PLUMBER SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

CULPEPER District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION							BALANCE TO COMPLETE	
					ACTUAL		PROJECTED						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89			
17 - Fauquier Fauquier Paradise Lane	2.35 Miles South of Rt. Verterton - 4.50 Miles South of Route 245 (2.15 Miles)	P.E. 250 R/W 355 CONSTR. 1,295 TOTAL 1,900	- - -	250 355 1,295 1,900	- - -	- - -	- - -	250 65 290 315	290 145 435	- - - -	1,150 1,150	- - -	
17 - Fauquier Four Lanes On New Loca- tion (Preliminary Engineering Only)	WARRINGTON BRIDGE EXTENSION: Route 29 Bypass North of Harrison - Route 17 North of Verterton (1.54 Miles)	P.E. 550 R/W - CONSTR. 550 TOTAL 550	- - -	550 - 550	- - -	- - -	- - -	50 - 50	50 - 100	100 - 100	100 - 100	150 - 150	- - -
19 - Albemarle Drainage Structure (Safety)	8.98 Miles South of Orange County Line and Intersection Route 816 (Key West) (0.35 Miles)	P.E. 25 R/W 56 CONSTR. 170 TOTAL 251	25 36 170 251	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
20 - Orange Rehabilitation and Reconstruction	Route 231 - 2.65 Miles West of Route 231 (2.65 Miles)	P.E. 50 R/W 180 CONSTR. 1,450 TOTAL 1,680	50 180 1,030 2,160	- - 420 420	- - -	- - -	- - -	180 160 160 160	- - -	- - -	- - -	- - -	
28 - Loudoun Reconstruct Turn Lanes	At Route 846 2.31 Miles North of Fairfax County Line (0.66 Miles)	P.E. 2 R/W - CONSTR. 153 TOTAL 155	2 - 153 155	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	

(GRAND TOTALS)

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-88

CULPEPER _____ District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION						BALANCE TO COMPLETE	
					ACTUAL	PROJECTED						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-88		
28 - Fairfax Parallel Lane	0.23 Mile North of Prince William County Line - 0.07 Mile South of Route 29 (2.37 Miles)	P.E. 180 R/W 3,935 CONST. 2,265 TOTAL 6,380	180 865 - 1,045	3,070 2,265 5,335	-	1,190	880	-	-	-	-	-
					1,000	-	-	-	450	195	-	
					1,000	1,190	1,250	1,250	450	195	-	-
29 - Fairfax Hidden to Four Lanes	0.50 Mile West of West Marshall Street - Route 495 (1.70 Miles)	P.E. 390 R/W 1,240 CONST. 3,320 TOTAL 4,950	390 107 - 497	1,133 3,320 4,453	-	490	378	-	-	-	-	-
					265	-	282	765	950	1,170	-	
					265	490	660	765	950	1,170	-	153
29 - Fairfax Improve Vertical Sight Distance (Safety)	1.29 Miles East of Route 28 (Route 645) (0.14 Miles)	P.E. 16 R/W - CONST. 220 TOTAL 236	16 - 165 181	- 55 55	-	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	
					-	-	-	-	-	-	-	-
29 - Fairfax Bridge and Approaches	MILL RUN CREEK: at Prince William and Fairfax County Line (0.06 Miles)	P.E. 40 R/W - CONST. 400 TOTAL 440	40 260 300	140 140	(ORDERS CONSTRUCTION)						-	
					-	-	-	-	-	-	-	-
					-	-	-	-	-	-	-	-
					140	-	-	-	-	-	-	-
					140	-	-	-	-	-	-	-
29 - Fauquier Construct 2 New Bridges	WARRENTON BYPASS: At Intersection of 15 and 29 North of Warrenton	P.E. 100 R/W - CONST. 1,165 TOTAL 1,265	- - -	100 1,165 1,265	-	-	-	-	-	-	-	-
					100	-	-	-	-	-	-	
					100	-	-	-	-	-	-	-
					1,165	-	-	-	-	-	-	-
					1,265	-	-	-	-	-	-	-

