

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION**

Richmond, Virginia

June 21, 1973

Following public hearings on final allocation of Interstate, Rural Primary and Urban construction funds for the fiscal year 1973-74, in Roanoke on June 20, for the Bristol, Salem, Lynchburg and Staunton Districts, and in Richmond on June 21, for the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the State Highway Commission met in the Commission Room at the Central Highway Office in Richmond on June 21, 1973, at 10:50 a.m., for its regular monthly meeting. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Eakin, Fitzpatrick, Glass, Hall, Janney, Landes and Roos.

On motion of Mr. Crowe, seconded by Mr. Roos, minutes of the meeting of April 26, 1973, were approved.

On motion of Mr. Crowe, seconded by Mr. Roos, minutes of the meeting of May 17, 1973, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Roos, that permits issued from May 17, 1973, to June 20, 1973, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Crowe, seconded by Mr. Roos, cancellation of permits from May 17, 1973, to June 20, 1973, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Fitzpatrick, seconded by Mr. Roos, the Commission approved the 1973-74 preliminary maintenance and operating budget for the State of Virginia Toll Revenue Bonds (Series 1954), as attached.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission approved final allocation of Interstate, Rural Primary and Urban Construction funds for the fiscal year 1973-74, as shown by the attached tabulation.

ANNUAL OPERATING AND MAINTENANCE BUDGET
 HAMPTON ROADS BRIDGE-TUNNEL PROJECT
 JAMES RIVER BRIDGE
 GEORGE P. COLEMAN MEMORIAL BRIDGE
 ROBERT O. NORRIS, JR. BRIDGE

499

FOR FISCAL YEAR SEPT. 1, 1973 THROUGH AUG. 31, 1974.

I. GENERAL EXPENDITURES - ALL PROJECTS

1. <u>Administration</u>			
a. Salaries and Travel Expenses	\$ 60,000		
b. Fees of Consultants, Trustees, Auditors	35,000		
c. Telephone, Telegraph, Postage	12,000		
d. Heat, Light, Water, Rental of Office Machines	27,000		
e. Insurance	1,000		
f. Advertising	15,000		
Sub-Total			\$ 150,000
2. Matching Social Security, Retirement & Health and Life Insurance	\$ 195,000		\$ 195,000
TOTAL - GENERAL EXPENDITURES			\$ 345,000

II. HAMPTON ROADS BRIDGE-TUNNEL

1. <u>Administration</u>			
a. Salaries and Travel Expenses	\$ 115,000		
b. Office Supplies	10,000		
c. I.B.M. Tickets (Including Printing, Brink's Service)	40,000		
d. Insurance	91,000		
e. Uniforms	10,000		
Sub-Total			\$ 266,000
2. <u>Toll Plaza - Operation</u>			
a. Salaries and Expenses	\$ 285,000		
b. Heat, Light	2,000		
c. Materials and Supplies	6,000		
Sub-Total			\$ 293,000
3. <u>Toll Plaza - Maintenance</u>			
a. Salaries and Expenses	\$ 38,000		
b. Contract Maintenance	7,000		
Sub-Total			\$ 45,000
4. <u>Tunnel, Vent. & Crash Truck Buildings - Operation</u>			
a. Salaries	\$ 360,000		
b. Heat, Electric Power, Water & Radio	75,000		
c. Materials and Supplies	10,000		
Sub-Total			\$ 445,000
5. <u>Tunnel, Vent. & Crash Truck Bldgs. - Maintenance</u>			
a. Salaries	\$ 95,000		
b. Materials and Supplies	20,000		
c. Contract Maintenance	1,000		
Sub-Total			\$ 116,000

II. HAMPTON ROADS BRIDGE-Tunnel (Continued)

6. <u>Motor Vehicles - Operation & Maintenance</u>	\$ 35,000	\$ 35,000
7. <u>Repair Shop and Yard</u>		
a. Salaries	\$ 16,000	
b. Heat, Light, Water, Telephone	4,000	
c. Shop Equipment, Materials & Supplies	<u>4,000</u>	
Sub-Total		\$ 24,000
8. <u>Bus Operation</u>	\$ 37,000	37,000
9. <u>State Police</u> - (See Mr. A. B. Eure's letter of February 16, 1971)	\$ 70,000	\$ 70,000
		<u>\$1,331,000</u>

NOTE: Disbursements other than actual expenses such as payments to Chesapeake Bay Bridge & Tunnel District for their portion of combined tickets sold at this facility and cost of labor in connection with maintenance of approach roads and bridges handled on expense refund basis - \$700,000. (This figure not included in total shown above.)

III. JAMES RIVER BRIDGE

1. <u>Administration</u>		
a. Salaries and Travel Expenses	\$ 28,000	
b. Office Supplies, Services	2,000	
c. Printing, I.B.M. Tickets & Brink's Service	20,000	
d. Insurance	7,000	
e. Uniforms	<u>4,000</u>	
Sub-Total		\$ 61,000
2. <u>Toll Plaza - Operation</u>		
a. Salaries and Expenses	\$ 180,000	
b. Heat, Water, Light, Telephone	5,000	
c. Materials and Supplies	<u>2,000</u>	
Sub-Total		\$ 187,000
3. <u>Toll Plaza - Maintenance</u>		
a. Salaries and Expenses	\$ 15,000	
b. Materials and Supplies	3,000	
c. Contract Maintenance	<u>1,000</u>	
Sub-Total		\$ 19,000
4. <u>Repair Shop and Yard</u>	\$ 3,000	\$ 3,000
5. <u>Motor Vehicles - Operation and Maintenance</u>	\$ 5,000	\$ 5,000
		<u>\$ 275,000</u>

IV. GEORGE F. COLEMAN MEMORIAL BRIDGE

1.	<u>Administration</u>		
	a. Salaries and Travel Expenses	\$ 22,000	
	b. Office Supplies, Service (Including I. B. Tickets)	17,000	
	c. Insurance	8,000	
	d. Uniforms	4,000	
	Sub-Total		\$ 51,000
2.	<u>Toll Plaza - Operation</u>		
	a. Salaries and Expenses	\$ 160,000	
	b. Heat, Water, Electricity, Telephone & Radio	2,000	
	c. Parts and Supplies	2,000	
	Sub-Total		\$ 164,000
3.	<u>Toll Plaza - Maintenance</u>		
	a. Salaries and Expenses	\$ 12,000	
	b. Parts and Supplies	2,000	
	c. Contract Maintenance	1,000	
	Sub-Total		\$ 15,000
4.	<u>Repair Shop and Yard</u>	\$ 1,000	\$ 1,000
5.	<u>Motor Vehicles - Operation & Maintenance</u>	\$ 1,000	\$ 1,000
	TOTAL - GEORGE F. COLEMAN BRIDGE		\$ 232,000

V. ROBERT O. NORRIS, JR. BRIDGE

1.	<u>Administration</u>		
	a. Salaries and Expenses	\$ 12,000	
	b. Insurance	11,000	
	c. Supplies (Including I.B.M. Tickets)	4,000	
	Sub-Total		\$ 27,000
2.	<u>Toll Plaza - Operation</u>		
	a. Salaries and Expenses	\$ 62,000	
	b. Heat, Light, Water, Telephone	2,000	
	c. Supplies, Including Uniforms	2,000	
	d. Contract Maintenance	1,000	
	Sub-Total		\$ 67,000
3.	<u>Toll Plaza - Maintenance</u>		
	a. Salaries and Expenses	\$ 4,000	
	b. Parts and Supplies	500	
	c. Contract Maintenance	500	
	Sub-Total		\$ 5,000
4.	<u>Motor Vehicles - Operation & Maintenance</u>	\$ 1,000	\$ 1,000
	TOTAL - ROBERT O. NORRIS, JR. BRIDGE		\$ 100,000

RECAPITULATION - OPERATION AND MAINTENANCE BUDGET

I. General Expenditures (Including Matching Social Security, Retirement, Health & Life Insurance)	\$ 345,000
II. Hampton Roads Bridge-Tunnel	1,331,000
III. James River Bridge	275,000
IV. George P. Coleman Memorial Bridge	232,000
V. Robert O. Norris, Jr. Bridge	100,000
	<hr/>
TOTAL	\$ 2,283,000

Moved by Mr. Crowe, seconded by Mr. Roos,
that the Commission confirm letter ballot action on Capital Outlay bids
received May 23, 1973, on the following projects:

Swoope Area Headquarters

Warming House & Office, Gas & Oil House and 9 Stall Truck Shed - On Rte. 720,
0.5 Mi. E. of Rte. 42, Augusta County. Award of contract to low bidder,
Whitehead-Leach Construction Company, Richmond, Virginia.

Bid	\$64,500.00
1% for engineering and additional work	645.00
Amount chargeable to project	65,145.00

Rocky Gap Area Headquarters

10 Stall Standard Truck Shed and Oil House - Approx. 7 Mi. N. of Rocky Gap
on Rts. 21 & 52, Bland County. Award of contract to low bidder, Elwin E.
Aliff Construction Company, Bluefield, West Virginia.

Bid	\$51,835.00
1% for engineering and additional work	518.35
Amount chargeable to project	52,353.00

New Sandston Residency Headquarters

120' Shop Building, Gas Service Island, Warming House & Office, Survey
Building, Storage Building & 16 Stall Truck Shed - Approx. 1 Mi. S. of
Int. Rte. 60 & 156 on Rte. 156, Henrico County. Award of contract to low
bidder, Twiggs & Morris Construction, Inc., Sandston, Virginia.

Bid	\$253,689.00
1% for engineering and additional work	2,536.89
Amount chargeable to project	256,226.00

Rhoadesville Area Headquarters

Std. Warming House & Office, Gas & Oil House and 14 Stall Truck Shed - On
Route 692, 0.55 Mi. N. of Route 20, Orange County. Award of contract to low
bidder, Whitehead-Leach Construction Company, Richmond, Virginia.

