

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
JUNE 8, 1966**

The State Highway Commission held public hearings on Rural Primary Construction Allocations for the fiscal year 1966-67 at Roanoke, Virginia on the afternoon of June 6 and morning of June 7, and at Richmond on the morning of June 8.

Following the public hearing at Richmond, the Commission met in regular session at 11:05 A. M. on June 8, 1966.

All members of the Commission were present. The chairman, Mr. Douglas B. Fugate, presided.

On motion of Mr. Sclater, seconded by Mr. Fitzpatrick, the Commission voted that the tentative allocations be made permanent, with two changes requested by Mr. Holland. A tabulation of final allocations is attached.

6-8-66

Senator Leslie Campbell asked that a delegation be heard on the desired extension of Route 30 from its intersection with Route 301 to Interstate Route 85 at the Doswell Interchange. He said the Boards of Supervisors of King William, Caroline, and Hanover Counties had filed resolutions requesting this extension.

Mr. Fugate explained to the delegation that the Highway Commission is authorized by law to add fifty miles to the primary system of highways each year if they find this much road mileage desirable and qualified. At the same time, he said, the legislature some years ago studied all of the then existing primary system and found that a great many roads did not have primary system characteristics and recommended that they be transferred back to the secondary system. So, he said, the Highway Commission in order to evaluate requests for addition to the primary system has established a nine point criteria and each request for admission to the primary system is weighed against these.

Mr. Fugate said the Traffic and Planning Division is now studying the requested extension of Route 30 in relation to the nine point criteria. Since request has been received from the three County Boards, he said, the report of the study will be presented to the Highway Commission and that it would probably be more appropriate for those in favor of the extension to appear before the Commission at that time. He agreed, however, to hear the delegation if they wished, and statements were made by Senator Campbell and Mr. A. T. Dill, Executive Secretary of Westpoint Area Industrial Development Corporation and Public Relations Officer of the Chesapeake Corporation of Virginia.

Mr. W. A. Vaughan, Mayor of the Town of Bowling Green, presented a resolution of the Town Council, dated June 6, 1966, opposing the use of primary road funds for the proposed extension of Route 30 until plans are approved and funds have been appropriated for the four-laning of Route 301 from Bowling Green to the Hanover County Line. He said the Town is not opposed to the extension of Route 30 but thinks top priority should be given to Route 301.

6-8-66

Moved by Mr. Fitzpatrick, Seconded by Mr. Chilton,
that

WHEREAS, § 33-136.1 of the Code of Virginia provides a fund for fiscal 1965-66 of \$1,600,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Henry County has by resolution requested the use of industrial access funds to provide access to the new plants of Continental Can Company, Incorporated, et al, being constructed in Henry County just south of the city of Martinsville, and east of Route 220, near Route 641, estimated to cost \$60,000; and

WHEREAS, it appears that this request falls within the intent of § 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$60,000 from the industrial access fund for 1965-66 be allocated for providing proper access to the new facilities of the Continental Can Company, Incorporated, et al, just south of the city of Martinsville in Henry County, Project 0970-044-167, C501, contingent upon (1) advice from the Continental Can Company, Incorporated that they have entered into a firm contract for the construction of their facility; (2) the providing of right of way at no cost to the Commonwealth; and (3) the adjustment of utilities at no cost to the Commonwealth.

MOTION CARRIED.

6-8-66

Moved by Mr. Fitzpatrick, Seconded by Mr. Solter
that

WHEREAS, § 33-136.1 of the Code of Virginia provides a fund for fiscal 1965-66 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Giles County has by resolution requested the use of industrial access funds to serve the new facility of Machine Design, Incorporated, being constructed in the Pembroke Industrial Park which is located just east of the town of Pembroke and north of Route 460, estimated to cost \$15,000; and

WHEREAS, it appears that this request falls within the intent of § 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$15,000 from the industrial access fund for 1965-66 be allocated for providing proper access to the new facility of Machine Design, Incorporated, being constructed in the Pembroke Industrial Park just east of the town of Pembroke and north of Route 460 in Giles County, Project 0784-035-122, C501, contingent upon (1) a certificate from the company that they have entered into a firm contract for the construction of their plant; and (2) the necessary right of way and adjustment of utilities being furnished at no cost to the Commonwealth.

MOTION CARRIED.

6-8-66

Moved by Mr. McWane, Seconded by Judge Weaver,
that

WHEREAS, § 33-136.1 of the Code of Virginia provides a fund for fiscal 1965-66 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Campbell County has by resolution requested the use of industrial access funds to provide access to the new facility of the Georgia - Pacific Corporation to be constructed just north of Route 126 and west of Route 297, in Campbell County near Lynchburg, Virginia, estimated to cost \$10,000.

WHEREAS, it appears that this request falls within the intent of § 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$10,000 from the Industrial Access Fund for 1965-66 be allocated for providing proper access to the new facility of the Georgia - Pacific Corporation to be constructed just north of Route 126 and west of Route 297, in Campbell County near Lynchburg, Virginia, Project 1410-015-137, C-501, contingent upon (1) a certificate from the company that they have entered into a firm contract for the construction of their plant; and (2) the necessary right of way and adjustment of utilities being furnished at no cost to the Commonwealth.

MOTION CARRIED.

6-8-68

Moved by Mr. McWane, Seconded by Judge Weaver,
that

WHEREAS, § 33-136.1 of the Code of Virginia provides a fund for fiscal 1965-66 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Campbell County and the Town Council of the Town of Altavista have requested the use of industrial access funds to improve Route 715, from Route 714 in Campbell County to Lola Avenue in the Town of Altavista, to provide proper access to the new facility of the Piedmont Manufacturing Company located just east of Route 715 and north of the NCL of Altavista in Campbell County, estimated to cost \$120,000.

WHEREAS, it appears that this request falls within the intent of § 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$120,000 of the Industrial Access Fund for 1965-66 be allocated to improve Route 715, from Route 714 in Campbell County to Lola Avenue in the Town of Altavista to provide proper access to the new facility of the Piedmont Manufacturing Company to be constructed just east of Route 715 and north of the NCL of Altavista in Campbell County, Projects 0715-015-136, C-501 and 0715-162-135, C-501, contingent upon (1) a certificate from the company that they have entered into a firm contract for the construction of their plant; and (2) the necessary right of way and adjustment of utilities will be furnished at no cost to the Industrial Access Fund.

MOTION CARRIED.

6-8-66

Moved by Mr. Fitzpatrick, Seconded by Mr. Landrith,
that

WHEREAS, in connection with Interstate Route 81, State Highway Project 0081-080-101, RW-201, the Commonwealth did acquire from George W. Hartless and Esther L. Hartless certain lands, including a small parcel of land on which are located several graves; and

WHEREAS, the actual limits of construction do not require quite so much land as was originally anticipated, and the said small portion of land on which the said graves are located is not actually required for the construction, operation and maintenance of the said project; and

WHEREAS, the owners of the adjoining lands have requested that the said land containing the graves be returned to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the triangular parcel of land acquired from George W. Hartless and Esther L. Hartless by deed recorded in the office of the Clerk of the Circuit Court of Roanoke County in Deed Book 763, Page 493, which lies northwesterly of and beyond a line extending from a point 217 feet northwesterly of and opposite survey Station 1802 + 25 of the westbound lane centerline of Route 81, to a point 182 feet northwesterly of and opposite survey Station 1803 + 50 of said centerline does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.8 of the 1960 Code of Virginia as amended, the conveyance of the said parcel of land so certified to the owner or owners of record of the adjoining lands is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed of quitclaim in the name of the Commonwealth conveying same accordingly, without consideration and with the reservation to the Commonwealth of any and all rights of access, light and air along the new northwest right of way line thus to be established.

MOTION CARRIED.

6-8-66

Moved by Judge Weaver, Seconded by Mr. Fitzpatrick,
that

WHEREAS, the Highway Department's "Manual on Permits" was approved and adopted by the State Highway Commission, January, 1958, and

WHEREAS, one section of the Manual, Page 14-9, § 7, entitled "Pedestrian Underpass" limits the issuance of special permits for this type of installation to County Boards of Supervisors or School Boards, and

WHEREAS, it has now become evident that other interests might well be served if granted the same consideration for the mutual protection of pedestrians and the traveling public when it is necessary for them to cross between properties separated by a public road;

NOW, THEREFORE, BE IT RESOLVED, that Page 14-9, Section 7, of the "Manual on Permits", dated January 1, 1958, be revised deleting exclusive reference to County Boards of Supervisors and School Boards.

MOTION CARRIED.

6-8-66

The chairman stated some cities have spent money buying land and securing utilities for industrial parks and when ready to attract industry have asked the Highway Department to build a road into the park with Industrial Access funds. He said this cannot be done because the law says the Commission shall appropriate these funds only when a plant of sufficient size and employment potential to justify the expenditure of the amount necessary to build the road is under firm contract to locate in the park. He said the Commission can give assurance that such projects will be approved if all the provisions of the law and policy of the Commission are met.

The meeting was adjourned at 11:35 a. m.

Approved:


Chairman

Attested:


Secretary

**PUBLIC HEARINGS
INTERSTATE AND RURAL PRIMARY TENTATIVE ALLOCATIONS
HOTEL ROANOKE - CRYSTAL BALLROOM
June 6 and June 7, 1966**

The public hearings for the Interstate and Rural Primary Tentative Allocations were held for the Salem, Bristol, Lynchburg and Staunton Districts on June 6 at 1:00 P. M. and June 7 at 9:00 A. M. in the Crystal Ballroom of Hotel Roanoke.

Commissioner Douglas B. Fugate called the hearing to order and introduced the members of the Highway Commission.

SALEM DISTRICT

BEDFORD COUNTY AND TOWN OF BEDFORD

Delegate Lacey Putney expressed appreciation for the allocations in Bedford County and asked that they be made permanent. He asked for some relief on Route 43 which leads into Smith Mountain Lake.