TRINITY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89

CDL PERIOD _____ District _____

ROUTE CONVECTIVITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION							BALANCE TO COMPLETE
					ACTUAL		PREDICTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
29 - Pauplar Pave 2 Lanes and Construct 3 New Bridges	WARRENTON BYPASS: 1.21 Miles South of Southern Railroad - Intersection of Route 15 and 29 North of Warrenton (3.89 Miles)	P.E. 400 R/W - CONSTR. 4,900 TOTAL 5,300	- - -	400 4,900 5,300	280 - 280	120 2,070 2,190	- 1,225 1,225	- 1,000 1,000	- 605 605	- - -	- - -	- - -
29 - Albemarle Bridge and Approaches (SRM)	SOUTH FORK RIVANA RIVER: 3.22 Miles North of North Corporate Limits of Charlottesville (0.07 Miles)	P.E. 70 R/W 460 CONSTR. 1,545 TOTAL 2,075	70 130 -	- 330 1,545 1,875	200 - 200	130 70 200	300 300 300	395 395 395	400 400 400	- - -	- 380 380	- - -
29 - Albemarle Widen	SO. Charlottesville - Rto Road (1.70 Miles)	P.E. 184 R/W 600 CONSTR. 1,900 TOTAL 2,684	184 600 110 894	- 1,790 1,790	100 100	115 115	150 150	150 150	150 150	- -	170 170	955 955
33 - Louisa Bridge and Approaches	NORTHEAST CREEK: 3.35 Miles East of East Corporate Limits of Louisa (0.08 Miles)	P.E. 20 R/W 5 CONSTR. 50 TOTAL 75	20 5 50 75	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
50 - Arlington Construct Interchange and Bridge	ARLINGTON ROUTE/ROAD Carlynn Springs Road (0.29 Miles)	P.E. 225 R/W 605 CONSTR. 3,145 TOTAL 3,975	225 605 755 1,585	- 2,390 2,390	950 950	600 600	500 500	340 340	- -	- -	- -	- -

**RAILROAD SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 thru 1988-89

GILPERER, Director

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
234 - Prince William Rehabilitation	4.07 Miles North of Route 1 - 7.92 Miles North of Route 1 (3.85 Miles)	P.E.	15	15	-	-	-	-	-	-	-	-
		R/W	140	140	-	-	-	-	-	-	-	-
		CONSTR.	155	145	-	-	-	-	-	-	-	-
		TOTAL	155	145	-	-	-	-	-	-	-	-
236 - Prince William Rehabilitation	7.92 Miles North of Route 1 - 3.26 Miles South of South Corpor- ate Limits of Manassas (4.66 Miles)	P.E.	15	15	-	-	-	-	-	-	-	-
		R/W	10	10	-	-	-	-	-	-	-	-
		CONSTR.	235	235	-	-	-	-	-	-	-	-
		TOTAL	260	260	-	-	-	-	-	-	-	-
234 - Prince William Rehabilitation	3.26 Miles South of South Corporate Limits Manassas - 0.90 Mile South of South Corporate Limits Manassas (2.36 Miles)	P.E.	10	10	-	-	-	-	-	-	-	-
		R/W	10	10	-	-	-	-	-	-	-	-
		CONSTR.	180	138	50	-	50	-	-	-	-	-
		TOTAL	200	158	50	-	50	-	-	-	-	-
234 - Prince William Rehabilitation	0.90 Mile South of South Corporate Limits Manassas - South Corporate Limits Manassas (0.90 Mile)	P.E.	5	5	-	-	-	-	-	-	-	-
		R/W	70	-	70	-	-	-	-	-	-	-
		CONSTR.	75	-	70	-	50	-	20	-	-	-
		TOTAL	75	5	70	-	50	-	20	-	-	-
291 - Fairfax Widened to 4 Lanes	Route 1 (Penn Daw) - Route 611 (Telegraph Road) (1.23 Miles)	P.E.	185	185	-	-	-	-	-	-	-	-
		R/W	1,200	1,035	143	-	-	-	-	-	-	-
		CONSTR.	1,400	-	1,400	-	400	-	150	-	-	-
		TOTAL	2,785	1,240	1,543	-	400	-	150	-	-	-