Bid	\$67,100.00
1% for engineering and additional work	671.00
Amount chargeable to project	67,771.00

Harrisonburg Residency Lot

Storage Building, Rockingham County. Award of contract to low bidder, Whitehead-Leach Construction Company, Richmond, Virginia.

Bid	\$39,200.00
1% for engineering and additional work	392.00
Amount chargeable to project	39,592.00

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Frederick County Recreational Park Club House, Clear Brook, Virginia, on February 28, 1973, at 10:30 a.m., for the purpose of considering the proposed improvement of Route 761 (Old Charlestown Road) from the intersection of Route 11 to the intersection of Route 664 (Jordan Springs Road) in Frederick County, State Project 0761-034-144, C-501, B-608; Federal Project S-1639(), and

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

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

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

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-41 of the Code of Virginia of 1950, as amended, request is made by the Town of Herndon for maintenance payments at the rate of \$2,500 per lane mile annually on additional Primary Route Extensions meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the annual rate of \$2,500 per lane mile be made to the Town of Herndon on additional lanes on Route 228 totaling 2.14 miles and meeting standards required by the aforementioned section of the Code, effective retroactive October 1, 1972, for the quarterly payments due after December 31, 1972, and described as follows:

Rte. 228 - Centerville Rd. - From SCL to 0.15 Mi. N. SCL	- 0.15 Mi. of 1 Additional Lane
Rte. 228 - Centerville Rd. - From 0.36 Mi. N. SCL to 0.43 Mi. N. SCL	- 0.07 Mi. of 1 Additional Lane
Rte. 228 - Centerville Rd. - From 0.43 Mi. N. SCL to 0.51 Mi. N. SCL	- 0.08 Mi. of 1 Additional Lane
Rte. 228 - Centerville Rd. - From 0.51 Mi. N. SCL to 0.61 Mi. N. SCL	- 0.10 Mi. of 2 Additional Lanes
Rte. 228 - Elden St. - From 0.61 Mi. N. SCL to Main Drive	- 0.19 Mi. of 2 Additional Lanes
Rte. 228 - Dranesville Rd. - From N. Town Limits to Tyler St.	- 0.63 Mi. of 2 Additional Lanes

The additional mileage increases the Primary Route Extension lane mileage by 2.14 miles, from 5.08 miles to 7.22 miles; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments at the rate of \$1,500 per lane mile annually be made to the Town of Herndon on additional streets totaling 2.41 miles and meeting standards required by the aforementioned section of the Code, effective retroactive to October 1, 1972, for the quarterly payments due after December 31, 1972. The additional streets and mileage eligible for payment are described on attached tabulation sheets number 1 and 2, dated October 1, 1972.

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

MUNICIPALITY Town of Herndon

TOTAL ADDITIONAL MILEAGE REQUESTED 2.41

SUBMITTED BY THE CITY OR TOWN (Date 10/1/72) 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)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
(1) Crestview Drive	Van Buren, 500' E of Missouri	1/4 N	80'	50'	.20	No	B-3	S-5	2
(2) Crestview Drive	Centerville Rd 500' E	400' S OF	.80'	50'	.09	"	"	"	2
(3) Crestview Drive	VEPCO R/W	N Town Limits	55'	26'	.08	"	"	"	2
(4) Mississippi Dr.	Missouri Ave. 450' W		50'	36'	.09	"	"	"	2
(5) Missouri Ave	Stuart Ct. S Town Limits		60'	44'	.27	"	"	"	2
(6) Pemberton Ct	Missouri Ave 400' W		50'	36'	.08	"	"	"	2
(7) Park Avenue	Park Road 800' W		50'	36'	.15	"	"	"	2
(8) Jorss Place	Park Avenue 500' S		50'	36'	.09	"	"	"	2
(9) McDaniel Court	Charlton Place 800' S		50'	30'	.15	"	"	"	2
(10) Charlton Place	Third Street 1200' S		50'	30'	.23	"	"	"	2
(11) Third Street	Monroe Street 900' W		50'	30'	.17	"	"	"	2
(12) Monroe Street	1000' N Third St. N Town L		30'	20'	.45	"	Stone	"	2
(13) Quincy Street	Jefferson St Madison St		30'	17'	.04	"	Stone	"	2

SIGNED D. S. [Signature]

Dept. of Highways Engineer

These additions, totaling 2.41 miles, increase the total mileage in the Town of Herndon from 15.80 miles to 18.21 miles of approved streets, and the lane mileage increases by 4.82 miles, changing the total lane miles from 31.60 to 36.42 miles subject to payment.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the City Council Chambers of the Portsmouth Municipal Building on April 26, 1973, at 7:00 p.m., for the purpose of considering the proposed design of Route 164 (Western Freeway) from 0.419 mile east of the Western Branch of Elizabeth River to 0.104 mile east of the Norfolk, Franklin and Danville Railway in the City of Portsmouth, State Project 0164-124-101, C-501, B-601; Federal Project M-5403(002), 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 major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers, amended to adjust Shipwright Street to reduce property damages.

MOTION CARRIED

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

WHEREAS, under Section 33.1-41 of the Code of Virginia of 1950, as amended, the Highway Commission is authorized to make certain payments to cities for street purposes; and

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

WHEREAS, due to the relocation of Route 57 by the construction of Project 0057-120-103, C-501, it is necessary to re-establish the Primary Extension Routings and mileage within the City.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the annual rate of \$2,500 per lane mile be made to the City of Martinsville on 11.42 miles of Primary Route Extensions with a lane mileage totaling 33.43 miles and meeting standards required by the aforementioned section of the Code, effective retroactive to October 1, 1972, for quarterly payments due after December 31, 1972, and described as follows:

Route 220	- From S.C.L. to W.C.L.	- 2.46 Mi. of 4 Lanes
Route 58	- From Route 220 to Carter St.	- 0.14 Mi. of 3 Lanes
Route 58	- From Carter St. to E. Church St.	- 0.86 Mi. of 2 Lanes
Route 58	- From Starling Ave. to Oakdale St.	- 0.11 Mi. of 4 Lanes
Route 58	- From Oakdale St. to Booker Rd.	- 0.27 Mi. of 3 Lanes
Route 58	- From Booker Rd. to E.C.L.	- 1.16 Mi. of 4 Lanes
Route 57	- From W.C.L. to Market St.	- 1.77 Mi. of 2 Lanes
Route 57	- From W. Church St. to 604' E. of Fairy St.	- 1.36 Mi. of 4 Lanes
Route 57	- From 604' E. of Fairy St. to N.C.L.	- 1.38 Mi. of 2 Lanes
Route 57 Fayette Street	- From Market St. to Route 220	- 0.59 Mi. of 2 Lanes
Route 108	- From Route 57 to N.C.L.	- 1.32 Mi. of 2 Lanes

This re-establishment of the Primary Extensions increases the mileage from 10.7456 miles to 11.42 miles and the lane mileage increases from 30.37 miles to 33.43 miles subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments at the annual rate of \$1,500 per lane mile be made to the City of Martinsville on additional streets, totaling 1.92 miles, and deletions of 1.54 miles, for a net addition of 0.38 mile, with a lane mileage of 2.62 miles, and meeting standards required by the aforementioned section of the Code, effective retroactive to October 1, 1972, for the quarterly payments due after December 1, 1972. The additions and deletions subject for payment are described on attached tabulation sheets number 1-3, dated October 1, 1972.

Deletions ~~AND~~ TO OTHER STREET MILEAGES Due to Rerouting of State Rt. #57
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Martinsville

Deleted

TOTAL ~~EXISTING~~ MILEAGE ~~XXXXXXXX~~ 1.54
 Lane Miles 3.08

SUBMITTED BY THE CITY OR TOWN (Date 2-7-73) 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)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Armory Road	Market St.-Liberty St.		100	24	0.08			Plant Mix	2
Northside Drive	Fairy St. Ext.-0.38 Mile West		60	26	0.38		"	"	2
Blizabeth St.	Fayette St.-0.03 Mile North		40	18	0.03		"	"	2
Townes Street	Commonwealth Blvd. North 0.03 Mile		40	18	0.03		"	"	2
Fontaine Street	Franklin St.- West 0.14 mile		40	18	0.14		"	"	2
Northside Drive	Fairy St. Ext.- E. Church St.		60	26	0.29		"	"	2
Fayette St.	Market St.-Memorial Blvd.		41-50	40	0.59		"	"	2

*Name Change - Now Hooker St.