W. K. Putney, member of the Board of Supervisors for Bedford County, expressed appreciation for the allocation on Route 501 to reconstruct bridge over James River at Snowden. He asked that consideration be given to Route 501 from the top of Eagle Eyrie to Snowden Bridge.

Dick Graves, representing Owens-Illinois, asked that the allocation to reconstruct the bridge across James River at Snowden be made permanent. He pointed out that they will be glad to help out with roads any way possible.

BOTETOURT COUNTY

Not represented.

CARROLL COUNTY

Raleigh Cooley, mayor of the Town of Hillsville, asked the Commission to consider several projects; the reconstruction of approaches to Hillsville from the north and south on Route 52; curb and guttering project be continued in the town of Hillsville; curb and sidewalk at the intersection of Route 52 and Route 58 on Route 58 east in the direction of Route 221; the construction of Interstate Route 77 as soon as possible; and rebuilding Route 52 at the foot of the mountain to the North Carolina line.

CRAIG COUNTY

Zane Jones, representing the Craig County Board of Supervisors, asked for consideration of improving Route 311.

Mrs. Clark requested that consideration be given to improving Route 311 in the next year or two.

Garnett S. Moore, representing Craig County in the General Assembly, asked the Commission to keep Route 311 in mind and thanked the Commission for the allocations in this section of the state.

FLOYD COUNTY

Delegate Russell Davis asked that the four-laning of Route 220 from Franklin County Line be speeded up.

Vernon Harris, mayor of the Town of Floyd, thanked the Commission for past allocations and stated that a proposed access road from the Parkway to Interstate Route 81 to parallel Route 8 would be a big asset.

FRANKLIN COUNTY AND TOWN OF ROCKY MOUNT

Edward M. Eakin, executive director of Franklin County Chamber of Commerce, thanked the Commission for the allocations set up on Routes 220, 40 and 116 and asked that they be made permanent.

GILES COUNTY

Frank Haslep, member of the Giles County Board of Supervisors, expressed appreciation for the allocations to Route 460 in Giles County. He urged the Commission to seriously consider allocating funds for Route 100 from Dublin to Pearisburg.

W. Ward Teel, president of the New River Valley Industrial Commission, asked that every consideration possible be given to the completion of Route 460 to the West Virginia line. He asked for consideration to improve Route 605 from Radford's western corporate limits to the interchange at Interstate Route 81. He stated that Route 100 is the only inlet and outlet to Interstate Route 81 and Route 77 south that Giles County has, and asked that it be made into a modern four-lane highway.

Paul Comer, member of the New River Valley Steering Committee on Roads, stated that the use of existing Route 460 from Narrows to the West Virginia line as one corridor will result in a sub-standard section of road. He stated that before too long he hoped that Route 100 from Pearisburg to the New River Valley Airport could be rebuilt.

William D. Bane, president of the Giles County Chamber of Commerce, pointed out that he hoped the Commission would give serious consideration to Route 100. He also stated that Route 42 from Route 100 west to the Bland County Line (eight mile section) needs improving and should have additional width.

HENRY COUNTY AND CITY OF MARTINSVILLE

Senator William F. Stone asked that a survey be made on Route 108 out of Henry County and also requested that Route 890 be put back into the Primary System.

S. S. Flythe congratulated the Commission on the fine work being done.

Delegate A. L. Philpott expressed appreciation for the work on Route 220 in Henry County and asked that consideration be given to curb and gutter and sidewalk on through the town of Collinsville. He also requested that consideration be given to improving Route 108 and also the $4\frac{1}{2}$ mile section on Route 57 from Henry County west of Bassett into Route 8 in Patrick County.

MONTGOMERY COUNTY, TOWN OF BLACKSBURG, TOWN OF CHRISTIANSBURG AND CITY OF RADFORD

Not represented.

PATRICK COUNTY

Not represented.

PULASKI COUNTY AND TOWN OF PULASKI

Not represented.

ROANOKE COUNTY, CITY OF ROANOKE, TOWN OF SALEM AND TOWN OF VINTON

Hillard Souers, executive director of the Salem-Roanoke County Chamber of Commerce, asked for the completion of a four-laned extension of Route 419 from Main Street in Salem to the interchange at Hanging Rock (Interstate Route 81). He also asked for the widening of Route 460 (truck route) from the west corporate limits of Salem to Roanoke Boulevard in the town of Salem.

Delegate Willis M. Anderson stated that he hopes the completion of Interstate Route 581 Spur to Elm Avenue can be followed by work on the city's Southwest Expressway.

H. Cletus Broyles, Director of Public Works for the City of Roanoke, expressed hopes that the Commission would approve industrial access funds for a bridge at 9th Street to the Roanoke Industrial Center.

The meeting adjourned at 3:00 P. M.

June 7, 1966 - 9:00 A. M.

BRISTOL DISTRICT

BLAND COUNTY

Not represented.

BUCHANAN COUNTY

Delegate Keith Spear urged further work on Route 460 in that area and asked for

the improvement of Route 83 from the West Virginia line to Dickenson County line. He also asked for some relief in the Town of Grundy at the intersection of Routes 83 and 460.

Mayor Clyde Ratliff of the Town of Grundy asked for consideration of curb and gutter and sidewalk in the town. He also pointed out the hazardous problem at the intersection of Routes 83 and 460.

Gene Bain, chairman of the Roads Committee, Grundy Chamber of Commerce, stated he was thrilled with the progress being made in Southwest Virginia. He asked that everything possible be done to continue building Route 460.

Stafford Williams, representing Grundy Chamber of Commerce, expressed concern over the congestion in the Town of Grundy. He asked that consideration be given to sidewalk to the new high school and also requested relief at the intersection of Routes 83 and 460.

DICKENSON COUNTY

Remar Sutherland, representing McClellan River Development Club, asked for consideration to Route 83 from Pound to Clincho. He requested that Route 72 be extended from Coeburn to the John Flanagan Dam, and recommended that a scenic Alternate Route 23 be established from Shelbiana, Ky, through the Breaks Interstate Park, through the heart of Dickenson County to St. Paul, to Castlewood, to Nicklesville and to Gate City.

GRAYSON COUNTY AND CITY OF GALAX

Not represented.

LEE COUNTY

Not represented.

RUSSELL COUNTY

Not represented.

SCOTT COUNTY

Not represented.

SKYTH COUNTY AND TOWN OF MARION

Mayor of Saltville expressed appreciation for the work on Route 107.

Tate Buchanan, representing the Rich Valley Farmers Club, asked for the improvement of Route 42.

TAZEWELL COUNTY, TOWN OF BLUEFIELD, TOWN OF RICHLANDS AND TOWN OF TAZEWELL

Senator Boswell stated that the road out of Burkes Garden needs improving.

WASHINGTON COUNTY, CITY OF ABINGDON AND CITY OF BRISTOL

Bill Cook, town manager of Abingdon, requested that Main Street in Abingdon be rebuilt. He stated that the Town Council would appreciate any consideration given to rebuilding Route 75 south of Abingdon.

Aubrey E. Brown, Route 1, Abingdon, Virginia, presented a petition of 403 names asking for improvement to Route 75 south of Abingdon to South Holston Lake.

WISE COUNTY, TOWN OF BIG STONE GAP AND CITY OF NORTON

J. H. Fletcher, town manager of Appalachia, thanked the Commission for past services.

WYTHE COUNTY AND TOWN OF WYTHEVILLE

Stuart Kins, president of the Great Lakes to Florida Highway Association, asked that the allocation to Interstate Route 77 be made permanent.

STAUNTON DISTRICT

ALLEGHANY COUNTY, CITY OF CLIFTON FORGE AND CITY OF COVINGTON

Not represented.

AUGUSTA COUNTY, CITY OF STAUNTON AND CITY OF WAYNESBORO

Not represented.

BATH COUNTY

Not represented.

CLARKE COUNTY

Not represented.

FREDERICK COUNTY AND CITY OF WINCHESTER

Not represented.

HIGHLAND COUNTY

Not represented.

PAGE COUNTY AND TOWN OF LURAY

Not represented.

ROCKBRIDGE COUNTY AND TOWN OF BUENA VISTA AND CITY OF LEXINGTON

Not represented.

ROCKINGHAM COUNTY AND CITY OF HARRISONBURG

Thomas Stover, member of the Rockingham County Board of Supervisors, asked that Route 259 be improved toward the West Virginia line. He stated it would be the logical way to enter Interstate Route 81 from Harrisonburg.

SHENANDOAH COUNTY

Not represented.

WARREN COUNTY AND TOWN OF FRONT ROYAL

Not represented.

LYNCHBURG DISTRICT

AMHERST COUNTY

Delegate Don Pendleton recommended that Route 60 be four-laned from Richmond going west and placed in the arterial highway system. He also asked the Commission to consider placing Route 622 in the Primary System. He stated that if the road were improved in Madison Heights and other areas, the road would provide a more direct route to Richmond.

Harry L. Day, Jr., member of the Amherst County Chamber of Commerce, asked that the contract on Route 29 be extended and get this four-laned as soon as possible.

APPOMATTOX COUNTY

Not represented.

BUCKINGHAM COUNTY

Not represented.

CAMPBELL COUNTY AND CITY OF LYNCHBURG

Frank Bullock thanked the Commission for the tentative allocations and asked that they be made permanent. He requested that the work on Route 29 be expedited.

CHARLOTTE COUNTY

Not represented.

CUMBERLAND COUNTY

Not represented.

HALIFAX COUNTY AND CITY OF SOUTH BOSTON

Not represented.

NELSON COUNTY

Resolution from the Nelson County Chamber of Commerce asked for the construction of Route 29 through the gap north of Lovington and the Lovington By-Pass.

PITTSYLVANIA COUNTY AND CITY OF DANVILLE

Not represented.