**PIEDMONT SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

CULPEPER _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
222 - Orange Bridge and Approach (Preliminary Engineering and Right of Way Only)	NANTON RIVER: at the Orange and Culpeper County Line (0.12 Mile)	P.E. 35 R/W 50 CONST. 715 TOTAL 800	- - -	35 50 715 800	10	10	10	15	220	220	250	- - 90 90
Lockheed Vanbora Bst. Fairfax (Preliminary Engineering and Right of Way Only)	Route 644 - Kontam I (Richmond Road)	P.E. 600 R/W 2,215 CONST. TOTAL 2,835	600 700 -	1,535 -	-	-	-	350	350	500	500	- 335 -
Arlington Lee-May Fair	15 STARKE AND WILSON BOULEVARD: Vintch Street - Danville Street and Highland Street - Washington Boulevard	P.E. 20 R/W 480 CONST. 500 TOTAL 980	20 - 480 500	- -	-	-	-	-	-	-	-	- - - -
Fairfax (Stage Construction)	Coordinated Rural Signal System (Various Locations)	P.E. 264 R/W 2,777 CONST. 3,041 TOTAL 5,041	59 317 376	205 2,460 2,665	45	225	225	10	210	30	15	105 - 1,400 1,505
	Projects Underway or Completed Requiring Additional Financing	P.E. R/W CONST. TOTAL 26,302	24,319	1,983	583	-	-	-	-	-	-	-

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

CHILPEPER _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Alexandria Jefferson Davis Hwy. 6 Lane	Frt Reed Ave. To: MCL 0.2 Mile 0001-100-103	P.E. 304	--	30	--	--	--	--	--	--	--	--
		R/W 804	--	80	--	--	--	--	--	--	--	--
		CONSTR. 504	--	90	--	--	--	--	--	--	--	--
		TOTAL 2004	--	200	--	--	--	--	--	--	--	--
		\$										
Alexandria Monroe St. Bridge Replacement	Ovly Polomac BR Yards 0001-100-105	P.E. 800	400	--	--	--	--	--	--	--	--	--
		R/W 400	400	--	--	--	--	--	--	--	--	--
		CONSTR. 8,967	2,467	6,500	2,300	1,300	--	--	--	--	--	--
		TOTAL 10,167	3,667	6,500	2,300	1,300	--	--	--	--	--	--
		\$										
Alexandria King St. 6 Lane & Interpass	Frt Commonwealth Ave To: Russell Rd. 0.4 Mile 0007-100-103	P.E. 250	50	200	--	--	--	--	--	--	--	--
		R/W 1,500	--	1,500	300	700	300	--	--	--	--	--
		CONSTR. 5,000	--	5,000	300	300	1,500	300	--	--	--	1,200
		TOTAL 6,750	50	6,700	900	1,000	2,000	2,000	2,000	2,000	2,000	1,200
		\$										
Alexandria Duba St. 5 Lane	Frt Wheeler Ave. To: Longview Dr. 0.2 Mile 0236-100-106	P.E. 300	300	--	--	--	--	--	--	--	--	--
		R/W 900	900	--	--	--	--	--	--	--	--	--
		CONSTR. 2,000	200	1,800	200	--	--	--	--	--	--	--
		TOTAL 3,200	1,400	1,800	200	--	--	--	--	--	--	--
		\$										
Alexandria Duke St. 4 Lane	Frt Henry St. To: Elizabeth St. 0.6 Mile PE Only 0236-100-107	P.E. 100	100	--	--	--	--	--	--	--	--	--
		R/W 500	--	500	--	--	--	--	--	--	--	300
		CONSTR. 1,200	--	1,200	--	--	--	--	--	--	1,200	
		TOTAL 1,900	100	1,700	--	--	--	--	--	--	1,700	
		\$										

Urban system funds required to match Federal Interstate Substitution Funds.

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1983-84 thru 1988-89**

COLUMBIA District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Alexandria	Additions to CSO System	P.E. R/W CONSTR. TOTAL N	30 50 — 700	— 50 — 100	— 600 600	— 400 400	— 200 200	— — —	— — —	— — —	— — —	— — —
Signal System	UD00-100-107	200 968 1,200 2,368 N	200 668 — 868	— 300 1,200 1,500	— 300 600 500	— — 600 600	— — 400 400	— — — —	— — — —	— — — —	— — — —	— — — —
Charlotteville	Route 250 Byp. Hydraulic Rd. 0.4 mile	P.E. R/W CONSTR. TOTAL N	160 140 1,100 1,400	— 700 700	— 300 300	— 300 300	— 100 100	— — —	— — —	— — —	— — —	— — —
6 Lane	Charlotteville City Wide 17 Intersections	P.E. R/W CONSTR. TOTAL N	200 100 4,000 5,200 N	200 100 300	— — 4,900	— — —	900 500 1,400	1,000 1,000	1,200 1,200	1,300 1,300	— —	
4 Lane	Charlotteville Pr: Preston Ave, McFattie Rd. Tot: NCL at Rio Rd.	P.E. R/W CONSTR. TOTAL N	50 50 850 950 N	50 — 50	— 50 900	— — 300	— — 100	— — —	— — —	— — —	— — —	— — —
Culpeper Gettysburg Hwy.	Two Bridges over Southern EA	P.E. R/W CONSTR. TOTAL N	200 100 4,000 4,300 N	200 100 300	— — 4,900	— — —	900 500 1,400	1,000 1,000	1,200 1,200	1,300 1,300	— —	
Bridge Replacement	0003-204-101	P.E. R/W CONSTR. TOTAL N	50 50 850 950 N	50 — 50	— 50 900	— — 300	— — 100	— — —	— — —	— — —	— — —	— — —