SIGNED C. H. Coffman
 Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES Due To Rerouting of State Rt. #57
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Martinsville

TOTAL ADDITIONAL MILEAGE REQUESTED 1.92 ✓

SUBMITTED BY THE CITY OR TOWN (Date 2-7-73) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date Lane Miles 4.22)

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
						Yes	No			
(Former George Townes Ave.)	.06 N. of Moss St. Market Street		30	21	0.01	No	No		Plant Mix	2
Jones Street	Fayette St.-Liberty St.		40	28	0.07	No	Yes		"	2
Liberty Street	Jones St.-Commonwealth Blvd		60	40	0.17	No	No		"	2
Chatham Road	E.Church St.-Commonwealth Blvd.		60	44	0.38	No	No		"	2
*Hocker Street	E.Church St.-Fairly St.Ext.		60	26	0.29	No	No		"	2
Church Street	Market St. - Lester St.		55	29-40	0.47	No	No		"	2
Church Street	Lester St.-Starling Ave.		45-60	40	0.33	Yes	Yes		"	3
Moss Street	Church St.-Main St.		40	30	0.05	Yes	Yes		"	3
Fayette Street	Moss St.-Jones St.		41	32	0.11	No	No		"	2
Moss Street	Main St.-Fayette St.		40	30	0.04	Yes	No		"	2

Name Change - Formerly Northside Drive

SIGNED *C. W. [Signature]*
 Dept. of Highways' Engineer

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

MUNICIPALITY Martinsville

TOTAL ~~APPROXIMATE~~ MILEAGE REQUESTED 0.74
Lane Miles 1.48

SUBMITTED BY THE CITY OR TOWN (Date 2-7-72) 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 R.T. (Yes or No)	YES	NO	YES	NO	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Lester Street	E. Church St. - E. Main St.		60	45	0.05	YES			YES			Plant Mix	4
Spruce Street	Parkview Ave. - Prospect Hill		60	48	0.56	NO			NO			"	4
Mulberry Rd. Ext.	Starling Ave - Cleveland Ave		60	44	0.13	NO			NO			"	4

SIGNED *Carl D. Coffey*
Dept. of Highways' Engineer

These additions, totaling 1.92 miles, and deletions, totaling 1.54 miles, increase the total mileage in the City of Martinsville from 78.52 miles to 78.90 miles of approved streets, and the lane mileage increases by 2.62 miles, changing the total lane miles from 158.52 to 161.14 miles subject to payment.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policies, a design public hearing was held in the Brookville Elementary School, Lynchburg, Virginia, on February 7, 1973, at 7:00 p.m., for the purpose of considering the proposed design of Route 460 (Lynchburg Bypass) from 0.288 mile west of the intersection of Route 29 (south of Lynchburg) to 0.253 mile east of the intersection of Route 501 (east of Lynchburg) and of Route 128 from 0.167 mile west of the intersection of Route 29 to 0.675 mile east of the intersection of Route 29 in Campbell County and the City of Lynchburg, Virginia, State Projects 6460-015-104, C-501, C-503; 6297-015-104, RW-201; 0128-118-101, 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 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 major design features of these projects be approved in accordance with the plan as proposed and presented at the said public hearing by the Department's engineers, amended to delete Service Road Number 2 and provide access to the properties affected by this deletion from Route 670, and

6-21-73

BE IT FURTHER RESOLVED, that these projects, as described above, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy, and

BE IT ALSO FURTHER RESOLVED, that pursuant to Sections 33.1-29 and 33.1-34 of the 1950 Code of Virginia, as amended, the proposed location herein approved, in Campbell County and the City of Lynchburg, approximately 5.5 miles in length, be added to the Primary System of Highways.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Roos, that the Commission confirm letter ballot action on bids received May 23, 1973, on the following projects:

Crawford Street, Project U000-124-101, C-501, FS-701

Crawford Street Connector - I-264 (0.07 Mi. W. of Effingham St.) - Columbia St., City of Portsmouth. Award of contract to low bidder, Birsch Construction Corp., Norfolk, Virginia.

Bid	Construction	Right of Way
10% for engineering and additional work	\$2,176,038.40	\$222,530.00
Work by State Forces	217,603.84	22,253.00
Amount chargeable to project	18,590.00	
Acct. Rec. City of Portsmouth - \$511,588.56	2,657,015.00	
\$1,670,427.00 to be provided for in future Urban Construction Allocations.		

Kellam Road, Columbus Street and Constitution Avenue, Project U000-134-105, C-501

Int. Kellam Rd. & Va. Beach Blvd. (Rte. 58) - Int. Constitution Ave. & Va. Beach Blvd. (Rte. 58), City of Virginia Beach. Award of contract to low bidder, Birsch Construction Corp., Norfolk, Virginia.

Bid	Construction	Right of Way
10% for engineering and additional work	\$ 942,225.50	\$131,930.00
Work by State Forces	94,225.55	13,193.00
Railroad	6,000.00	
Flagging	1,974.00	
Amount chargeable to project	4,950.00	
Acct. Rec. City of Va. Beach - \$378,551.30	1,194,495.00	
\$417,219.00 to be provided for in future Urban Construction Allocations.		

6-21-73

Route 3, Project 0003-051-108, C-501

Storm Drainage - Town of Kilmarnock - 0.060 Mi. S. Int. 3 & 200 - 0.226 Mi. W. Int. 3 & 200, Lancaster County. Award of contract to low bidder, Key Construction Company, Inc., Clarksville, Virginia.

Bid	\$ 93,123.25
10% for engineering and additional work	9,312.32
Work by State Forces	3,327.50
Amount chargeable to project	105,763.00

\$66,763.00 to be provided for in 1973-74 & 1974-75 Primary Construction Allocations.

Route 3, Project 0003-057-101, C-501; 0003-036-101, C-501

0.032 Mi. E. Int. 3 & 14 (Fort Nonsense) - 2.831 Mi. W. Int. 3 & 14 (Fort Nonsense), Mathews & Gloucester Counties. Award of contract to low bidder, Henry S. Branscome, Inc., Williamsburg, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 979,558.35	\$10.00
10% for engineering and additional work	97,955.83	1.00
Work by State Forces	5,379.00	
Amount chargeable to project	1,082,904.00	

\$1,082,904.00 to be provided for in 1973-74 & Subsequent Years' Primary Construction Allocations.

Routes 18 and 614, Projects 0018-003-103, C-501; 0614-003-121, C-501, B-612

From: 0.039 Mi. E. Int. 614 To: 0.075 Mi. W. Int. 614 and Bridge and Approaches over Potts Creek, Alleghany County. Award of contract to low bidder, Hammond-Mitchell, Inc., Covington, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$200,473.10	\$600.00
10% for engineering and additional work	20,047.31	60.00
Work by State Forces	1,320.00	
Utilities	2,773.19	
Amount chargeable to project	225,274.00	

\$22,309.00 to be provided for in 1973-74 & 1974-75 Primary Construction Allocations.
\$202,965.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

6-21-73

Route 29, Project 0029-000-009, C-501

Int. Spout Run Pkwy. (Rte. 124) - 0.154 Mi. W. Int. 66 (N. Veitch St.),
Arlington County. Award of contract to low bidder, Martin & Gass, Inc.,
Merrifield, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,482,143.95	\$393,077.00
10% for engineering and additional work	148,214.39	39,307.70
Work by State Forces	7,535.00	
Amount chargeable to project	2,070,278.00	
Accts. Rec. Arlington Co. - \$382,499.70		

Route 29, Project 6029-039-103, C-501, B-604; 6029-056-109, C-501

0.290 Mi. S. Greene-Madison C.L. - 0.174 Mi. N. Greene-Madison C.L., Greene
and Madison Counties. Award of contract to low bidder, J. M. Turner & Company,
Inc., Salem, Virginia.

Bid	\$483,380.60
10% for engineering and additional work	48,338.06
Work by State Forces	4,175.60
Amount chargeable to project	535,894.00
\$457,394.00 to be provided for in 1973-74 & 1974-75 Primary Construction Allocations.	

Route 58, Project 0058-038-103, C-501, B-606

0.288 Mi. E. of E.C.L. Independence - 1.928 Mi. E. of E.C.L. Independence,
Grayson County. Award of contract to low bidder, Pendleton Construction Corp.,
Wytheville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,388,498.90	\$41.97
10% for engineering and additional work	138,849.89	4.20
Work by State Forces	5,610.00	
Utilities	14,400.00	
Right of Way	174,000.00	
Amount chargeable to project	1,721,405.00	

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Route 58, Project 0058-041-103, C-502, B-603

5.587 Mi. W. Halifax-Mecklenburg C. L. - 0.030 Mi. W. Halifax-Mecklenburg C. L., Halifax County. Award of contract to low bidder, W. W. Warsing, Inc., Crewe, Virginia.

Bid	\$2,284,896.89
10% for engineering and additional work	228,489.88
Work by State Forces	17,985.00
Amount chargeable to project	2,531,374.00

\$2,531,374.00 to be provided for in 1973-74 & Subsequent Years' Primary Construction Allocations.

Route 58, Project 0058-058-111, C-501; 110, C-501, B-603, B-609

0.338 Mi. W. Int. 49 - 0.030 Mi. W. Int. 15, Mecklenburg County. Award of contract to low bidder, Key Construction Company, Inc., Clarksville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,710,190.84	\$49,594.60
10% for engineering and additional work	171,019.08	4,959.46
Work by State Forces	17,641.25	
Right of Way	74,000.00	
Utilities	25,500.00	
Railroad	14,895.33	
Flagging	6,785.66	
Amount chargeable to project	2,074,586.00	

\$735,057.00 to be provided for in 1973-74 & 1974-75 Primary Construction Allocations.

Route 100, Project 0100-077-105, C-501, B-604

3.139 Mi. N. NCL Dublin - 5.622 Mi. N. NCL Dublin, Pulaski County. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 909,470.94	\$1.00
10% for engineering and additional work	90,947.09	.10
Work by State Forces	8,470.00	
Right of Way	130,000.00	
Utilities	14,600.00	
Amount chargeable to project	1,153,489.00	

\$1,153,489.00 to be provided for in 1973-74 & 1974-75 Primary Construction Allocations.

6-21-73

Routes 220 & 682, Projects 6220-044-111, C-501, B-606, B-607, B-608, B-609, B-610, B-611, B-612, B-613, B-614, B-615; 0682-044-132, C-501

From: 0.298 Mi. N. Int. 57 & 220 To: 0.148 Mi. S. Reloc. 609 and From: 1.957 Mi. S. Int. 57A To: Int. 57A, Henry County. Award of contract to low bidder, Albert Brothers Contractors, Inc., Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 8,614,570.30	\$22,650.00
10% for engineering and additional work	861,457.03	2,265.00
Work by State Forces	22,845.90	
Right of Way	3,610,000.00	
Utilities	70,800.00	
Railroad	10,106.23	
Flagging	6,833.76	
Amount chargeable to project	13,221,528.00	
\$7,391,251.00 to be provided for in 1973-74 & Subsequent Years' Primary Construction Allocations.		