PRINCE EDWARD COUNTY AND TOWN OF FARMVILLE

Not represented.

The hearing closed at 10:30 A. M.

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LAWRENCE H MCWAIN

HIGHWAY COMMISSIONER VIRGINIA DEPT OF HHS C/O HOTEL ROANOKE
ROANOKE VIR

LARRY, PLEASE READ THE FOLLOWING INTO THE HIGHWAY COMMISSION
HEARING OF THE LYNCHBURG DISTRICT AT THE APPROPRIATE TIMES
GENTLEMEN, TO SAVE YOUR VALUABLE TIME, WE HAVE ASKED THAT OUR
MESSAGE BE READ BY MR. MCWAIN. WE ARE APPRECIATIVE OF THE MANY
PROJECTS UNDERTAKEN BY THE COMMISSION IN OUR DISTRICT AND THROUGHOUT
THE COMMONWEALTH. WE CONGRATULATE YOU ON YOUR WISDOM AND FINE
SERVICE. IT IS OUR HOPE THAT PROJECTS PROPOSED FOR OUR AREA
WILL BE APPROVED AS PROPOSED FOR 1966-67. WE ARE ALSO VITALLY
INTERESTED IN THE CONSTRUCTION OF A BRIDGE, OF WHICH YOU ARE
FAMILIAR, CROSSING THE DAN RIVER TO EASE CONSIDERABLE CONGESTION.

1070 (1-71)

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WESTERN UNION

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SERVICE. CORDIALLY
O LEWIS ROACH JR CHAIRMAN STREETS & HIGHWAY COMMITTEE DANVILLE
CHAMBER OF COMMERCE

1966-67

1070 (1-71)

At its regular meeting held on June 6, 1966, the Dickenson County Board of Supervisors adopted the following resolution:

WHEREAS, the first and foremost need of Dickenson County in order to improve its economic status is to improve our highway system, and

WHEREAS, the condition of our highways is the primary reason for our sagging economy and has resulted in the Federal Government designating our County as one of those areas needing assistance under the Appalachian Bill, the Area Redevelopment Act and the Poverty Act, and

WHEREAS, the industry of tourism appears to be one of the primary sources of income for our people due to the location within our County of the Breaks Interstate Park, the John Flannagan Dam and Reservoir, Pine Mountain in the Jefferson National Forest and the authorized Haysi Flood Control Dam, but all of these "Diamonds in the Rough" are practically inaccessible because of the roads, and

WHEREAS, this Board is unable to provide the necessary highways, as it has neither the authority nor the funds to do so.

NOW THEREFORE, be it resolved that all of the Federal and State Officials having authority to provide roads be, and they are, hereby urgently requested to provide Dickenson County with an adequate highway system to encourage industrial development and to accommodate tourist travel to and from our unique natural and scenic attractions, and the following roads are herein designated as needing immediate construction, reconstruction or improvement.


(1) Rt. 72 from Coeburn that terminates at Georges Fork be extended through Clintwood to Dwale and to the John Flannagan Dam.

(2) Rt. 83 from Pound through Dickanson County to Vassant connecting US 23 and 460, be brought up to modern road standards as soon as possible.


(3) That the Virginia State Highway Commission recommend to The American Association of Highways to establish a scenic US Alternate 23 from Shelbyville, Ky. through The Breaks Interstate Park, through the heart of Dickanson County to St. Paul, to Castlewood, to Nicklesville, and to Gate City.

IT IS ORDERED that a copy of this resolution be forwarded to the State Highway Commission at their regular annual meeting at Hotel Roanoke, Roanoke, Virginia, June 6, 1966.

PRESENT: Everett Davis, Chairman, James R. Hilton, Fred Rose, Guy Edwards, Logan Childress, Members.


EVERETT DAVIS CHAIRMAN

A COPY TESTE:


Clark

NELSON COUNTY CHAMBER OF COMMERCE

INCORPORATED

TELEPHONE CONGRESS 34871

LOVINGSTON, VIRGINIA

TO: VIRGINIA STATE HIGHWAY COMMISSION

GENTLEMEN:

First, we want to thank you for the work done on U. S. No. 29 north of Lovingston which we all recognized as much needed on account of the heavy traffic.

The real bottle-neck on U. S. 29 between Amherst Court House and Charlottesville is the village of Lovingston and the gap in the mountain north of Lovingston.

The records will show the number of wrecks in this gap and with the completion of the road now under construction the south-bound traffic on this new road will abruptly run into the narrow and crooked road in the gap and will constitute a real hazard.

We request that you construct as soon as possible the road through the gap north of Lovingston and the Lovingston by-pass.

RESPECTFULLY SUBMITTED

Benton G. Tinder Chairman

Benton G. Tinder, Chairman
Highway Committee
NELSON COUNTY CHAMBER OF COMMERCE, INC.

cc
Senator James W. Davis
Hon. William A. Pennington
Mr. Lawrence H. McKane
Mr. John B. Phillips
Mr. D. E. Keith

HEARING
On
ALLOCATION OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS
FOR FISCAL YEAR 1966-67

June 8, 1966

A public hearing on allocation of Interstate and Primary construction funds for the fiscal year 1966-67 was held by the Highway Commission in the auditorium of the Central Highway Office in Richmond, Virginia, on June 8, 1966 beginning at 9:00 A.M.

Mr. Douglas B. Fugate, Commissioner, presided and introduced the members of the Highway Commission. He told those present that statements and comments must be confined to the purpose of the hearing, which was to obtain views on the tentative allocation of Interstate and Primary funds. Discussion of secondary system and other such matters unrelated to the purpose of the hearing, he said, could not be permitted at that time.

RICHMOND DISTRICT

Henrico County and City of Richmond.

Senator Wm. F. Parkerson, Jr. expressed appreciation for four-laning of Patterson Avenue, Route 6. He asked emergency appropriations for Route 360 from Mechanicsville By-pass through Henrico County, passing Laburnum Avenue to the crossing of I-64, a one-mile section. He also stated Route 60 from Sandston to Richmond should be four-laned because of traffic at Byrd Field.

Mecklenburg County

Delegate C. W. Cleaton, of South Hill, asked improvement of Route 47 from South Hill to Chase City. He presented a delegation including J. L. Crowder, Garland Creedle, W. W. Estes, G. O. Johnson, Members of the Board of Supervisors; and Garland Owen, former member of Town Council of Chase City, Mr. Willis, of the Town Council of Chase City, and Garland Moss, former mayor of Chase City and representing Flagevalina Highway Association, who called attention to a resolution regarding improvement of Route 46 from Route 59 at Chase City to 360; and G. Leonard Smith, Vice President of Citizens Bank of South Hill, and member of Chamber of Commerce.

Powhatan County

Mr. Raymond Hudson, Chairman of Board of Supervisors, and member of Midlothian Ruritan Club, expressed appreciation for initial allocation on Route 60 west of Midlothian, and urged continuation of allocations. Mr. Fugate advised him the Commission intends to proceed just as fast as possible.

FREDERICKSBURG DISTRICT

Caroline County

Mr. Clarence Campbell, Jr., of Sparta, Member of the Board of Supervisors, requested further funds and priority for four-laning of Route 301 from south of Bowling Green to Hanover County Line.

King and Queen County

Senator Leslie Campbell asked whether further information regarding request for industrial access allocation, denied at the last meeting of the Commission, might be discussed. Mr. Fugate told him this information should be submitted and considered by the Commission at a future regular meeting.

Senator Campbell presented a delegation interested in Route 14 between Route 360 and King and Queen Courthouse. Mr. J. F. Palmer, of Shanghai, was also interested in Route 14, particularly the 600 pupils transported over the dam at Corbin Mill.

Senator Campbell also presented a delegation interested in Route 14 below King and Queen Courthouse to Route 33 and left a number of photographs and list of sections on which speed is restricted.

King William County

Senator Leslie Campbell stated the Board of Supervisors had filed with the Highway Department a resolution requesting improvement of Route 30 from Route 617 to Route 629, 3.5 miles, which needs regrading and retreating. A copy of this resolution, dated March 23, 1966, was filed with the Commission.

Messrs. Eugene Campbell, John Gwathmey, and C. O. Robinson also spoke for this improvement.

CULPEPER DISTRICT

Arlington County

Mr. Clifton G. Stoneburner, Highway Division Chief, asked that allocations be made permanent. He said the needs in Arlington County cannot be met through FA Urban and State Matching funds alone and he hopes the Commission will be able to take a new look at the situation before the next allocation hearing.

Culpeper, Greene and Madison Counties

Delegate D. French Slaughter, Jr. urged that allocation on Route 29 in Greene and Madison Counties be made permanent and expressed the hope that this would be enough to finish four-laning to the north end of Madison By-pass. If not, he urged allocation of sufficient funds to do so.

He asked that allocation for dual-laning on Route 29 south of Culpeper be made permanent, and asked allocation as soon as possible for the by-pass around Culpeper, 7 miles, for which he said corridor had been approved.

He said right of way should be secured as soon as possible and urged that by-pass be completed in 1968.

Delegate Tom Frost said that Route 17, between Mashall and Warrenton, which carries traffic from the Pennsylvania Turnpike to Norfolk, should be improved in the near future.

Rappahannock County

Mr. Frost said work should be done on Route 211-522 to improve one or two sections on which there are now double traffic lines. This he said is a must because of traffic to the Shenandoah National Park. He filed with the Commission a letter from Judge Snead in regard to Route 211.

Madison County

Mr. Frost said the Board of Supervisors, Town Council of Front Royal, and citizens are anxious that allocation be made for Route 340 R.R. underpass at Bentonville as soon as possible.

Orange County

Mr. Howard Knoell, of the City Planning Commission and Chamber of Commerce Roads Committee, asked that allocation for Route 20 be made permanent; also \$25,000 supplemental allocation for Route 15 north and south of Orange.