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 Thru 1988-89

COPPER District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED						
						1984-85	1985-86	1986-87	1987-88	1988-89		
Fairfax Pickett Rd. 4 Lane	Fr: Colonial Ave. To: Route 236 0.5 Mile U000-151-102, C503	P.E. 400 R/W 4,000 CONST. 5,950 TOTAL 10,350 K	300 4,000 4,650 8,950	100 -- 1,300 1,400	100 -- 400 400	-- -- 300 300	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Falls Church N. Broad St. 5 Lane & Signalization	Fr: WCL To: West St. 0.6 Mile 0007-110-101	P.E. 225 R/W 600 CONST. 1,700 TOTAL 2,525 F	125 -- 1,700 125	100 600 1,700 2,400	100 600 200 900	-- -- 1,500 1,500	-- -- 500 500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Herndon Herndon Pkwy. 4 Lane	Fr: 0.7 Mi. N. Van Buren St. To: 0.2 Mi. N. Spring St. 0.5 Mile U000-215-103, PE102	P.E. 10 R/W 30 CONST. 1,345 TOTAL 1,385 S	10 30 945 985	-- 400 400	-- 200 200	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
Herndon Herndon Pkwy. 4 Lane	Fr: Eldon St. To: Dranesville Rd. 1.7 Miles U000-235-103, PE101	P.E. 100 R/W 500 CONST. 2,000 TOTAL 2,600 K	-- -- --	100 500 2,000 2,600	-- -- 500 900	-- -- 700 700	-- -- 500 500	-- -- -- --	-- -- -- --	-- -- 500 500	-- 300 300	
Nauyassee Wokeville Rd 4 Lane	Fr: Int. Church St. and Center St. To: RUL 2.1 Miles 0038-155-	P.E. 200 R/W 900 CONST. 3,300 TOTAL 4,500 F	-- -- --	200 800 3,300 4,300	-- -- 200	-- -- 300	-- -- 200	-- -- 200	-- -- 300	-- -- 900 1,200	-- 1,400 1,400	

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

CUTBERGER _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Harrison Shirley Ave.	E: Green St. To: Garrett St. 0.7 Mile 7029-156-101	P.E.	100	—	—	—	—	—	—	—	—	—
		M/W	500	300	200	—	—	—	—	—	—	—
		COMB.	800	—	200	300	300	300	—	—	—	—
	TOTAL	1,400	100	1,300	300	400	300	300	300	—	—	—
Harrison Shirley Ave.	E: SCL To: Green St. 0.5 mile PE ONLY 7029-156-101	P.E.	100	—	—	—	—	—	—	—	—	—
		M/W	—	—	—	—	—	—	—	—	—	—
		COMB.	—	—	—	—	—	—	—	—	—	—
	TOTAL	100	100	—	—	—	—	—	—	—	—	
4 Lane	Projects Underway Or Completed Requiring Additional Funding	TOTAL										
		TOTAL	1,000	—	—	—	—	—	—	—	—	—
DISTRICT	SUMMARY	TOTAL										
		TOTAL	6,100	5,900	5,900	5,400	5,000	4,700				