Route 291, Project 0291-015-102, C-501, B-602, B-603, B-604, B-605

0.075 Mi. W. Int. 460 (Old Rte. 297) - 0.227 Mi. E. Int. 221 (Old Rte. 460), Campbell County. Award of contract to low bidder, A. B. Burton Company, Inc., Lynchburg, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,973,258.38	\$500.00
10% for engineering and additional work	397,325.83	50.00
Work by State Forces	12,430.00	
Right of Way	655,000.00	
Utilities	156,900.00	
Railroad	103,654.33	
Flagging	6,785.66	
Amount chargeable to project	5,305,904.00	
\$3,044,919.00 to be provided for in 1973-74 & Subsequent Years' Primary Construction Allocations.		

Route 460, Project 6460-073-109, C-501

0.980 Mi. E. Int. Rte. 307 - Prince Edward-Nottoway C. L., Prince Edward County. Award of contract to low bidder, Roy N. Ford Company, Inc., Blairs, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 781,538.91	\$872.00
10% for engineering and additional work	78,153.89	87.20
Work by State Forces	9,295.00	
Right of Way	172,000.00	
Utilities	11,700.00	
Amount chargeable to project	1,053,647.00	

6-21-73

Route 522, Project 0522-034-101, C-503, B-603, B-604, B-605

0.481 Mi. S. Winchester & Western RR Crossing (Near Gainsboro) - 9.824 Mi. S. West Virginia State Line, Frederick County. Award of contract to low bidder, Echols Brothers, Inc., Staunton, Virginia.

Bid	\$2,884,728.66
10% for engineering and additional work	288,472.86
Work by State Forces	6,273.30
Right of Way	203,000.00
Utilities	82,000.00
Amount chargeable to project	3,464,475.00

\$3,236,799.00 to be provided for in 1973-74 & Subsequent Years' Primary Construction Allocations.

Route 616, Project 0616-022-113, B-610

Bridge over Craigs Creek, Craig County. Award of contract to low bidder, Lanford Brothers Company, Inc., Roanoke, Virginia.

Bid	\$120,784.00
10% for engineering and additional work	12,078.40
Amount chargeable to project	132,862.00

\$132,862.00 to be provided for in 1973-74 & Subsequent Years' Craig County & District Bridge Funds.

Routes 618 and 622, Projects 0618-065-128, C-501; 0622-065-127, C-501

Int. 13 - Int. 619, Northampton County. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$116,974.00	\$500.00
10% for engineering and additional work	11,697.40	50.00
Work by State Forces	1,980.00	
Utilities	39,639.74	
Amount chargeable to project	171,841.00	

\$147,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

Route 628, Project 0628-050-120, C-501

0.071 Mi. W. Int. 604 - 0.262 Mi. E. Int. 608, King William County. Award of contract to low bidder, W. S. Cordle, Inc., Emporia, Virginia.

Bid	\$235,339.20
10% for engineering and additional work	23,533.92
Amount chargeable to project	258,873.00

\$201,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

6-21-73

Route 643, Project 0643-077-126, C-501

Int. 11 - 0.879 Mi. S. Int. 11, Pulaski County. Award of contract to low bidder, Branch & Associates, Inc., Roanoke, Virginia.

Bid	\$258,032.78
10% for engineering and additional work	25,803.27
Amount chargeable to project	283,836.00

\$242,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

Route 653, Project 0653-088-149, C-501, B-616

Drainage Structure and Approaches Plentiful Creek, Spotsylvania County. Award of contract to low bidder, Bishop & Settle Construction Co., Inc. and Bishop & Settle Construction Co. and B & S Equipment Corporation, Alberta, Virginia.

Bid	\$124,173.95
10% for engineering and additional work	12,417.39
Utilities	692.61
Amount chargeable to project	137,284.00

\$106,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

Route 676, Project 0676-001-140, C-501

Int. 13 (SBL) - 0.155 Mi. N. E. Int. 678, Accomack County. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

Bid	\$67,020.00
10% for engineering and additional work	6,702.00
Work by State Forces	330.00
Amount chargeable to project	74,052.00

\$74,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

Route 685, Project 0685-061-169, C-501

Int. 688 - Int. 647, City of Mansemond. Award of contract to low bidder, Thomas H. Wiggins, Whaleyville, Virginia.

Bid	\$89,860.00
10% for engineering and additional work	8,988.00
Work by State Forces	550.00
Amount chargeable to project	99,418.00

\$99,418.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

6-21-73

Various Streets, Project 5502-127-101, C-501

Central Signal System, City of Richmond. Award of contract to low bidder, Broadway Maintenance Corp., Philadelphia, Pennsylvania.

Bid	\$1,049,982.55
10% for engineering and additional work	104,998.25
Amount chargeable to project	1,154,981.00
Acct. Rec. City of Richmond -	\$173,247.12

Routes 460, 60 & 24, Project BR-2-73

Repair and Widening of Bridges, Buckingham & Prince Edward Counties. Award of contract to low bidder, Lanford Brothers Company, Inc., Roanoke, Virginia.

Bid	\$167,840.99
10% for engineering and additional work	16,784.09
Amount chargeable to project	184,625.00

To be financed from Lynchburg District Maintenance Replacement and Bridge Strengthening and Widening Funds.

Route 684, Project BR-3-73

Repairs to Bridge over Muddy Creek (0684-072-6904), Powhatan County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Virginia.

Bid	\$43,819.00
10% for engineering and additional work	4,381.90
Amount chargeable to project	48,201.00

To be financed from Powhatan County Secondary Replacement Funds.

Route 153, Project BR-8-73

Repairs to Bridge over White Mill Creek, Amelia County. Award of contract to low bidder, D. W. Lyle Corporation, McKenney, Virginia.

Bid	\$67,648.10
10% for engineering and additional work	6,764.81
Amount chargeable to project	74,413.00

To be financed from Richmond District Maintenance Replacement Funds.

6-21-73

Routes 60 & 130, Project BR-9-73

Repairs to Bridges over Southern Rwy., Harris Cr., Fawn Cr., Graham Cr., and Buffalo River, Amherst County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Virginia.

Bid	\$101,566.00
10% for engineering and additional work	10,156.60
Amount chargeable to project	111,723.00

To be financed from Lynchburg District Primary Maintenance Replacement Funds.

Route 1, Project BR-11-73

Repairs to Bridge over Miles Creek (0001-058-1001), Mecklenburg County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Virginia.

Bid	\$59,603.00
10% for engineering and additional work	5,960.30
Amount chargeable to project	65,563.00

To be financed from Richmond District Primary Maintenance Replacement Funds.

Routes 665, 650 and 694, Project Safety Improvements I-73

Roadway Safety Improvements - Various Locations, Fairfax County. Award of contract to low bidder, Schell Construction Corp., Springfield, Virginia.

Bid	\$138,630.75
10% for engineering and additional work	13,863.07
Amount chargeable to project	152,494.00

\$32,000.00 to be provided for in 1973-74 & Subsequent Years' Budgets.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Roos, that the Commission confirm letter ballot action rejecting bids received May 23, 1973, on the following projects, and authorize readvertisement of these projects:

Route 177, Project 0177-126-102, C-501

0.003 Mi. S. Int. Grove Ave. - Norwood St. (Rte. 11), City of Radford.
Low bid - 20.4% over estimate.

Route 604, Project 0604-066-124, C-501

Drainage Structure and Approaches to Hull Creek, Northumberland County.
Low bid - 15.9% over estimate.

6-21-73

Routes 610 & 1004, Projects 0610-098-146, C-501; 1004-098-161, C-501

Int. 121 - Int. of 610 & 712, Mythe County and Town of Max Meadows. Low bid - 16.2% over estimate.

Route 617, Project 0617-022-114, C-501, C-502, C-504, B-615

Drainage Structures and Approaches over Barbour's Creek, Craig County. Low bid - 29.4% over estimate.

Route 633, Project 0633-014-A67-001; A66-148

Bridge and Approaches over Willis River, Buckingham County. Low bid - 32.8% over estimate.

Route 638, Project 0638-042-120, C-501

Int. 360 - 0.339 Mi. N. Int. 627, Hanover County. Low bid - 29.6% over estimate.

Route 643, Project 0643-025-126, C-501, B-607

Bridge and Approaches over McClure River, Dickenson County. Low bid - 21.4% over estimate.

Route 645, Project 0645-070-146, C-501, B-617

Bridge and Approaches Dan River, Patrick County. Low bid - 40% over estimate.

Route 646, Project 0646-023-127, C-501

0.161 Mi. E. Int. 522 - 0.550 Mi. E. Int. 522, Culpeper County. Low bid - 49% over estimate.

Route 9999, Project 9999-124-101, C-501

0.008 Mi. W. of Victory Blvd. - 0.914 Mi. W. of Victory Blvd., City of Portsmouth. Low bid - 15.9% over estimate.

Route 10, Project BR-5-73

Repairs to Bridge over Wards Creek (0010-074-702, M-600), Prince George County. Low bid - 104.8% over estimate.

Elk Creek Area Headquarters

Std. Warming House, Std. Gas & Oil House and 8 Stall Truck Shed - On Rte. 791 W. of Rte. 21 at the Int. of Rte. 791 and 659, Grayson County. Low bid - 51.8% over estimate.

6-21-73

Luray Area Headquarters

9 Stall Truck Shed - On Rte. 675 in Luray on the Residency Lot, Page County.
Low bid - 15.9% over estimate.

Speedwell Area Headquarters

Std. Warming House, Std. Gas & Oil House and 8 Stall Truck Shed - On Rte. 651
Approx. 1 Mi. W. of Rte. 21, Wythe County. Low bid - 25.3% over estimate.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policies, a design public hearing was held in the Patrick County Courthouse, Stuart, Virginia, on April 11, 1973, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 58 from 0.14 mile north of the intersection of Route 8 (Cruzes Store) to 0.95 mile west of the West Corporate Limits of Stuart in Patrick County, State Project 0058-070-106, 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 major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers.