Delegate D. French Slaughter said he hoped construction would stay on schedule and that Route 20 to Wilderness Run would be completed by 1967.

Mr. Slaughter left with the Commission copies of resolutions of the Culpeper-County Chamber of Commerce;

1. Asking relief of bottleneck to traffic at bridge over Mountain Run and improvement of intersection of Routes 29 and 229.
2. Urging four-laning of Route 29-15 north of the town of Culpeper to intersection with alternate development around the town.
3. Urging completion of Culpeper By-pass and US 29 between Charlottesville and Warrenton as soon as possible.

Prince William County

Senator John Gallier, Mr. Robert Alvey, Member of Board of Supervisors; Col. Ristead, urged widening of Route 234 from Manassas to Route 15.

Senator Gallier left with the Commission a resolution of the Prince William Board of Supervisors zoning this section and stated property owners are willing to contribute toward right of way.

Mr. Alvey stated on the section from Catharpin to Route 15 the Highway Department owns 75' and has requested an additional 40'. He said the majority of landowners will donate.

Mr. Fugate commended Prince William County for their progressive attitude in zoning and requiring setbacks along the highways.

SUFFOLK DISTRICT

Isle of Wight County

A delegation including Mr. Aubrey T. Adams, Mayor of town of Smithfield, Mr. N. B. Neblett, Executive Secy., Board of Supervisors; Messrs. Howard Gwaltney, Howard Gwaltney, Jr. Bryce Boggard, Calvin Elder, Julius Gwaltney, Cecil Gwaltney, Judge Geo. F. Whitley, D. O. Branch, P. D. Gwaltney, R. L. Thompson, Member of Town Council; R. D. Worrell, R. E. Herman, of the Planning Commission; H. W. Love; the Town Manager of Smithfield, Senator Rawlings and Delegate Pope, requested that allocation for Routes 10 and 32 between Beans Church and Elephant Fork, and Routes 10 & 258 (Smithfield By-pass) be made permanent.

The hearing was concluded at 10:30 A.M.

VIRGINIA DEPARTMENT OF HIGHWAYS
ESTIMATE OF REVENUE AND ALLOCATIONS
FISCAL YEAR 1966-67

March 14, 1966

<u>INCOME FROM STATE SOURCES</u>	<u>From Rates Prior to Acts of 1964</u>	<u>From Acts of 1964* Acts of 1966**</u>	<u>Total</u>
COLLECTED BY DIVISION OF MOTOR VEHICLES:			
Net Motor Fuel Tax	122,400,000		122,400,000
Approp. to 2 Counties not in Sec.Sys.	3,154,000		3,154,000
Balance - Motor Fuel Tax	<u>119,246,000</u>		<u>119,246,000</u>
Motor Vehicle Licenses	31,060,000	12,850,000	43,910,000
M. V. Registration of Titles	1,150,000	3,782,000	4,932,000
M. V. Operators' Permit Fees	1,373,000	2,746,000	4,119,000
M. V. Offense Assessments	-	1,500,000	1,500,000
M. V. Misc. Permits and Fees	652,000		652,000
Sub-Total - Collections by Div. of MV	<u>153,491,000</u>	<u>20,878,000*</u>	<u>174,369,000</u>
M. V. Sales and Use Tax - Acts of 1966	-	<u>20,085,000**</u>	<u>20,085,000</u>
Total - Collections by Div. of M.V.	<u>153,491,000</u>	<u>40,963,000</u>	<u>194,454,000</u>
COLLECTED BY STATE CORPORATION COMMISSION:			
Passenger Carriers' Gross Receipts Tax	400,000		400,000
Permits to M. V. Carriers	495,000		495,000
COLLECTED BY DEPT. OF STATE POLICE:			
Patrol of Revenue Bond Projects	224,000		224,000
Sale of Surplus Property (Cars)	260,000		260,000
Misc. Services and Refunds	208,050		208,050
COLLECTED BY DEPT. OF HIGHWAYS:			
Regulation of Outdoor Advertising	70,000		70,000
Hauling and Construction Permits	151,000		151,000
Liq. Damages - Violation of Weight Limits	624,000		624,000
State-Owned Ferry Tolls	156,000		156,000
Sale of Surplus Property, Rentals, Misc.	364,000		364,000
	<u>156,443,050</u>	<u>40,963,000</u>	<u>197,406,050</u>
<u>FROM GENERAL FUND OF THE TREASURY</u>			
Net Reimbursement for State Police Appr.		<u>6,017,950**</u>	<u>6,017,950</u>
	<u>156,443,050</u>	<u>46,980,950</u>	<u>203,424,000</u>
<u>LESS APPROPRIATIONS FOR OTHER AGENCIES</u>			
Department of State Police		11,659,990	
Division of Motor Vehicles		8,791,560	
State Corporation Comm.		808,190	
Dept. of Agriculture & Immigration		65,990	
Dept. of Conservation & Economic Development		8,000	
State Funds Available for Highways			<u>21,333,730</u>
			<u>182,090,270</u>
<u>AND FEDERAL GRANTS</u>			
Interstate Federal Aid		91,752,750	
Primary Federal Aid		8,400,177	
Secondary Federal Aid		6,560,423	
Urban Federal Aid		<u>4,334,274</u>	
Total State and Federal Funds for Highways			<u>111,047,624</u>
			<u>293,137,894</u>

**ALLOCATIONS
FISCAL YEAR 1966-67**

<u>GENERAL EXPENSES</u>	<u>STATE FUNDS</u>	
	<u>Prior to Acts of 1964</u>	<u>Acts of 1964 and 1966</u>
		<u>Total</u>
Administration and Supervision	7,582,000	7,582,000
Grounds and Buildings -		
Capital Outlay	750,000	750,000
Maintenance and Operations	460,000	460,000
Traffic and Planning -		
Routine Operations	410,000	410,000
Urban Area Studies	810,000	810,000
Weighing Station Operations	272,000	272,000
Traffic Census Operations	320,000	320,000
Engineering Overhead -		
Not distributable to Projects	610,000	610,000
Va. Council of Highways		
Investigation and Research	250,000	250,000
Accident Prevention, Compensation Awards and Medical Expense	185,000	185,000
Employee Training and Education	160,000	160,000
Insurance, Legal Exp. and Advertising	100,000	100,000
Regulation of Outdoor Advertising	<u>67,000</u>	<u>67,000</u>
Total	11,976,000	11,976,000

**ROAD FUNDS
FISCAL YEAR 1966-67**

	FEDERAL FUNDS	STATE FUNDS		TOTAL
		Prior to 1964	Acts of 1964 * Acts of 1966 **	
INTERSTATE SYSTEM				
Construction, Eng. and R/W	90,376,459	10,885,680		101,262,139
HPR Studies	1,376,291	152,921		1,529,212
Maintenance and Replacements		3,000,000		3,000,000
Total	91,752,750	14,038,601		105,791,351
PRIMARY SYSTEM				
Construction, Eng. and R/W:				
Primary Fed. Aid-Matched	8,274,175	8,274,175		16,548,350
30% of Sec. Fed. Aid-Matched	1,938,604	1,938,604		3,877,208
State Construction-Pre.-1964		14,721,882		14,721,882
" Acts of 1964			11,065,340*	11,065,340
" Acts of 1966			16,102,950**	16,102,950
Total Construction	10,212,779	24,934,661	29,168,290	64,315,730
Access Roads to Recreation Areas		750,000		750,000
HPR Studies	155,525	155,525		311,050
Maintenance and Replacements		17,350,000		17,350,000
Total	10,368,304	43,190,186	29,168,290	82,726,780
SECONDARY SYSTEM				
70% of Sec. Fed. Aid-Matched	4,523,413	4,523,413		9,046,826
Access Roads to Recreation Areas		750,000		750,000
HPR Studies	68,883	68,883		137,766
Maint., Replac. & Constr.-Pre-1964		41,018,792		41,018,792
" Acts of 1964			8,889,740*	8,889,740
" Acts of 1966			4,000,000**	4,000,000
Total	4,592,296	48,361,088	10,889,740	61,843,124
URBAN SYSTEM				
Construction, Eng. and R/W:				
Urban Federal Aid:				
HPR Studies	65,014	65,014		130,028
To Cities-Matched				
30% Fed.-35% State	3,888,694	2,722,086		6,610,780
To Arlington County-Matched				
30% Fed.-30% St.	380,566	380,566		761,132
State Funds Pre.-1964		902,779		902,779
" Acts of 1964			2,922,920*	2,922,920
" Acts of 1966			4,000,000**	4,000,000
Total Construction	4,334,274	4,070,445	6,922,920	15,327,639
Municipality Street Funds:				
Primary - 853 Miles @ \$10,000		8,530,000		8,530,000
Other - 5,443 Miles @ \$1,000		5,443,000		5,443,000
Total	4,334,274	18,043,445	6,922,920	29,300,639
ACCESS ROADS				
Industrial Sites		1,500,000		1,500,000
TOTAL ALLOCATIONS	111,047,624	135,109,320	46,980,950	293,137,894

COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA
 JUNE 8, 1966
 INTERSTATE AND RURAL PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1966-67

Final Allocation of
 State Funds:

Regular(Acts Prior to 1964)	\$ 35,820,341.
Acts of 1964	11,065,340.
Acts of 1966	18,102,950.
1967 Federal-aid Funds for Primary System(Excludes HPR Funds)	10,212,779.
1967 Federal-aid In' Interstate Funds(Excludes HPH Funds)	90,376,459.
Total Funds	\$ 165,577,869.