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
CULPEPER DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS					TOTAL	
	ACTUAL		PROJECTED				
	1983-84	1984-85	1985-86	1987-88	1988-89		
Albemarle	1,125,896	1,067,139	1,067,139	948,469	874,905	823,251	5,906,799
Culpeper	639,578	577,262	577,262	513,391	473,803	446,005	3,227,301
Fauquier	951,722	826,976	826,976	735,051	678,065	638,054	4,656,844
Fluvanna	317,754	288,768	288,768	256,415	236,354	222,270	1,610,329
Greene	193,551	187,608	187,608	166,682	153,705	144,597	1,033,751
Loudoun	1,689,333	1,496,874	1,496,874	1,330,411	1,227,219	1,154,763	8,395,474
Louisa	673,587	643,887	643,887	572,147	527,671	496,443	3,557,422
Madison	466,728	412,488	412,488	366,543	338,060	318,061	2,314,368
Orange	492,872	473,871	473,871	421,224	388,589	365,674	2,616,101
Prince William	1,974,226	1,861,408	1,861,408	1,651,854	1,521,898	1,430,670	10,301,464
Rappahannock	306,355	269,618	269,618	239,770	221,270	208,280	1,514,941
DISTRICT TOTALS	8,631,432	8,105,899	8,105,899	7,201,957	6,641,539	6,248,068	45,134,794
<u>FAIRFAX - NORTHERN VIRGINIA DIVISION</u>							
Fairfax	3,717,140	3,519,391	3,519,391	3,121,665	2,874,986	2,701,824	19,454,397

STAUNTON DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1983-84 THRU 1988-89

FISCAL YEAR ALLOCATIONS

	ACTUAL	PROJECTED					TOTAL
	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	
INTERSTATE	2,055	1,846	1,000	1,000	1,000	1,000	7,901
PRIMARY	9,532	9,174	9,301	8,300	7,694	7,268	51,269
URBAN	3,000	2,900	2,900	2,600	2,400	2,300	16,100
SECONDARY	6,978	6,504	6,504	5,779	5,329	5,013	36,107

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

STATION: _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 2003-04	1984-85	1985-86	1986-87	1987-88		1988-89
81 - Rockingham Interchange Improvements	Interchange Route 33	P.E.	100	-	-	-	-	-	-	-	
		R/W	55	-	-	-	-	-	-	-	
		CONST. TOTAL	1,235	234	-	-	-	-	-	-	
		TOTAL	1,390	234	-	-	-	-	-	-	
81 - Rockingham Interchange Improvements	Interchange Route 559	P.E.	100	-	-	-	-	-	-	-	
		R/W	280	45	-	-	-	-	-	-	
		CONST. TOTAL	2,180	805	350	125	-	-	-	-	
		TOTAL	2,480	1,500	900	350	125	-	-	-	
	Projects Underway or Completed Requiring Additional Financing	P.E. R/W CONST. TOTAL									
	Districtwide Miscellaneous Construction Items	P.E. R/W CONST. TOTAL		6,285	946	650	875	1,000	1,000	843	
	District Summary	P.E. R/W CONST. TOTAL									
				45	1,846	1,000	1,000	1,000	1,000	843	
				2,010	1,846	1,000	1,000	1,000	1,000	843	
				2,055	1,846	1,000	1,000	1,000	1,000	843	

**TRIBUTARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 thru 1988-89

STATION _____ DISTRICT _____

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
7 - Clarke Bridge and Approaches	Orange Creek (Eastbond Lane) (0.13 Mile)	P.E. R/M CONST. TOTAL 30 5 330 565	25 - - 25	5 5 330 540	5 - 190 80	- 200 200	- 140 140	- - -	- - -	- - -	- - -	- - -
7 - Clarke Bypass Bridge	Bloodgood River (Eastbond Lane)	P.E. R/M CONST. TOTAL 285 180 3,340 4,005	- - - -	285 180 3,340 4,005	85 - - 25	180 - 180	80 180 200 460	600 600 600	725 725 725	1,050 1,050 1,050	- - -	965 965 965
11 - Augusta Bridge and Approaches	Hedge River (0.10 Mile)	P.E. R/M CONST. TOTAL 20 5 500 525	20 5 73 100	- 425 425	100 100 100	155 155 155	100 100 100	70 70 70	- - -	- - -	- - -	- - -
11 - Beckingham Widen to 4 Lanes, Curb and Gutter	South Corporate Lanes Harrisonburg - 0.90 Mile South South Corporate Lanes Harrisonburg (0.90 Mile)	P.E. R/M CONST. TOTAL 65 35 885 985	65 35 885 985	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
39 - Beach Bridge and Approaches	Little Back Creek (0.50 Mile)	P.E. R/M CONST. TOTAL 30 5 425 460	- - - -	30 5 425 460	30 5 90 125	- - 200 200	- - 135 135	- - -	- - -	- - -	- - -	- - -