MOTION CARRIED

6-21-73

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

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

WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Williamsburg for such payments; and

WHEREAS, the City Council of Williamsburg held a public hearing and by resolution has requested the Virginia Department of Highways to delete and reroute several primary route extensions within the City.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the addition and deletion of mileage for payment on the primary route extensions within the City of Williamsburg be approved as follows, effective April 1, 1973:

Primary Extension Deletions

Route 60Z - From its north intersection with Route 60 at Page Road; southerly along Richmond Road and Boundary Street; easterly along Francis and York Streets to its south intersection with Route 60 at Page Road - Length: 2.59 miles.

Route 132 - From Old 60Z (Boundary Street) easterly along Duke of Gloucester Street and northerly along Henry Street to Lafayette Street - Length: 0.42 mile.

Primary Extension Additions

(Proposed Rerouted Sections of Routes 31, 5 and 132)

Route 31 - From Route 60 (Page Road); thence, westerly along York and Lafayette Streets, southerly along Henry Street and westerly along Duke of Gloucester Street to Boundary Street - Length: 1.49 miles.

Route 5 - To overlap Route 31 along York, Lafayette, Henry and Duke of Gloucester Streets due to this change.

Route 132 - From the intersection of Henry and Lafayette Streets; thence, westerly and northerly along Lafayette Street and Richmond Road to its intersection with Route 60 (Page Road) - Length: 1.31 miles.

6-21-73

The primary extension mileage due to these deletions and rerouting additions, decreases a net length of 0.21 mile, from a total of 11.80 miles with a lane mileage of 32.94 miles to 11.59 miles with a lane mileage of 31.52 miles, eligible for payment at a rate of \$2,500 per lane mile annually effective April 1, 1973, for the quarterly payment due after June 30, 1973; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for the additions and deletions subject to payment on other streets to the City of Williamsburg, due to the primary extension changes, be approved as follows:

"Other Streets" Additions

Richmond Road	- From Lafayette Street to Dillard Street	- 0.47 Mi. of 2 Lanes
Richmond Road	- From Dillard Street to 0.04 mile south of Armstead Street	- 0.52 Mi. of 4 Lanes
Richmond Road	- From 0.04 mile south of Armstead Street to Boundary Street	- 0.09 Mi. of 2 Lanes
Boundary Street	- From Duke of Gloucester Street to Francis Street	- 0.10 Mi. of 2 Lanes
Francis Street	- From Boundary Street to York Street	- 0.93 Mi. of 2 Lanes
York Street	- From Francis Street to Lafayette Street	- 0.11 Mi. of 2 Lanes

"Other Streets" Deletion

Lafayette Street	- From Richmond Road to Page Road	- 1.99 Mi. of 2 Lanes
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The net additions, due to the primary changes, totaling 0.23 mile, increase the other streets mileage in the City of Williamsburg from 24.04 miles to 24.27 miles and the lane mileage increases by 1.50 miles, changing the total lane mileage from 48.08 to 49.58 miles subject to payment.

MOTION CARRIED

6-21-73

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Pulaski County has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by White Motor Corporation near Pulaski in Pulaski County, estimated to cost \$400,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$150,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facility of White Motor Corporation, to be located near Pulaski in Pulaski County, Project 0643-077-126, C-502, B-614, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and (3) all construction cost over and above the industrial access allocation being provided from funds available for use on the Secondary System in Pulaski County.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 and for fiscal 1973-74 of \$2,500,000 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 Bath County has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by the Virginia Electric and Power Company on Back Creek north of Route 39 in Bath County, estimated to cost \$1,553,500*; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$181,000 from the industrial access fund for 1972-73 and \$69,000 from the industrial access fund for 1973-74 be allocated to assist in providing access to the new facility of Virginia Electric and Power Company, to be located on Back Creek north of Route 39 in Bath County, Project 0600-008-115, C-502, contingent upon (1) the industry's entering into a firm contract for 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 the industrial access allocation on Project 0600-008-115, C-502 being borne by VEPCO, and (4) all cost over and above the VEPCO grant and industrial access allocation for the bridge and approaches located 2.8 miles north of Route 39, for the bridge located 6.4 miles north of Route 39, and for the bridge and approaches located 14.4 miles north of Route 39 being borne by Secondary road funds available for use within Bath County.

MOTION CARRIED

*Route 600 - Bath County
Project 0600-008-115, C-502

Industrial Access Funds		\$ 250,000
VEPCO Grant		710,500
Project 0600-008-115, B-603 Secondary Funds	\$160,000	
Project 0600-008-116, C-501 Secondary Funds	77,000	
Project 0600-008-116, B-604 Secondary Funds	155,000	
Project 0600-008-117, C-501 Secondary Funds	60,000	
Project 0600-008-117, B-605 Secondary Funds	<u>141,000</u>	
		<u>593,000</u>
Total		\$1,553,500

6-21-73

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Amherst, Patrick and Powhatan Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

- | | | |
|-----------------|---|-----------|
| AMHERST COUNTY | - Route 1003 from Route 1004 to Dead End---- | 0.40 Mile |
| | - Route 712 from 0.45 Mi. S. Route 739
to 1.15 Mi. S. Route 739----- | 0.70 Mile |
| | - Route 637 from Route 638 to Dead End----- | 0.75 Mile |
| | - Route 1018 from Route 1007 to Route
1010----- | 0.04 Mile |
| | - Route 673 from Route 29, S. intersection,
to Route 29, N. intersection ----- | 0.15 Mile |
| PATRICK COUNTY | - Route 784 - from Int. Rte. 646 to 1.00
Mi. S. E. Rte. 646 ----- | 1.00 Mile |
| | - Route 746 - from Int. Rte. 608 to 0.50
Mi. S. E. Rte. 608 ----- | 0.50 Mile |
| | - Route 789 - from 0.70 Mi. N. of Rte. 788
to 0.92 Mi. N. of Rte. 788 ----- | 0.22 Mile |
| POWHATAN COUNTY | - Section 2 of old location Rte. 603 from
Sta. 119+00 southerly 0.16 Mi., Proj.
0603-072-117, C-501 ----- | 0.16 Mile |

MOTION CARRIED

6-21-73

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of industrial access funds to assist in providing access to the new facilities to be constructed by Atlantic Steel Fabricators, Incorporated, and Chemical Treatment Company, in the Leadbetter Industrial Park in Hanover County, estimated to cost \$35,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$35,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facilities of Atlantic Steel Fabricators, Incorporated, and Chemical Treatment Company, to be located in the Leadbetter Industrial Park in Hanover County, Project 0809-042-187, C-504, contingent upon the industries' entering into a firm contract for the construction of their facilities, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Craig County has by resolution requested the use of industrial access funds to provide adequate access to the new facility to be constructed by Craig Furniture Corporation, south of New Castle in Craig County, estimated to cost \$14,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$14,000 from the industrial access fund for 1972-73 be allocated to provide adequate access to the new facility of Craig Furniture Corporation, to be located south of New Castle in Craig County, Project 0665-022-118, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Orange County and the Town Council of Gordonsville have by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by American Press, Incorporated, in the Town of Gordonsville in Orange County, estimated to cost \$76,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$76,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of American Press, Incorporated, to be located in the Town of Gordonsville in Orange County, Project 1034-225-144, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

6-21-73

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

WHEREAS, Section 33.1-223 of the Code of Virginia provides a fund for fiscal 1972-73 of \$1,500,000 to "be expended by the Highway Commission for constructing, reconstructing, maintaining or improving access roads to public recreational areas and historical sites"; and

WHEREAS, at the time of preparing the requests for the allocation of recreational access funds, the engineering staff does not have the benefit of completed plans and actual cost of a project, thereby making the estimate of cost approximate only; and

WHEREAS, there is a need for a recreational access reserve fund to cover minor differences between the actual cost and the estimates.

NOW, THEREFORE, BE IT RESOLVED, that \$72,000, which is the current balance in the recreational access fund, be assigned to the recreational access fund reserve for the purpose of financing minor differences between the allocations to projects and their actual costs.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Caroline County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by R. R. Beasley, Incorporated, near Milford in Caroline County, estimated to cost \$16,000; and

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

6-21-73

NOW, THEREFORE, BE IT RESOLVED, that \$16,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of R. R. Beasley, Incorporated, to be located near Milford in Caroline County, Project 0768-016-142, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 City Council of Newport News has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by Family Fashions by Avon, Incorporated, on McManus Boulevard, in the City of Newport News, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$100,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facility of Family Fashions by Avon, Incorporated, to be located on McManus Boulevard in the City of Newport News, Project 9999-121-102, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

6-21-73

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

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

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

WHEREAS, the Board of Supervisors of Albemarle County has by resolution requested the use of recreational access funds to provide access to the Mint Springs Park, located near Crozet in Albemarle County, estimated to cost \$173,000; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that \$173,000 from the recreational access fund for 1972-73 be allocated to provide access to the Mint Springs Park in Albemarle County, Project 0684-002-159, C-501.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1973-74 of \$2,500,000 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

6-21-73

WHEREAS, the Board of Supervisors of Henry County has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by Bassett Mirror Company, Incorporated, at Bassett in Henry County, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$53,000 from the industrial access fund for 1973-74 be allocated to assist in providing access to the new facility of Bassett Mirror Company, Incorporated, to be located at Bassett in Henry County, Project 0666-044-186, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and (3) all cost over and above the industrial access allocation being provided from Secondary funds available for use in Henry County.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Henrico County has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by TransAm Properties, Incorporated in eastern Henrico County, estimated to cost \$50,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facility of TransAm Properties, Incorporated, to be located in eastern Henrico County, Project 2069-043-120, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) all cost over and above that of a 24' pavement section to be borne by others.