District	Distribution of Primary Construction Funds as Provided by Statute		Distribution of Interstate Federal-aid and State Matching Funds on Basis of Program Completion in Each District	Total Funds
	Regular Primary	Arterial Network		
Bristol	\$ 1,777,396.	\$ 7,112,380.	\$ 16,688,000.	\$ 25,577,776.
Salem	2,354,088.	5,998,453.	9,741,418.	18,093,959.
Lynchburg	1,410,934.	7,697,041.	232,903.	9,346,878.
Richmond	3,697,599.	5,009,693.	14,306,340.	23,015,632.
Suffolk	1,412,601.	6,814,546.	12,964,049.	22,191,196.
Fred'burg	1,553,042.	4,921,994.	1,579,689.	8,054,725.
Culpeper	3,059,631.	5,347,514.	28,667,312.	37,074,457.
Staunton	1,415,352.	4,727,466.	16,080,428.	22,223,246.
TOTAL	\$ 16,686,643.	\$ 47,629,087.	\$ 101,262,139.	\$ 165,577,869.

SUMMARY OF INTERSTATE AND RURAL PRIMARY CONSTRUCTION FUNDS
FISCAL YEAR 1966-67

	<u>AMOUNT</u>
Preliminary Engineering:	
Interstate System -----	\$ 4,800,000.
Primary System----Arterial = \$ 2,009,087.	
Regular = <u>687,043.</u>	2,696,130.
Rights of Way (District Wide Fund):	
Interstate System -----	17,100,000.
Primary System----Arterial = \$ 900,000.	
Regular = <u>920,000.</u>	1,820,000.
New Signs (Interstate System) -----	175,000.
New Signs and Signals (Primary System) -----	650,000.
Construction Projects:	
Interstate System -----	79,167,139.
Primary System----Arterial = \$44,720,000.	
Regular = <u>14,429,600.</u>	*59,149,600.
Total	<u><u>\$165,577,869.</u></u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

BRISTOL DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
77	Bland & Wythe	West Virginia State Line - South (Supplemental Allocation)	\$ 8,500,000.
81	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	6,663,000.
-	-	Rights of Way (District Wide)	800,000.
-	-	Preliminary Engineering (District Wide)	700,000.
-	-	New Signs (District Wide)	25,000.
Total, Interstate System Projects			\$ 16,688,000.

PRIMARY SYSTEM

ARTERIAL NETWORK PROJECTS

19 & Alt. 58	Washington & Russell	Abingdon - Hansonville (Supplemental Allocation to Continue Dual-laning)	\$ 800,000.
19 & 460	Tazewell	Bluefield - Tazewell (Supplemental Allocation for Dual-laning)	1,500,000.

FISCAL YEAR 1966-67

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
23	Wise	Norton - North (Supplemental Allocation to Continue Dual-laning)	\$ 2,100,000.
23	Scott	Between Route 58 and Tennessee State Line (Supplemental Allocation)	35,000.
23	Scott	Between Route 58 at Moccasin Gap and Lee County Line (Supplemental Allocation for Dual-laning)	2,100,000.
-	-	Rights of Way (District Wide)	200,000.
-	-	Preliminary Engineering (District Wide)	377,380.
Subtotal, Arterial Network Projects			<u>*\$ 7,112,380.</u>

REGULAR PRIMARY SYSTEM PROJECTS

11	Washington	Left-turn Lane at Route 609 East of Abingdon	\$ 5,000.
11	Washington	Left-turn Lane at Route 658 West of Preston Memorial Bridge	2,000.
11	Washington	Route 76 - East and West (Pavement Widening)	20,000.

FISCAL YEAR 1966-67

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
23	Scott	Left-turn Lane at Gate City High School Near E.C.L. Gate City	\$ 4,000.
25	Lee	Tennessee State Line - Kentucky State Line (Dual-laning)	120,000.
42	Bland	South Intersection Routes 21 & 52 - West (Supplemental Allocation for Spot Improvement Including Pavement and Structure Widening)	50,000.
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	100,000.
58	Grayson	Volney - East (Asphaltic Concrete Surfacing)	51,000.
58	Scott	Washington County Line - West (Asphaltic Concrete Surfacing)	25,000.
58	Scott & Lee	Between Sticklebyville and Route 23 at Duffield (Supplemental Allocation to Continue Reconatruction)	350,000.

FISCAL YEAR 1966-67

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Lee	Town of Jonesville (Supplemental Allocation for Reconstruction Including Curb and Gutter and Sidewalk)	\$ 55,000.
63	Russell	Wise County Line - East (Asphaltic Concrete Surfacing)	26,000.
70	Lee	Bridge and Approaches Blackwater Creek, South of Jonesville (Supplemental Allocation)	55,000.
70	Lee	Bridge and Approaches Wallen Creek, South of Jonesville (Partial Allocation)	100,000.
80	Buchanan	Between Dickenson County Line and Council (Improvement of Sections)	25,000.
83	Dickenson	Hayes - Clinchco (Supplemental Allocation)	110,000.
83	Dickenson	Clinchco - Fremont (Asphaltic Concrete Surfacing)	60,900.
91	Washington	Route 11 - South (Supplemental Allocation for Spot Improvement Including Pavement and Structure Widening)	50,000.

FISCAL YEAR 1966-67

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
91	Tazewell	Between Routes 19 & 460 and Route 604 at Whites Store (Improvement Including Pavement and Structure Widening)	\$ 50,000.
94	Wythe	Carroll County Line - North (Asphaltic Concrete Surfacing)	36,300.
107	Smyth	Between Route 81 Interchange Near Chilhowie and Saltville (Supplemental Allocation to Continue Reconstruction)	250,000.
121	Wythe	Between Route 81 Interchange and Max Meadows (Partial Allocation for Reconstruction)	25,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening and Widening of Bridges (District Wide)	25,000.
-	-	Preliminary Engineering (District Wide)	101,396.

FISCAL YEAR 1966-67

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	New Signs and Signals (District Wide)	\$ 55,000.
Subtotal, Regular Primary System Projects			<u>*\$ 1,777,396.</u>
Total Primary System Construction			<u>*\$ 8,889,776.</u>
Total, Bristol District Interstate and Primary Allocations			<u>\$ 25,577,776.</u>

* Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

SALEM DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
77	Carroll	Wythe County Line - South (Supplemental Allocation)	\$ 1,000,000.
81	Pulaski & Montgomery	Wythe County Line - East (Supplemental Allocation)	4,000,000.
81	Botetourt & Roanoke	Rockbridge County Line - South, Including Roanoke- Salem By-Pass (Supplemental Allocation)	2,816,418.
581	Roanoke County & City of Roanoke	Roanoke Spur: Between Route 81 and Elm Avenue (Supplemental Allocation)	1,000,000.
-	-	Rights of Way (District Wide)	500,000.
-	-	Preliminary Engineering (District Wide)	400,000.
-	-	New Signs (District Wide)	25,000.
Total, Interstate System Projects			<u>\$ 9,741,418.</u>

FISCAL YEAR 1966-67

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>ARTERIAL NETWORK PROJECTS</u>	
220	Henry & Franklin	Sassett Fork - North (Supplemental Allocation to Continue Dual-laning)	\$ 1,700,000.
220	Botetourt	Route 81 Interchange - North (Partial Allocation for Right of Way Acquisition)	100,000.
297	Bedford & Town of Bedford	Bedford By-Pass and East (Supplemental Allocation for Right of Way Acquisition)	285,000.
460	Giles	Narrows - East and West (Supplemental Allocation for Dual-laning)	1,000,000.
460	Giles	Town of Pearisburg (Partial Allocation for Four-laning)	115,000.
460	Giles & Montgomery	East Hogen Store - East (Supplemental Allocation for Right of Way Acquired and to Continue Reconstruction)	1,050,000.
460	Montgomery	Blacksburg By-Pass (Partial Allocation for Right of Way Acquisition)	100,000.

FISCAL YEAR 1966-67

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460 & 11	Montgomery	Christiansburg-Cambria By-Pass (Supplemental Allocation)	\$ 380,000.
460	Roanoke, Botetourt & Bedford	Between E.C.L. Roanoke and Villamont (Supplemental Allocation for Right of Way Acquired and for Construction)	850,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	318,453.
Subtotal, Arterial Network Projects			<u>*\$ 5,998,453.</u>

REGULAR PRIMARY SYSTEM PROJECTS

11 & 460	Montgomery	Widen Curve on East Bound Lane East of Ellisten	\$ 6,000.
11 & 460	Montgomery	Improve Sight Distance on East Bound Lane Near Roanoke River Bridge, West of Roanoke County Line	1,500.
18	Craig	Bridge and Approaches Potts Creek South of Alleghany County Line	75,000.

FISCAL YEAR 1966-67

6

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
24	Bedford	Between Roanoke County Line and Stewartsville (Partial Allocation for Right of Way Acquisition)	\$ 100,000.
40	Franklin	Improve Sight Distance at Intersection Route 607 West of Rocky Mount	2,000.
40	Franklin	Pittsylvania County Line - West (Asphaltic Concrete Surfacing)	87,500.
42	Craig	Improve Intersection at Route 311 (New Castle)	1,500.
43	Botetourt	Improve Intersection at Route 630 North of Route 81	1,200.
57	Henry	Between Pittsylvania County Line and Martinsville (Begin Reconstruction)	250,000.
57	Patrick	Route 8 - Route 704 (Supplemental Allocation to Continue Reconstruction)	250,000.
58	Patrick	Channelization at Route 8 (Cruzes Stone)	2,000.

FISCAL YEAR 1966-67

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Garroll	Route 52 in Hillsville - West (Supplemental Allocation for Curb and Gutter, Sidewalk and Widening in Town and Reconstruction from W.C.L. to Beginning of New Construction)	\$ 25,000.
61	Giles	West Narrows - West (Supplemental Allocation to Continue Reconstruction)	75,000.
97	Garroll	Between Grayson County Line and Blue Ridge Parkway (Continue Widening and Easing of Curves)	25,000.
100	Garroll	Truck Turn-out Lane at North Intersection Route 750 Near Sylvatus	2,000.
100	Garroll	Truck Turn-out Lane Near Route 783 South of Sylvatus	5,000.
100	Pulaski	Route 81 Interchange - North of Dublin (Supplemental Allocation to Continue Dual-laning)	300,000.
116	Franklin	East Roanoke County Line - East (Supplemental Allocation)	145,000.