(UNDER CONSTRUCTION)

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1983-84 Thru 1988-89

STAFFORDSHIRE District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1983-84	PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
42 - Shenandoah Widen to & Lane	Route 11 (Woodstock) - Route 81 (0.44 Mile)	P.E. R/W CONST. TOTAL 55 75 383 513	55 75 383 513	- 20 20	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
42 - Shenandoah Improve Intersection	Intersection Route 739 and Route 681 (0.25 Mile)	P.E. R/W CONST. TOTAL 50 45 60 155	50 45 60 155	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
42 - Rockingham 2, 3 and 4 Lane Reconstruc- tion	North Corporate Limits Harrisonburg - 3.50 Miles North North Corporate Limits Harrisonburg (3.50 Miles)	P.E. R/W CONST. TOTAL 470 1,020 3,318 4,808	470 1,020 3,318 4,808	- 585 585	- 185 185	- - -	- - -	- - -	- - -	- - -	
42 - Rockingham 2 Lane Reconstruc- tion on Exis- ting Location	3.50 Miles North North Corporate Limits Harrisonburg - 6.00 Miles North North Corporate Limits Harrisonburg (2.50 Miles)	P.E. R/W CONST. TOTAL 210 315 2,565 3,190	- - - -	210 315 2,665 3,190	- 125 325 450	- - 920 920	- - 730 730	- - 690 690	- - - -	- - - -	
42 - Rockingham 2 Lane Reconstruc- tion on Exis- ting Location	6.00 Miles North North Corporate Limits Harrisonburg - 9.00 Miles North North Corporate Limits Harrisonburg (3.00 Miles)	P.E. R/W CONST. TOTAL 255 380 3,225 3,860	- - - -	255 380 3,225 3,860	- 50 - 50	- - - 50	- - - 610	- - 1,105 1,105	- - 1,140 1,140	- - 905 905	

**TRIPLEX SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1983-84 Thru 1988-89**

BIRMINGHAM District

ROUTE CAPACITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL	1984-85	1985-86	1986-87	1987-88	1988-89		
					1983-84							
42 - Bocklaphak 2 Lanes Reconstruction on East 1st Location	9.00 Miles North North Corporate Ident. Herricksonburg Route 259 (Broadway) (3.00 Miles)	P.E. 205 R/W 380 CONST. 2,600 TOTAL 3,185	205 263 -	- 113 2,600 2,713	115 710 825	1,055 1,055	675 675	160 160	- -	- -	- -	- -
60 - Hockbridge Bridge and Approaches Henry River	0.16 Mile West West Corporate Ident. Buena Vista - 0.61 Mile West West Corporate Ident. Buena Vista (0.45 Miles)	P.E. 230 R/W 110 CONST. 2,710 TOTAL 3,050	230 110 2,070 2,410	- 640 640	- 200 200	300 300	140 140	- -	- -	- -	- -	- -
230 - Allieghay Safety Improvements	Spanning Bay at 1.5 Miles North of Covington, Truck Escape Ramp and Left Turn Lane at Route 778 (0.50 Miles)	P.E. 70 R/W 80 CONST. 372 TOTAL 522	70 80 312 462	- 60 60	- 60 60	- -	- -	- -	- -	- -	- -	- -
220 - Allieghay Safety Improvements	Spanning Bay at 3.0 and 4.9 Miles North of Covington (0.50 Miles)	P.E. 25 R/W 25 CONST. 385 TOTAL 435	10 -	15 25 385 425	11 25 290 330	- 95 95	- -	- -	- -	- -	- -	- -
220 - Allieghay 2 Lanes on New Location (Grading and Bridge over Route 60)	CLIFTON CORNER INTERSECTION: Intersection Route 60 (Cliffendale) - North and Jackson River (0.57 Miles)	P.E. 405 R/W 260 CONST. 2,320 TOTAL 2,985	405 260 2,320 2,985	- -	- -	- -	- -	- -	- -	- -	- -	- -

(UNDER CONSTRUCTION)
(UNDER CONSTRUCTION)