MOTION CARRIED

6/21/73

Moved by

that

WHEREAS, in connection with Route 64, now Route 63, State Highway Project 4683-04, the Commonwealth acquired certain lands from Cora Edwards by deed Dated March 7, 1957 as recorded in Deed Book 157, Page 339 in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, a portion of the land so acquired was not needed for construction and is large enough for independent development: and

WHEREAS, in order to secure the best offer, the land is to be advertised for sale by the receipt of sealed bids with the right reserved to reject any and all bids and provided the high bid received is not satisfactory to the Department, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying north of the north proposed right of way line of Route 63 from a point 20 feet opposite approximate survey Station 11+00 (centerline Route 769) to a point 40 feet opposite approximate survey Station 886+15 (Office Revised Centerline Route 63) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by

that

WHEREAS, in connection with Route 29, State Highway Project 6029-005-106, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from F. K. Hamilton and Katherine W. Hamilton by deed dated March 26, 1969 as recorded in Deed Book 278, Page 404 in the Office of the Clerk of the Circuit Court of Amherst County; and

WHEREAS, the State Highway Commissioner has certified in writing that the land, so acquired, lying northeast of and adjacent to the north-east normal right of way line of Route 60 from a point 90 feet opposite survey Station 793+97 (centerline Route 60) to a point 85 feet opposite survey Station 794+50 (centerline Route 60) is not needed for the uses of the State Highway System and that the sale of same is deemed by him

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to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the parcel of land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowners of record at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by

that

WHEREAS, in connection with Route 64, State Highway Project 0064-002-102, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from E. R. Wood and Margaret F. Wood by deed dated April 20, 1967 as recorded in Deed Book 430, Page 630 in the Office of the Clerk of the Circuit Court of Albemarle County; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, so acquired, lying between the southwest existing right of way line of Route 730 and the northeast limited access line of Route 64 from a point 90 feet opposite survey Station 2912+30 (centerline proposed W.B.L.) to a point approximately 100 feet opposite approximate survey Station 2916+30 (centerline proposed W.B.L.) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the parcel of land, so certified, is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to anyone agreeable to paying a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by

that

WHEREAS, in connection with Route 32, State Highway Project 785-C, the Commonwealth acquired certain lands from Mary A. Collins by an old type Certificate, dated December 4, 1935, case for which has been completed, as

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recorded in Deed Book 45, Page 177, in the Office of the Clerk of the Circuit Court of Greensville County, now the City of Emporia, for the relocation of a portion of Route 32, now Route 730; and

WHEREAS, the Project was never constructed, leaving the Commonwealth as the owner of an unused parcel of land; and

WHEREAS, the owner of the adjoining lands, in order to more fully develop his lands, has requested that the unused land be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands lying on both sides of and adjacent to the centerline from approximate survey Station 8+70 (centerline proposed Route 32) to approximate survey Station 10+13 (centerline proposed Route 32) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

that

WHEREAS, in connection with Route 33, State Highway Project 6033-082-106, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Warren D. Workman and Betty M. Workman by Certificate No. C-15748, case for which has been concluded, dated November 29, 1958 as recorded in Deed Book 366, Page 149, in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, as acquired, lying east of and adjacent to the east proposed right of way line of Route 33 from a point approximately 71 feet opposite approximate survey Station 1000+38 (centerline proposed W.B.L.) to a point approximately 61 feet opposite survey Station 1003+23 (centerline proposed W.B.L.) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

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

Motion carried.

Moved by

that

WHEREAS, in connection with Route 168, now Route 645, State Highway Project 1177D, the Commonwealth acquired certain lands for the construction of a dual lane divided highway from R. B. Geddy Estate by old style Certificate dated August 9, 1938, case for which was concluded, as recorded in Deed Book 30, Page 196 in the Office of the Clerk of the Circuit Court of James City County; and

WHEREAS, only the east bound lane of the old Route 168, now Route 645, has been constructed and there are no plans to construct the west bound lane as was indicated on the original plans; and

WHEREAS, the adjoining landowner has requested that any unneeded land be conveyed to him in order that he may more fully develop his lands; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the northeast proposed right of way line of Route 645 and the northeast revised proposed right of way line of Route 645 from a point 60 feet opposite approximate survey Station 425+00 (centerline present Route 645) to a point 60 feet opposite approximate survey Station 438+67 (centerline present Route 645) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land, so certified, to the adjoining landowner of record in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute a deed without warranty at a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

6/21/73

Moved by

that

WHEREAS, in connection with the Salem District Headquarters Lot, the Commonwealth acquired certain lands from Albert J. Bond and Maria R. Bond by deed dated April 22, 1959 as recorded in Deed Book 617, Page 584 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, the Maid Bess Corporation, in developing their property located to the north and west of the District Lot have requested that the Commonwealth exchange approximately 0.25 acre of land with them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying in the northwest corner of the lands acquired by deed dated April 22, 1959 as recorded in Deed Book 617, Page 584 and containing approximately 0.25 acre, more or less, exact dimensions to be determined by a survey, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by

that

WHEREAS, in connection with Route 64, State Highway Project 0064-105-101, RW-201, the Commonwealth acquired certain lands from Harry Miller Alderson and Blanche F. Alderson by deed dated August 12, 1966 as recorded in Deed Book 46, Page 332, in the Office of the Clerk of the Circuit Court of the City of Clifton Forge; and

WHEREAS, a portion of the land so acquired was not needed for construction and is large enough for independent development; and

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

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WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the southwest proposed right of way line of Route 64 and the southwest revised proposed right of way and limited access line of Route 64 from a point 153 feet opposite survey Station 247+98 (E.B.L. centerline) to a point 172 feet opposite survey Station 249+17 (E.B.L. centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by

that

WHEREAS, in connection with Route 211, State Highway Projects 6211-078-104, RW-201 and 6211-023-101, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from John A. Williams by deed dated October 6, 1972, as recorded in Deed Book 228, Page 507 in the Office of the Clerk of the Circuit Court of Culpeper County; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue parcel of land, so acquired, lying on the north side of and adjacent to the north proposed right of way line of Route 211 from a point 78 feet opposite survey Station 1040+44 (centerline W.B.L.) to a point 90 feet opposite survey Station 1042+70 (centerline W.B.L.) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the portion of land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to a person displaced by the project for a consideration satisfactory to the State Right of Way Engineer.

Motion carried.

6-21-73

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a public hearing was held in the Buckingham County Courthouse, on February 21, 1973, at 7:30 p.m., for the purpose of considering the proposed location and design of Route 60 from the intersection of Route 24 (Mount Rush) to 1.10 miles east of the intersection of Route 56, State Project 0060-014-102, PE-101; and the location of Route 60 from 1.10 miles east of the intersection of Route 56 to 2.75 miles west of the intersection of Route 15 (Buckingham Bypass), State Project 0060-014-101, PE-102; and the location and design of Route 60 from 2.75 miles west of the intersection of Route 15 to 0.31 mile east of the intersection of Route 15 (Sprouses Corner), State Projects 0060-014-101, PE-101 and 0060-014-103, PE-101 in Buckingham County, 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 and major design features of State Project 0060-014-102, PE-101 from the intersection of Route 24 (Mount Rush) to 1.10 miles east of the intersection of Route 56 be approved in accordance with the plan as proposed and presented at the said public hearing by the Department's engineers, and

BE IT FURTHER RESOLVED, that the location corridor of State Project 0060-014-101, PE-102 (Buckingham Bypass) from 1.10 miles east of the intersection of Route 56 to 2.75 miles west of the intersection of Route 15 be approved as proposed and presented at the public hearing along Line "B" by the Department's engineers, and

BE IT ALSO FURTHER RESOLVED, that the location and major design features of State Projects 0060-014-101, PE-101 and 0060-014-103, PE-101, from 2.75 miles west of the intersection of Route 15 to 0.31 mile east of the intersection of Route 15 (Sprouses Corner) be approved as proposed and presented at the said public hearing by the Department's engineers, amended to provide an at-grade intersection at Route 15, and

6-21-73

BE IT ALSO FURTHER RESOLVED, that the relocation Project 0060-014-101, PE-102 referred to as the Buckingham Bypass and the area at the intersection of Routes 60 and 15, be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy.

MOTION CARRIED

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

WHEREAS, the budget for the fiscal year July 1, 1972 to June 30, 1973, was approved by the Richmond-Petersburg Turnpike Authority on June 14, 1972, and

WHEREAS, the 1973 General Assembly of Virginia transferred the responsibility for operating this facility to the State Highway Commission, and

WHEREAS, this transfer was effective June 1, 1973, resulting in changes in employee classifications, and

WHEREAS, this factor, plus other minor changes in estimated costs, necessitates a revision in this budget.

NOW, THEREFORE, BE IT RESOLVED, that the budget entitled The Richmond-Petersburg Turnpike Authority Amended Budget of Current Expenses, Fiscal Year July 1, 1972-June 30, 1973, is hereby adopted as the Amended Budget of Current Expenses for the Fiscal Year July 1, 1972-June 30, 1973, and the Manager of the Richmond-Petersburg Turnpike is directed to file a copy with the Trustee and to mail copies thereof to the Consulting Engineers, the principal underwriters, and all bondholders who have their names and addresses filed with the Secretary of the Highway Commission as provided by Section 505 of the Trust Agreement.

MOTION CARRIED

6-21-73

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Lee County and the Town Council of Pennington Gap have by resolution requested the use of industrial access funds to provide access to the new facility of Morrill Motors, Incorporated, to be located in the Pennington Gap Industrial Park in the Town of Pennington Gap in Lee County, estimated to cost \$25,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$13,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of Morrill Motors, Incorporated, to be located in the Pennington Gap Industrial Park in the Town of Pennington Gap in Lee County, Project 1109-281-126, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission confirmed letter ballot action approving award of contract on Project 0077-017-102, C-504, to the second lowest bidder, Vecellio & Grogan, Inc., Beckley, West Virginia, since the first lowest bidder, Holloway Construction Company, Wixom, Michigan, declined to sign the contract.

Route 77, Project 0077-017-102, C-504

4.145 Mi. N. of Virginia-North Carolina State Line - 0.265 Mi. S. of Int. Blue Ridge Parkway, Carroll County. Award of contract to low bidder, Vecellio & Grogan, Inc., Beckley, West Virginia.