FISCAL YEAR 1966-67

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
116	Roanoke	Between Route 311 at Ranging Rock and Route 81 Interchange (Supplemental Allocation for Reconstruction)	\$ 95,000.
122	Bedford	North Bedford - North (Asphaltic Concrete Surfacing)	42,500.
122	Bedford	S.C.L. Bedford - Route 24 (Supplemental Allocation to Continue Reconstruction)	150,000.
177	Montgomery	Between Route 81 Interchange Near Bains Chapel and E.C.L. Radford (Supplemental Allocation)	130,000.
220	Botetourt	Improve Sight Distance at Intersection Route 655, 3.0 Miles South of Eagle Rock	6,000.
220	Roanoke	Left-turn Lane at Route 661 (Penarth Road) Near S.C.L. Roanoke	3,300.
221	Floyd	East Floyd Court House - East (Asphaltic Concrete Surfacing)	45,000.
297	Bedford	Improve Intersection at Route 803 East of Bedford	3,500.

FISCAL YEAR 1966-67

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
419 Ext.	Roanoke	N.C.L. Salem - Route 81 Interchange (Supplemental Allocation for New Connection)	\$ 100,000.
501	Bedford	Reconstruct Bridge over James River at Snowden (Partial Allocation for Joint Project with Lynchburg District)	100,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening and Widening of Bridges (District Wide)	25,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	125,088.
-	-	New Signs and Signals (District Wide)	50,000.
Subtotal, Regular Primary System Projects			*\$ 2,354,088.
Total Primary System Construction			*\$ 8,352,541.
Total, Salem District Interstates and Primary Allocations			\$ 18,093,959.

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

LYNCHBURG DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 182,903.
-	-	Preliminary Engineering (District Wide)	50,000.
Total, Interstate System Projects			<u>\$ 232,903.</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
29	Pittsylvania	Danville - North (Supplemental Allocation for Dual-laning)	\$ 1,500,000.
29	Campbell	South Lynchburg - South (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	1,000,000.
29	Amherst	North Lynchburg - North (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	1,700,000.
29	Nelson	Lovington - North and South (Supplemental Allocation for Right of Way Acquisition)	200,000.

FISCAL YEAR 1966-67

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
297	Campbell	Bedford County Line - East (Supplemental Allocation for Right of Way Acquisition)	\$ 115,000.
360 & 15	Charlotte	North Intersection Routes 360 & 15 - South (Supplemental Allocation for Right of Way Acquired and for Construction)	245,000.
360	Charlotte & Halifax	North Wyliesburg - South Clover (Supplemental Allocation to Continue Dual-laning)	1,600,000.
460	Appomattox & Prince Edward	Between Appomattox and Farmville (Supplemental Allocation for Dual-laning)	935,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	302,041.
Subtotal, Arterial Network Projects			<u>*\$ 7,697,041.</u>

REGULAR PRIMARY SYSTEM PROJECTS

6	Nelson	Between Route 151 Near Avon and Albemarle County Line (Supplemental Allocation)	\$ 30,000.
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FISCAL YEAR 1966-67

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Buckingham	Dillwyn - North (Supplemental Allocation for Reconstruction)	\$ 100,000.
20	Buckingham	Bridge and Approaches James River and Chesapeake & Ohio Railway at Scottsville (Supplemental Allocation for Joint Project with Culpeper District)	100,000.
41	Pittsylv- vania	Danville - Northwest (Supplemental Allocation to Continue Reconstruction)	75,000.
47	Charlotte	Town of Drakes Branch (Supplemental Allocation from Route 59 - South)	60,000.
51	Pittsylv- vania	West Danville - West (Supplemental Allocation to Continue Curb and Gutter and Pavement Widening)	25,000.
57	Pittsylv- vania	Chatham - West (Supplemental Allocation)	400,000.
58	Pittsylv- vania	Halifax County Line - West (Asphaltic Concrete Surfacing)	51,000.

FISCAL YEAR 1966-67

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
130	Amherst	East Route 501 Near Snowden - East (Asphaltic Concrete Surfacing)	\$ 41,600.
291	Campbell	W.C.L. Lynchburg - Route 460 (Supplemental Allocation for Curb and Gutter and Widening)	100,000.
297	Campbell	Channelization at Route 622 West of Lynchburg	5,500.
360	Halifax	Between W.C.L. Halifax and Pittsylvania County Line (Extend Pipe Culverts and Widen Shoulders, Including Box Culvert Near Route 671)	14,000.
460	Campbell	Right-turn Lane at Route 674 West of Lynchburg	4,000.
460	Prince Edward	E.C.L. Farnville - East (Asphaltic Concrete Surfacing)	57,400.
501	Amherst	Reconstruct Bridge over James River at Snowden (Partial Allocation for Joint Project with Salem District)	100,000.
-	-	Guard Rail (District Wide)	25,000.

FISCAL YEAR 1966-67

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Strengthening and Widening of Bridges (District Wide)	\$ 25,000.
-	-	Rights of Way (District Wide)	75,000.
-	-	Preliminary Engineering (District Wide)	73,434.
-	-	New Signs and Signals (District Wide)	55,000.
Subtotal, Regular Primary System Projects			<u>*\$ 1,416,934.</u>
Total Primary System Construction			<u>*\$ 9,113,975.</u>
Total, Lynchburg District Interstate and Primary Allocations			<u>\$ 9,346,878.</u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

RICHMOND DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	City of Richmond, Henrico, Goochland & New Kent Counties	West Richmond - East Bottoms Bridge (Supplemental Allocation)	\$ 2,000,000.
85	Mecklenburg, Brunswick & Dinwiddie	North Carolina State Line - North (Supplemental Allocation)	\$,583,340.
-	-	Rights of Way (District Wide)	3,000,000.
-	-	Preliminary Engineering (District Wide)	700,000.
-	-	New Signs (District Wide)	25,000.
Total, Interstate System Projects			<u>\$ 14,308,340.</u>

PRIMARY SYSTEM

ARTERIAL NETWORK PROJECTS

58	Brunswick & Mecklenburg	Between Lawrenceville By-Pass and La Crosse (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	\$ 925,000.
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FISCAL YEAR 1966-67

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Hanover	West of Pamunkey River Bridge - Chickahominy River Bridge, Including Mechanicsville By-Pass (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	\$ 850,000.
360	Nottoway	Between Amelia County Line and Burkeville (Supplemental Allocation to Continue Dual-laning)	1,300,000.
460	Nottoway	Burkeville - East (Dual-laning)	600,000.
460	Dinwiddie	Route 85 Interchange - West (Supplemental Allocation to Continue Dual-laning)	775,000.
460	Prince George	West Sussex County Line - West (Asphaltic Concrete Surfacing)	240,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	219,693.
Subtotal, Arterial Network Projects			<u>*\$ 5,009,693.</u>

FISCAL YEAR 1966-67

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
1	Dinwiddie	Between Dinwiddie Court House and De Witt (Asphaltic Concrete Surfacing)	\$ 30,000.
1	Dinwiddie	S.C.L. McKenney - Brunswick County Line (Asphaltic Concrete Surfacing)	24,000.
1	Chester- field	Channelization at Route 656 South of Bellwood (Supplemental Allocation)	30,100.
1	Chester- field	Channelization at Route 608 (Raynet Road)	50,000.
1	Henrico	Left-turn Lane at Route 681, Mountain Road (Supplemental Allocation)	35,000.
6	Henrico	West Richmond - West (Supplemental Allocation to Continue Dual-laning)	500,000.
6	Goochland	Georges Tavern - East and West (Supplemental Allocation to Continue Reconstruction)	200,000.

FISCAL YEAR 1966-67

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10	Chester- field	East Route 1 - Appomattox River Bridge (Supplemental Allocation)	\$ 220,000.
10	Chester- field & Prince George	Bridge over Appomattox River at Hopewell (Supplemental Allocation)	140,000.
33	New Kent	Improve Intersection at Route 609 (Tallyville)	10,000.
33	New Kent	West of West Point - Route 64 Interchange (Supplemental Allocation for Dual-laning)	100,000.
40	Nottoway	Lunenburg County Line - North (Asphaltic Concrete Surfacing)	30,000.
40	Dinwiddie	McKenney - West (Supplemental Allocation for Curb and Gutter and Widening in Town and Reconstruction from W.C.L. - West)	75,000.
46	Brunswick	N.C.L. Lawrenceville - North (Supplemental Allocation for Curb and Gutter and Widening)	110,000.

FISCAL YEAR 1966-67

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
47	Mecklenburg	East Route 49 in Chase City - East (Asphaltic Concrete Surfacing)	\$ 28,000.
49	Mecklenburg	Between Route 58 and Halifax County Line (Supplemental Allocation)	75,000.
49	Nettoway & Lunenburg	Between Crewe and Victoria (Supplemental Allocation for Reconstruction)	150,000.
54	Hanover	South Anna River Bridge - East and West (Asphaltic Concrete Surfacing)	15,000.
60	Chesterfield & Powhatan	West Midlothian - West (Continue Dual-laning)	600,000.
60	Powhatan	East Cumberland County Line - East (Asphaltic Concrete Surfacing)	27,000.
92	Mecklenburg	Town of Boydton (Supplemental Allocation for Curb and Gutter and Pavement Widening Between Route 58 and N.F.&D. Railroad)	25,000.
138	Mecklenburg & Lunenburg	Between Route 1 and Route 137 at Lafoons Corner (Supplemental Allocation for Reconstruction)	150,000.