**BRIDGE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

STAFFORD District

ROUTE CITY/TOWNSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
220 - Allegheny 2 Lanes on New Location (Grading and Bridges over Jackson River and C & O Railroad Paving	CLIFTON FORGE RELOCATION Jackson River - 0.48 Miles North North Corporate Limits Iron Gate (0.371 Miles) AND Intersection Route 60 (Gliffondala) - 0.48 Miles North North Corporate Limits from Gate (0.940 Miles)	P.E. 405 R/W 200 CONST. 5,830 TOTAL 6,435	405 200 1,210 1,815	- 4,620 4,620	- 1,500 7,500	- 1,120 1,120	- 1,000 1,000	- - - - -	- - - - -	- - - - -	- - - - -
230 - Augusta Convert to 4 Lanes Includ- ing Grade Separation at C & O Railroad	FISHERSVILLE: 2.81 Miles West West Corporate Limits Waynesboro - 3.74 Miles West West Corporate Limits Waynesboro (0.91 Miles)	P.E. 230 R/W 685 CONST. 2,862 TOTAL 3,777	230 685 2,847 3,762	- 15 15	- 15 15	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
250 - Augusta Convert to 4 Lanes	0.41 Mile East Route 81 at Staunton - 1.74 Miles West West Corporate Limits Waynesboro (3.20 Miles)	P.E. 545 R/W 1,090 CONST. 6,790 TOTAL 8,730	545 1,090 - 1,635	283 6,790 7,075	285 2,155 2,440	- 2,255 2,255	- - - -	- - - -	- - - -	- - - -	- - - -
250 - Augusta Convert to 4 Lanes	West Corporate Limits Waynesboro - 2.81 Miles West West Corporate Limits Waynesboro (2.81 Miles)	P.E. 465 R/W 3,800 CONST. 5,755 TOTAL 10,020	40 - 40	425 3,800 5,755 9,980	- - - -	195 505 700	230 1,820 2,050	- 1,675 2,375	- 900 2,700	- 2,700 2,700	- 2,155 2,155

**TRUNK SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-84 Thru 1988-89**

STANTON District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDED	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE		
					ACTUAL 1983-84	1984-85	1985-86	PROJECTED 1986-87	1987-88	1988-89			
252 - Rockbridge Bridges and Approaches	Softing Creek (0.35 Mile)	P.E. 10 R/W 10 CONTR. 255 TOTAL 275	10	-	10	90	165	-	-	-	-	-	-
275 - Augusta 2 Lanes on 4 Lane Right of Way New Location	NORTHERN BYPASS: Route 11 - Route 613 (1.66 Miles)	P.E. 310 R/W 420 CONTR. 3,917 TOTAL 4,647	310 420 1,462 2,192	-	2,455 2,455	790 790	1,470 1,470	195 195	-	-	-	-	-
275 - Augusta 2 Lanes on 4 Lane Right of Way New Location	NORTHERN BYPASS: Route 613 - Route 742 (1.07 Miles)	P.E. 235 R/W 290 CONTR. 2,765 TOTAL 3,290	50 25 - 75	185 265 2,765 3,215	-	-	185 265 550 1,000	-	1,300 915	-	-	-	
275 - Augusta 2 Lanes on 4 Lane Right of Way New Location	NORTHERN BYPASS: Route 742 - Route 250 (1.46 Miles)	P.E. 360 R/W 485 CONTR. 4,565 TOTAL 5,430	25 - 25	355 485 4,565 5,405	-	-	-	335 45 460	-	145 585	1,500 1,500	2,970 2,970	
340 - Augusta Rehabilitation	0.75 Mile South Route 64 - 3.14 Miles South Route 64 (2.39 Miles)	P.E. 50 R/W 85 CONTR. 835 TOTAL 970	50 85 285 420	-	550 550	350 350	150 150	50	-	-	-	-	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-84 Thru 1988-89