Bid	\$14,714,652.29
10% for engineering and additional work	1,471,465.22
Work by State Forces	3,698.00
Amount chargeable to project	16,189,715.51

6-21-73

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Murphy Elementary School, Milton, North Carolina, on August 22, 1972, at 2:00 p.m., for the purpose of considering the proposed improvement of Route 62 from 0.186 mile north of the Virginia-North Carolina State Line to the Virginia-North Carolina State Line (Approach to the Proposed Dan River Bridge) in Pittsylvania County, State Project 0062-071-101, PE-101; Federal Project S-448(), 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 public hearing.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Landes, that the Commission rescind previous previous action rejecting bids on Project 9999-124-101, C-501, and authorize award of contract to low bidder, Portsmouth Paving Corp., since it is urgent that the project be constructed to provide access to a new industry.

Project 9999-124-101, C-501

0.008 Mi. W. of Victory Blvd. - 0.914 Mi. W. of Victory Blvd., City of Portsmouth. Award of contract to low bidder, Portsmouth Paving Corp., Portsmouth, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$242,923.27	\$350.00
10% for engineering and additional work	24,292.32	35.00
Work by State Forces	220.00	
Amount chargeable to project	267,821.00	
Acct. Rec. City of Portsmouth - \$117,820.59		

MOTION CARRIED

6-21-73

The Commission heard Mr. W. L. Neal, Executive Vice President, John W. Hancock, Jr., Inc., on that company's request for permits for overlength hauling.

The Commission also heard Mr. Francis C. Lee on behalf of request of Exposaic Industries, Inc., for overwidth hauling.

Following these presentations, the chairman referred both requests to the Commission committee on permits and authorized the committee to make a decision in these cases. He asked that the committee report back to the Commission whether or not there should be reconsideration of the policy on movement of overlength and overwidth loads.

Mr. Fugate called attention of the members to the meeting of the Southeastern Association of State Highway and Transportation Officials, to be held in Hot Springs, Arkansas, October 8-10 and the meeting of the American Association of State Highway Officials, in Los Angeles, California, November 12-16, and urged that they attend these meetings if possible.

The chairman stated there would not be a meeting of the Commission during the month of July, the next meeting to be held on the third Thursday in August, unless there was need to call a special meeting.

The meeting was adjourned at 12:25 p.m.

Approved:

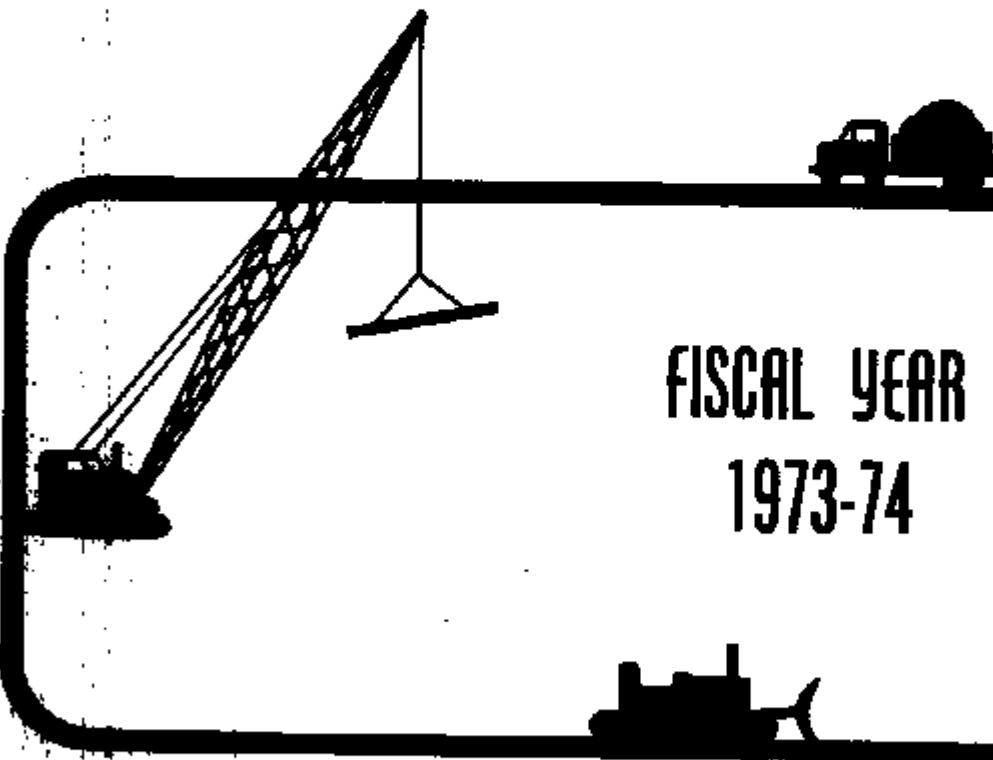
Houston B. Fugate
Chairman

Attested:

Paul G. [Signature]
Secretary

FINAL

**ALLOCATION OF INTERSTATE,
PRIMARY AND URBAN
CONSTRUCTION FUNDS**



**FISCAL YEAR
1973-74**

**Department of Highways
Commonwealth of Virginia**

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA
JUNE 21, 1973
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS - FISCAL YEAR 1973-74

Final Allocation of State Funds-----\$170,290,048
 * 1974 Federal-aid Funds for Interstate System (Excludes NPR Funds)-----99,503,124
 * 1974 Federal-aid Funds for Primary System (Excludes NPR & Maintenance Funds)-----13,059,217
 * 1974 Federal-aid Funds for Urban System (Excludes NPR Funds & Payments to Municipalities)-----9,021,284

Total Funds-----\$291,873,673

District	Interstate	Primary	Urban	Total Funds
Bristol	\$ 6,262,000	\$ 15,665,000	\$ 7,540,000	\$ 23,467,000
Salem	5,419,000	15,665,000	5,065,000	26,169,000
Lynchburg	193,000	14,635,000	2,765,000	17,593,000
Richmond	20,709,000	14,796,000	9,145,000	44,650,000
Suffolk	41,236,000	18,090,000	19,333,684	78,659,684
Fredericksburg	524,000	9,489,000	610,000	10,623,000
Culpeper	32,071,849	22,322,140	9,525,000	63,918,989
Staunton	7,434,000	10,709,000	3,230,000	21,373,000
Aid to Mass Transit (Purchase of Buses and Ancillary Facilities)	---	---	5,420,000	5,420,000
TOTAL	\$113,848,849	\$121,371,140	\$56,653,684	\$291,873,673

* Based on Previous Federal Apportionments

STATE WIDE
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$113,498,849
Arterial and Other Primary Construction	119,477,140
Urban Construction	45,313,684
Aid to Mass Transit (§ 33.1 - 46.1):	
Transit-related Highway Facilities	5,920,000
(Bus lanes, passenger shelters, off-street parking lots, etc.)	
Purchase of Buses and Ancillary Facilities <u>5,420,000</u>	<u>5,420,000</u>
	11,340,000
Guardrail	200,000
Strengthening and Widening of Bridges	400,000
New Signs and Signals	1,644,000
TOTAL	<u>\$291,873,673</u>

BRISTOL DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$ 6,247,000
Arterial and Other Primary Construction	15,520,000
Urban Construction	1,540,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	85,000
	<hr/>
TOTAL	<u>\$23,467,000</u>

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Smyth	Construct Right-turn Lane at Ramp to Route 81	\$ 8,000
11	Smyth	East Corporate Limits Marion - East (Asphaltic Concrete Surfacing)	63,000
11	Abingdon	MAIN STREET: Church Street - Russell Road (Supplemental Allocation)	75,000
11 & 19	Abingdon & Washington	Russell Road - Route 140 (Supplemental Allocation for Four-laning)	450,000
11	Marion	NORTH MAIN STREET: Snaveley Street - North Corporate Limits (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	100,000
16	Smyth	Route 348 - North Corporate Limits Marion (Asphaltic Concrete Surfacing)	37,000
16	Marion	SOUTH COMMERCE STREET: North of South Corporate Limits - Main Street (Supplemental Allocation)	40,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
19 & 460	Bluefield	VIRGINIA AVENUE: Bluestone River Bridge - Schenley Avenue (Supplemental Allocation)	\$ 75,000
19 & 460	Tazewell	Between Bluefield and Claypool Hill (Supplemental Allocation to Continue Dual-laning)	1,000,000
19 & Alt. 58	Russell	Construct Crossover and Two Left-turn Lanes North of Washington County Line	8,000
19	Russell	Alternate Route 58 at Hansonville - East (Supplemental Allocation to Continue Dual-laning)	1,200,000
21	Grayson	North of Independence - North (Supplemental Allocation for Spot Improvement)	75,000
21 & 221	Grayson	Town of Independence (Initial Allocation for Preliminary Engineering Between Route 58 and South Corporate Limits)	10,000
21 & 52	Wythe	Bridge and Approaches Stony Fork Creek (Supplemental Allocation for Reconstruction)	25,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
23	Lee & Wise	Scott County Line - North (Supplemental Allocation to Continue Dual-laning)	\$ 2,200,000
23	Scott	Between Routes 58 at Moccasin Gap and Lee County Line (Supplemental Allocation for Rights of Way Acquired and Construction)	110,000
23	Wise	Norton - North (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	300,000
23 & Alt. 58	Wise	Big Stone Gap - Appalachia (Supplemental Allocation for Four-laning)	440,000
42	Bland	South Intersection Routes 21 & 52 - West (Supplemental Allocation to Continue Spot Improvement Including Pavement and Structure Widening)	50,000
42	Smyth	Route 16 - East and West (Supplemental Allocation for Improvement of Sections)	171,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
Alt. 58	Lee	Between Jonesville and Perrington Gap (Initial Allocation for Preliminary Engineering)	\$ 150,000
Alt. 58	Big Stone Gap	WOOD AVENUE; West Corporate Limits - West 6th Street (Asphaltic Concrete Surfacing)	15,000
Alt. 58	Norton	KENTUCKY AVENUE: Replace Three Structures over Guest River (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	115,000
Alt. 58	Norton & Wise	Norton - East (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	500,000
Alt. 58	Wise	East Corporate Limits Saint Paul - West (Supplemental Allocation to Continue Dual-laning)	2,300,000
63	Dickenson	Route 652 at Nora - South (Asphaltic Concrete Surfacing)	93,500
71	Russell	Route 19 in Lebanon - West (Asphaltic Concrete Surfacing)	47,500