FISCAL YEAR 1966-67

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
147	Chester- field	South End Huguenot Bridge - South (Begin Dual-laning)	\$ 200,000.
156	Charles City & Prince George	Bridge and Approaches James River at Jordan Point Near Hopewell (Supplemental Allocation)	400,000.
161	Chester- field	Grade Crossing Protective Devices A.C.L. Railroad West of Route 1	20,000.
168	New Kent	James City County Line - West (Asphaltic Concrete Surfacing)	39,000.
307	Nottoway	Prince Edward County Line - East (Asphaltic Concrete Surfacing)	22,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Rights of Way (District Wide)	170,000.
-	-	Preliminary Engineering (District Wide)	87,499.

FISCAL YEAR 1966-67

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	New Signs and Signals (District Wide)	\$ 110,000.
			<hr/>
Subtotal, Regular Primary System Projects			*\$ 3,697,599.
			<hr/>
Total Primary System Construction			*\$ 8,707,292.
			<hr/>
Total, Richmond District Interstate and Primary Allocations			\$ 23,015,632.
			<hr/> <hr/>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

SUFFOLK DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	Cities of Chesapeake, Virginia Beach & Norfolk	Between Bowers Hill and Hampton Roads Bridge-Tunnel (Supplemental Allocation)	\$ 7,500,000.
264	Cities of Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64, South of Virginia Beach Boulevard (Supplemental Allocation)	500,000.
464	Cities of Chesapeake & Norfolk	Between Route 64 (Near Dosiens Corner) and Norfolk-Portsmouth Bridge- Tunnel (Supplemental Allocation)	544,049.
564	City of Norfolk	Entrance Norfolk Naval Operating Base - Intersection Route 64 at Granby Street (Supplemental Allocation)	500,000.
-	-	Rights of Way (District Wide)	3,900,000.
-	-	Preliminary Engineering (District Wide)	1,000,000.
-	-	New Signs (District Wide)	20,000.
Total, Interstate System Projects			<u>\$ 13,964,049.</u>

FISCAL YEAR 1966-67

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>ARTERIAL NETWORK PROJECTS</u>	
13	Northampton & Accomack	Bayview - North of Accomac (Supplemental Allocation to Continue Dual-laning)	\$ 2,450,000.
17	York	Harris Grove (Route 704) - East and West (Supplemental Allocation to Continue Dual-laning)	975,000.
17	Nansemond & Isle of Wight	Bridges over Chuckatuck Creek and Nansemond River (Major Electrical Repairs)	70,000.
17	Nansemond & Isle of Wight	Between W.C.L. Chesapeake and James River Bridge (Supplemental Allocation for Dual-laning)	950,000.
58	Nansemond	Suffolk - Magnolia (Supplemental Allocation for Right of Way Acquired and for Construction)	145,000.
58	Nansemond	Suffolk - Holland (Supplemental Allocation for Right of Way Acquired and for Construction)	305,000.

FISCAL YEAR 1966-67

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SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Southampton	West Franklin - Courtland (Supplemental Allocation for Right of Way Acquired and for Construction)	\$ 135,000.
104	City of Chesapeake	Between Routes 64 & 464 Interchange and Route 17, South of Deep Creek (Supplemental Allocation)	300,000.
460 & 58	Nansemond	Suffolk By-Pass (Partial Allocation from Route 58 East of Suffolk - Elephant Fork)	900,000.
460	Sussex & Southampton	East Prince George County Line - East (Asphaltic Concrete Surfacing)	235,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	299,546.
Subtotal, Arterial Network Projects			<u>*\$ 6,814,546.</u>

REGULAR PRIMARY SYSTEM PROJECTS

10 & 32	Iale of Wight & Nansemond	Between Benns Church and Elephant Fork (Widen and Resurface with Bituminous Concrete)	\$ 100,000.
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FISCAL YEAR 1966-67

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10 & 258	Isle of Wight	Smithfield By-Pass (Partial Allocation for Right of Way Acquisition)	\$ 50,000.
13 & 337	Nansemond	E.C.L. Suffolk - Norfolk & Western Railroad Underpass (Supplemental Allocation)	60,000.
13	Nansemond	Between S.C.L. Suffolk and Route 32 Near Nurnaysville (Partial Allocation for Right of Way Acquisition)	100,000.
31	Surry	Bridge and Approaches Cypress Swamp Near W.C.L. Dendron (Partial Allocation)	50,000.
40	Sussex	West Waverly - West (Supplemental Allocation)	45,000.
58	Nansemond	Left-turn Lane on West Bound Lane at Route 642 Near E.C.L. Suffolk	8,000.
60	James City	West Williamsburg - West (Supplemental Allocation to Continue Reconstruction)	475,000.
60 & 143	York	Grade Crossing Protective Devices C.&O. Railroad at Crossover Near Route 642 (Blacks Crossing)	25,000.

FISCAL YEAR 1966-67

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
125	Nansemond	Kings Highway Bridge over Nansemond River Between Chuckatuck and Drivers (Supplemental Allocation for Strengthening and Remodeling)	\$ 55,000.
134	York	W.C.L. Hampton - Route 17 at Tabb (Partial Allocation for Dual-laning)	100,000.
258	Isle of Wight	South Windsor - South (Continue Reconstruction)	50,000.
301	Greensville	S.C.L. Emporia - Route 95 Connection (Supplemental Allocation for Four-laning)	75,000.
301	Greensville	Left-turn Lane at Median Crossover North of Emporia	4,500.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening and Widening of Bridges (District Wide)	25,000.
-	-	Rights of Way (District Wide)	75,000.

FISCAL YEAR 1966-67

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Preliminary Engineering (District Wide)	\$ 50,101.
-	-	New Signs and Signals (District Wide)	40,000.
Subtotal, Regular Primary System Projects			<u>*\$ 1,412,601.</u>
Total Primary System Construction			<u>*\$ 8,227,147.</u>
Total, Suffolk District Interstate and Primary Allocations			<u>\$ 22,191,196.</u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

FREDERICKSBURG DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
95	Stafford, Spotsyl- vania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 1,514,689.
-	-	Preliminary Engineering (District Wide)	50,000.
-	-	New Signs (District Wide)	15,000.
Total, Interstate System Projects			<u>\$ 1,579,689.</u>

PRIMARY SYSTEM

ARTERIAL NETWORK PROJECTS

17	Gloucester	Gloucester Point - North (Supplemental Allocation for Right of Way Acquired and for Construction)	\$ 215,000.
17	Essex	North Tappahannock - North (Partial Allocation for Right of Way Acquisition)	195,000.
17	Caroline	Rebuild Bridge at Dick Creek (Supplemental Allocation)	95,000.

FISCAL YEAR 1966-67

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Spotsylvania	Between Route 1 and New Post, South of Fredericksburg (Supplemental Allocation for New Construction)	\$ 900,000.
301	King George & Caroline	James Madison Memorial Bridge over Rappahannock River at Port Royal (Replace Deck on Draw Span)	75,000.
301	Caroline	Rappahannock River Bridge - South, including Eowling Green By-Pass From Route 301 North - Route 301 South (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	1,200,000.
360	King William & King & Queen	Central Garage - East and West (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	1,530,000.
360	Northumberland & Richmond	Route 617 in Village - East and West (Curb and Gutter)	100,000.
360	Richmond	In Warsaw - West (Supplemental Allocation)	330,000.
-	-	Rights of Way (District Wide)	100,000.

FISCAL YEAR 1966-67

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Preliminary Engineering (District Wide)	\$ 181,994.
Subtotal, Arterial Network Projects			*\$ 4,921,994.

REGULAR PRIMARY SYSTEM PROJECTS

3	Stafford	East End Chatham Bridge - East (Supplemental Allocation for Dual-laning)	\$ 100,000.
3	Lancaster	New Bridge and Necessary Approaches Carter Creek at E.C.L. Irvington (Supplemental Allocation)	70,000.
3	King George	East Stafford County Line - East (Asphaltic Concrete Surfacing)	24,000.
3	King George	Westmoreland County Line - West (Asphaltic Concrete Surfacing)	22,500.
14	King & Queen	Between Route 360 and King & Queen Court House (Improvement of Sections)	50,000.
17	Stafford	Between Route 1 and Route 95 (Supplemental Allocation for Four-laning)	150,000.
17	Caroline	West Route 301 Near Fort Royal - West (Asphaltic Concrete Surfacing)	11,000.

FISCAL YEAR 1966-67

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Spotsylvania	Caroline County Line - West (Asphaltic Concrete Surfacing)	\$ 32,500.
30	King William	Between Caroline County Line and Central Garage (Supplemental Allocation)	135,000.
33	King & Queen	East Lord Delaware Bridge - East (Partial Allocation for Right of Way Acquisition)	75,000.
33 & 3	Middlesex	Route 3 at Harmony Village - East (Supplemental Allocation for Reconstruction)	125,000.
200	Northumberland	Wiscomico Church - South (Supplemental Allocation)	165,000.
200	Lancaster	Town of Kilmarnock (Extend Curb and Gutter and Widening to S.C.L.)	25,000.
207	Caroline	Left-turn Lane at East Intersection Route 722 West of Bowling Green	8,500.
208	Spotsylvania	Between Louisa County Line and Spotsylvania Court House (Supplemental Allocation to Continue Reconstruction)	125,000.

FISCAL YEAR 1966-67

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
208	Spotsylvania	Between Spotsylvania Court House and Route 1 (Supplemental Allocation to Widen and Surface with Asphaltic Concrete)	\$ 100,000.
218	Stafford	Improve Intersection at Route 664 East of Route 3	10,000.
218 Ext.	King George	Approaches to Bridge over Machodoc Creek (To Supplement Defense Access Funds for Right of Way Acquisition)	40,000.
222	Lancaster	Village of Weems (Continue Curb and Gutter and Widening from Route 708 - North)	25,000.
301	King George	Left-turn Lane at Route 652 Near South End Potomac River Bridge	8,000.
360	Essex	Improve Intersection at Route 17 in Tappahannock	5,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening and Widening of Bridges (District Wide)	15,000.