STANDARD _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1983-84	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1984-85	1985-86	1986-87	1987-88	1988-89	
340 - Augusta Rehabilita- tion	3.14 Miles South Route 64 - 5.36 Miles South Route 64 (Square Draft) (3.20 Miles)	P.E. 80 R/W 145 CONST. 1,450 TOTAL 1,675	- - -	80 145 1,450 1,675	30 - 50	30 70 -	- - 500 500	- - 425 425	- - - -	- - - -	
340 - Page Curb and Gutter and Sidewalk	TOWN OF STANLEY: Between N & W Railroad and North Corporate Limits Stanley (0.20 Miles)	P.E. 5 R/W 35 CONST. 235 TOTAL 375	5 20 -	- 15 235 230	- 15 85 100	- - 100 100	- - 50 50	- - - -	- - - -	- - - -	
	Projects Underway or Completed Requiring Additional Financing	P.E. R/W CONST. TOTAL 9,504	8,964	540	540	-	-	-	-	-	
	Districtwide Miscellaneous Construction Items	P.E. R/W CONST. TOTAL			982	799	831	980	874	878	-
	District Summary	P.E. R/W CONST. TOTAL			335 650 9,547 9,932	260 195 8,719 9,174	510 1,025 7,766 9,301	740 2,245 5,315 8,300	- 1,915 5,779 7,694	- - 7,268 7,268	- - 6,945 6,945

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1983-84 Thru 1988-89

STANTON District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL	PROJECTED						
					1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
Winchester Valley Pike 4 Lane	Fr: Weems Ln. To: Bellview Ave. 0.7 Mile	P.E.	200	--	--	--	--	--	--	--	--	--
		R/W	700	--	--	--	--	--	--	--	--	--
		CONST.	1,448	100	--	--	--	--	--	--	--	--
		TOTAL	2,348	100	--	--	--	--	--	--	--	--
Winchester Southern Loop 4 Lane	Fr: Millwood Ave. To: Pleasant Valley Bd. 0.3 Miles	P.E.	100	--	--	--	--	--	--	--	--	--
		R/W	725	700	--	--	--	--	--	--	--	--
		CONST.	700	700	--	--	--	--	--	--	--	--
		TOTAL	1,525	1,400	--	--	--	--	--	--	--	--
Winchester Southern Loop 4 Lane	Fr: Pleasant Valley Bd. To: Valley Pike 0.7 Mile	P.E.	200	200	--	--	600	--	--	--	--	--
		R/W	1,200	1,200	--	--	600	--	--	--	--	--
		CONST.	4,000	4,000	--	--	1,000	1,000	1,000	1,000	1,000	2,000
		TOTAL	5,400	5,400	--	--	600	600	1,000	1,000	1,000	2,000
Winchester Pleasant Valley Bd. 4 Lane	Fr: Paysonville Rd. To: Millwood Ave. 1.3 Miles	P.E.	250	--	--	--	--	--	--	--	--	--
		R/W	1,300	--	--	--	--	--	--	--	--	--
		CONST.	2,932	600	--	--	--	--	--	--	--	--
		TOTAL	4,482	800	--	--	--	--	--	--	--	--
DISTRICT	SUMMARY	TOTAL		5,800	2,900	2,900	2,600	2,400	2,400	2,300		

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
STAUNTON DISTRICT SUMMARY

COUNTY	FISCAL YEAR ALLOCATIONS						TOTAL
	ACTUAL 1983-84	1984-85	1985-86	1986-87	1987-88	1988-89	
Allegheny	237,615	223,880	223,880	198,672	183,040	172,066	1,239,153
Augusta	1,624,487	1,478,792	1,478,792	1,313,880	1,211,640	1,139,856	8,247,447
Bath	338,390	304,196	304,196	269,882	248,601	233,662	1,698,927
Clarke	234,503	211,906	211,906	188,228	173,549	163,243	1,183,335
Frederick	727,990	676,747	676,747	601,381	554,658	521,854	3,759,377
Highland	252,530	240,645	240,645	213,700	196,991	185,261	1,329,772
Page	356,666	356,333	356,333	316,907	292,470	275,310	1,984,019
Rockbrldge	650,643	604,732	604,732	537,438	495,721	466,431	3,359,897
Rockingham	1,479,481	1,345,506	1,345,506	1,195,077	1,101,708	1,036,199	7,503,417
Shenandoah	827,966	759,338	759,338	675,316	623,238	586,659	4,225,865
Warren	344,616	301,595	301,595	268,152	247,422	232,865	1,696,245
DISTRICT TOTALS	7,099,087	6,503,670	6,503,670	5,778,573	5,329,038	5,013,416	36,227,454
STATEWIDE PROGRAMS	3,485,529	4,000,000	4,146,000	4,000,000	4,000,000	4,000,000	23,631,529
STATEWIDE TOTALS	61,060,000	57,381,000	57,527,000	51,415,000	47,716,000	45,119,000	320,218,000