FISCAL YEAR 1966-67

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Rights of Way (District Wide)	\$ 100,000.
-	-	Preliminary Engineering (District Wide)	56,542.
-	-	New Signs and Signals (District Wide)	50,000.
Subtotal, Regular Primary System Projects			<u>*\$ 1,553,042.</u>
Total Primary System Construction			<u>*\$ 6,475,036.</u>
Total, Fredericksburg District Interstate and Primary Allocations			<u>\$ 8,054,725.</u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

CULPEPER DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	Louisa, Fluvanna & Albemarle	Gooshland County Line - Nelson County Line	\$ 1,250,000.
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridges - West of Marshall (Supplemental Allocation)	1,000,000.
95	City of Alexandria, Arlington, Fairfax & Prince William Counties	Woodbridge - North and South (Supplemental Allocation)	16,482,312.
-	-	Rights of Way (District Wide)	\$,900,000.
-	-	Preliminary Engineering (District Wide)	1,000,000.
-	-	New Signs (District Wide)	35,000.
Total, Interstate System Projects			<u>\$ 28,667,312.</u>

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FISCAL YEAR 1966-67

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
7	Fairfax	Between Route 66 and Route 495 (Supplemental Allocation for Dual-laning)	\$ 100,000.
7	Fairfax	West Tysons Corner - Loudoun County Line (Continue Dual-laning)	1,100,000.
7	Loudoun	Leesburg By-Pass (Supplemental Allocation for Right of Way Acquisition)	100,000.
29	Albemarle	South Charlottesville - South (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	700,000.
29	Greene & Madison	North Charlottesville - North (Supplemental Allocation for Right of Way Acquired and for Construction)	650,000.
29	Culpeper & Madison	South Culpeper - South (Begin Dual-laning)	1,000,000.
29 & 15	Fauquier	Opal - South (Continue Dual-laning)	600,000.

FISCAL YEAR 1966-67

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
211	Rappa- hannock	Massies Corner - East and West (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	\$ 850,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	147,514.
Subtotal, Arterial Network Projects			<u>\$ 5,347,514.</u>
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
1	Fairfax	Penn-Daw - North and South (Supplemental Allocation for Widening to Six Lanes)	\$ 150,000.
1	Prince William	Channelisation at Route 1279 (Longview Drive)	25,000.
6	Albemarle	Nelson County Line - Route 250 (Supplemental Allocation)	55,000.
6	Fluvanna	Fork Union - West (Supplemental Allocation)	95,000.
7	Fairfax	Between W.C.L. Alexandria and Route 50 at Seven Corners (Supplemental Allocation)	90,000.

FISCAL YEAR 1966-67

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Loudoun	Town of Leesburg (Curb and Gutter, Sidewalk and Pavement Widening Between North Street and Union Street)	\$ 25,000.
15	Orange	S.C.L. Orange - North and South (Supplemental Allocation to Reconstruct Gap)	25,000.
20	Orange	East Unionville - East (Supplemental Allocation to Continue Reconstruction)	300,000.
20	Albemarle	Bridge and Approaches James River and Chesapeake & Ohio Railway at Scottsville (Supplemental Allocation for Joint Project with Lynchburg District)	100,000.
28	Fairfax	Between Route 66 Interchange, Near Centreville and Route 50 (Supplemental Allocation)	170,000.
28	Prince William	Manassas - Manassas Park (Supplemental Allocation)	40,000.
28	Prince William & Fauquier	Nokesville By-Pass - South (Supplemental Allocation)	18,000.

FISCAL YEAR 1966-67

GULF PIER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Albemarle	Improve Vertical Sight Distance \$ on South Bound Lane at Route 631 (Rio Road)	24,000.
29 & 211	Fairfax	Left-turn Lane on West Bound Lane at East Intersection Route 645, Near Centreville	3,000.
29 & 211	Fairfax	Left-turn Lane on West Bound Lane at Route 1246 Near W.C.L. Fairfax	4,000.
29 & 211	Fairfax	Route 28 at Centreville - East (Asphaltic Concrete Surfacing)	10,000.
50	Fairfax	Route 66 - West (Supplemental Allocation for Dual-laning)	400,000.
50	Fauquier & Loudoun	Route 17 Near Paris - East (Asphaltic Concrete Surfacing)	45,000.
50	Loudoun	Town of Middleburg (Curb and Gutter, Sidewalk and Pavement Widening)	50,000.
123	Fairfax	South Tysons Corner - N.C.L. Vienna (Supplemental Allocation for Cooperative Project with Town of Vienna for Dual-laning)	100,000.

FISCAL YEAR 1966-67

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
229	Culpeper	Culpeper - North (Asphaltic Concrete Surfacing)	\$ 40,000.
231	Orange, Louisa & Albemarle	Route 33 (In Gordonsville) - South (Asphaltic Concrete Surfacing)	45,000.
234	Prince William	N.C.L. Manassas - Route 66 Interchange (Partial Allocation for Right of Way Acquisition)	25,000.
236	Fairfax	Left-turn Lanes at Routes 651 & 699 East of Fairfax	4,000.
241	Fairfax	Route 1 - North (Asphaltic Concrete Surfacing)	15,000.
244	Fairfax	Between Baileys Cross Roads and Annandale (Supplemental Allocation for Four-laning)	450,000.
244	Fairfax	Left-turn Lane on East Bound Lane at Carlyn Springs Road	4,000.
309	Arlington	Drainage Structure at West Branch Little Pimmit Run (Cooperative Project with County)	35,000.

FISCAL YEAR 1966-67

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Rappa- hannock	Flint Hill - North (Asphaltic Concrete Surfacing)	\$ 45,000.
-	-	Guard Rail (District Wide)	15,000.
-	-	Strengthening and Widening of Bridges (District Wide)	35,000.
-	-	Rights of Way (District Wide)	300,000.
-	-	Preliminary Engineering (District Wide)	92,631.
-	-	New Signs and Signals (District Wide)	225,000.
Subtotal, Regular Primary System Projects			<hr/> *\$ 3,059,631.
Total Primary System Construction			<hr/> *\$ 8,407,145.
Total, Culpeper District Interstate and Primary Allocations			<hr/> \$ 37,074,457. <hr/>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1966-67

STAUNTON DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	Alleghany & Rockbridge	Clifton Forge - East and West (Supplemental Allocation)	\$ 500,000.
64	Augusta	Route 81 - Nelson County Line	1,250,000.
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	500,000.
81	Rockbridge & Augusta	Botetourt County Line - North (Supplemental Allocation)	7,650,428.
81	Rockingham	Harrisonburg By-Pass - North and South (Supplemental Allocation)	250,000.
81	Frederick, Warren & Shenandoah	Winchester - North and South (Supplemental Allocation)	5,000,000.
-	-	Preliminary Engineering (District Wide)	900,000.
-	-	New Signs (District Wide)	30,000.
Total, Interstate System Projects			<u>\$ 16,080,428.</u>

FISCAL YEAR 1966-67

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>ARTERIAL NETWORK PROJECTS</u>	
7	Frederick	Route 81 Interchange - East (Begin Dual-laning)	\$ 1,100,000.
33	Rockingham	East of Harrisonburg - East (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	1,100,000.
37	Frederick	Winchester By-Pass (Supplemental Allocation from Route 50 West to Routes 11 & 81 North)	1,600,000.
211	Page	Luray By-Pass (Right of Way Acquisition)	265,000.
522	Frederick	Winchester - West (Supplemental Allocation for Right of Way Acquired)	400,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	162,466.
Subtotal, Arterial Network Projects			<u>*\$ 4,727,466.</u>

FISCAL YEAR 1966-67

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
11	Shenandoah	Bridge over Cedar Creek (Replace Deck)	\$ 40,000.
39	Rockbridge	Rockbridge Baths - West (Asphaltic Concrete Surfacing)	50,000.
42	Rockingham	Harrisonburg - Bridgewater (Supplemental Allocation for Right of Way Acquired and to Continue Dual-laning)	200,000.
55	Warren	Channelization at Routes 340 & 522 North of Front Royal	4,000.
60	Rockbridge	West Buena Vista - Lexington (Supplemental Allocation to Extend Dual-laning to E.C.L. Lexington)	150,000.
185	Shenandoah	Between Route 81 and Route 11 at Edinburg (Supplemental Allocation for New Connection)	50,000.
220	Bath	South Hot Springs - South (Asphaltic Concrete Surfacing)	40,000.

FISCAL YEAR 1966-67

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
250	Augusta	E.C.L. Staunton - Route 81 Interchange (Supplemental Allocation for Dual-laning)	\$ 50,000.
250	Highland	West Virginia State Line - East (Asphaltic Concrete Surfacing)	60,000.
254A	Augusta	Between Route 11 North of Staunton and Route 254 East of Route 81 (Supplemental Allocation for New Construction)	165,000.
257	Rockingham	West Dayton - West (Supplemental Allocation to Continue Reconstruction of Sections)	25,000.
257	Rockingham	Between Route 11 and Bridgewater (Supplemental Allocation for Reconstruction)	150,000.
263	Shenandoah	Town of Mount Jackson (Supplemental Allocation)	75,000.
340	Page	Minor Relocation at Newport Near Route 685 (Base Two Curves and Widen Drainage Structure)	46,000.

FISCAL YEAR 1966-67

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Guard Rail (District Wide)	\$ 25,000.
-	-	Rights of Way (District Wide)	100,000.
-	-	Preliminary Engineering (District Wide)	100,352.
-	-	New Signs and Signals (District Wide)	65,000.
Subtotal, Regular Primary System Projects			<u>*\$ 1,415,352.</u>
Total Primary System Construction			<u>*\$ 6,142,818.</u>
Total, Staunton District Interstate and Primary Allocations			<u>\$ 22,223,246.</u>

*Includes funds for right of way acquisition where applicable.