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
52	Wythe	Route I-81 Interchange - South (Asphaltic Concrete Surfacing)	\$ 71,000
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	1,500,000
58	Scott	Between Stickleyville and Route 23 at Duffield (Supplemental Allocation for Right of Way Acquired and Construction)	240,000
58	Lee	Route 25 at Cumberland Gap - East (Asphaltic Concrete Surfacing)	92,000
58	Lee	Between Jonesville and Cumberland Gap (Initial Allocation for Reconstruction of Sections)	50,000
Alt. 58	Lee	West Intersection Route 421 at Pennington Gap - West (Asphaltic Concrete Surfacing)	69,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
75	Washington	Route I-81 - South (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 150,000
77	Bland & Wythe	West Virginia State Line - Route I-81 (Wytheville) (Supplemental Allocation)	5,017,000
77	Wythe	Route I-81 (Fort Chiswell) - Carroll County Line	1,000,000
80	Dickenson & Buchanan	Between Entrance to The Breaks and Kentucky State Line (Supplemental Allocation for Rights of Way Acquired and Construction)	85,000
80	Buchanan	Between Davenport and Council (Initial Allocation for Preliminary Engineering)	25,000
80	Washington	Bridge and Approaches Wolf Creek South of Hayters Gap (Initial Allocation for Reconstruction)	50,000
80	Washington	Between Route 11 and Meadowview (Initial Allocation for Preliminary Engineering)	50,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
81	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	\$ 230,000
83	Dickenson & Wise	Clintwood - East and West (Supplemental Allocation to Continue Reconstruction)	3,000,000
90	Wythe	Town of Rural Retreat (Supplemental Allocation for Right of Way Acquired and Construction)	8,500
91	Tazewell	Between Routes 19 & 460 and Smyth County Line (Supplemental Allocation to Continue Improvement)	75,000
91	Washington	Route 11 - South (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
94	Wythe	Route 52 - South (Initial Allocation for Reconstruction at Route 619, Porters Crossroads)	100,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
365	Wythe	Improve Entrance to Wytheville Community College at Route 11	\$ 10,000
460	Buchanan	Town of Grundy (Supplemental Allocation for Four-laning)	800,000
--	Bristol	FRONT, SPENCER AND RANDALL STREETS; State Street - Oakview Avenue (Supplemental Allocation)	550,000
--	Wytheville	RIDGE ROAD: Sixteenth Street - Route 21 (Supplemental Allocation)	100,000
--	Wytheville	PEPPERS FERRY ROAD, EAST MONROE STREET AND ELEVENTH STREET: Intersection Routes 11 and 52 (Main Street) - 1972 East Corporate Limits (Initial Allocation to Construct Four-lane Undivided Roadway)	70,000

FISCAL YEAR 1973-74BRISTOL DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	\$ 160,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I and II)	106,500
Total, Bristol District Allocations			<u>\$ 23,467,000</u>

SALEM DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$ 5,374,000
Arterial and Other Primary Construction	15,425,000
Urban Construction	5,085,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	210,000
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TOTAL	<u>\$26,169,000</u>

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
8	Floyd & Montgomery	Between Floyd Court House and Christiansburg (Initial Allocation for Reconstruction)	\$ 350,000
11 & 460	Christiansburg	ROANOKE STREET: East of Falling Branch Road - East Street (Initial Allocation to Widen to Four Lanes with Curb and Gutter)	35,000
11	Pulaski	West Corporate Limits Pulaski - Route I-81 (Asphaltic Concrete Surfacing)	50,000
24	Bedford County	East of Meads Store - Route 122 (Continue Asphaltic Concrete Surfacing)	52,000
24	Bedford County	Between Roanoke County Line and Stewartsville (Supplemental Allocation for Right of Way Acquired and Construction)	300,000
24	City of Roanoke	DALE AVENUE: Eleventh Street - Nineteenth Street (Supplemental Allocation)	50,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
40	Rocky Mount	PELL AVENUE; West of East Corporate Limits - Tanyard Road (Initial Allocation for Preliminary Engineering)	\$ 20,000
40	Franklin	Between Ferrum and Rocky Mount (Supplemental Allocation for Four-laning)	500,000
40	Franklin	Bridge and Approaches Shooting Creek (Initial Allocation for Reconstruction)	100,000
43	Bedford County	Bridges and Approaches Ninninger and Machine Creeks (Supplemental Allocation for Reconstruction)	200,000
43	Bedford County	Blue Ridge Parkway - South (Asphaltic Concrete Surfacing)	18,000
43	City of Bedford	RELOCATED ROUTE 43: East Main Street - North Bridge Street (Initial Allocation to Construct Four-lane Roadway with Curb and Gutter and Sidewalks)	100,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
43	Botetourt	Between Eagle Rock and Buchanan (Supplemental Allocation for Improvement of Sections)	\$ 75,000
57	Henry	Between Pittsylvania County Line and Martinsville (Supplemental Allocation for Construction)	500,000
57	Martinsville	RELOCATED ROUTE 57: West Church Street - Chatham Road (Supplemental Allocation)	470,000
58	Henry	Martinsville - West (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
58	Patrick	Stuart - West (Supplemental Allocation for Improvement)	600,000
58	Galax	EAST STUART DRIVE: 0.07 Mile North Inter- section Caldwell Street - East Corporate Limits Galax (Supplemental Allocation)	400,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58 & 221	Carroll	Between Hillsville and Galax (Initial Allocation for Dual-laning)	\$ 250,000
77	Carroll	Wythe County Line - North Carolina State Line (Supplemental Allocation)	5,374,000
97	Carroll	Galax - East (Asphaltic Concrete Surfacing)	50,000
100	Pulaski & Giles	North of Dublin - South of Pearisburg (Supplemental Allocation to Continue Dual-laning)	1,000,000
103	Patrick	Route 8 - West (Supplemental Allocation for Reconstruction)	50,000
108	Henry	North of Martinsville - North (Supplemental Allocation for Improvement of Curves)	77,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
118	City of Roanoke	AIRPORT ROAD: North Corporate Limits Roanoke - Route 11 (Williamson Road) (Initial Allocation Curb and Gutter and Sidewalk)	\$ 155,000
177	Radford	TYLER AVENUE: Grove Avenue - Norwood Street (Supplemental Allocation)	70,000
220	Botetourt	Route 81 Interchange - North (Supplemental Allocation to Continue Dual-laning)	1,000,000
220 & 58	Henry	Martinsville Bypass (Supplemental Allocation for New Construction)	3,100,000
220	Henry & Franklin	North of Bassett Fork - North (Supplemental Allocation for Right of Way Acquired and Construction)	19,000

FISCAL YEAR 1973-74

565

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
311	Roanoke County	Craig County Line - South (Initial Allocation for Improvement of Sections)	\$ 225,000
311	Craig	Roanoke County Line - North (Supplemental Allocation to Continue Improvement of Sections)	200,000
311	Craig	West Virginia State Line - South (Asphaltic Concrete Surfacing)	105,000
346	Patrick	Route 57 - Entrance to Fairystone State Park (Supplemental Allocation for Improvement)	50,000
419	Roanoke County & City of Salen	Between Route 220 South of Roanoke and Lynchburg Turnpike (Supplemental Allocation to Continue Dual-laning)	2,180,000
419	Roanoke County	Improve Sight Distance at Intersection of Route 311 Near Hanging Rock	40,000
460	City of Roanoke	ORANGE AVENUE; Route 581 - Tinker Creek (Supplemental Allocation)	1,000,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Roanoke County	Overpass and Approaches N&W Railroad, North of Franklin County Line (Supplemental Allocation for Reconstruction)	\$ 300,000
220	City of Roanoke & Roanoke County	SOUTHWEST FREEWAY: Elm Avenue - South (Supplemental Allocation to Continue Dual-laning)	1,750,000
220 Bus.	Rocky Mount	MAIN STREET: Bridge and Approaches N&W Railroad (Initial Allocation to Widen Existing Bridge)	25,000
221	Floyd	Relocation at Route 647 (Copper Hill) (Supplemental Allocation)	125,000
221	Roanoke County	Roanoke - South (Initial Allocation for Preliminary Engineering) and Right of Way Acquisition)	200,000
232	Montgomery	Between Route 81 Inter- change and South Corporate Limits Radford (Supplemental Allocation for Right of Way Acquired and Construction)	415,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Giles	Narrows - East and West (Supplemental Allocation to Continue Dual-laning)	\$ 1,100,000
460	Giles	Town of Pearisburg (Supplemental Allocation for Right of Way Acquired and Construction)	15,000
460	Giles & Montgomery	Blacksburg Bypass - East and West (Supplemental Allocation for Rights of Way Acquired and Construction)	300,000
460 & 11	Montgomery	Construct Left-turn Lane at Route 758	3,500
460	Montgomery	Construct Five Left-turn Lanes Between Blacksburg and Christiansburg	20,500
460 (& Old 297)	Bedford County & City of Bedford	Bedford Bypass and East (Supplemental Allocation for Rights of Way Acquired and Construction)	180,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460 Bus.	Blacksburg	MAIN STREET: Faculty Street - North Corporate Limits (Supplemental Allocation)	\$ 460,000
460	Blacksburg	MAIN STREET: Signalize Four Intersections (Supplemental Allocation)	35,000
460	Christiansburg	NORTH FRANKLIN STREET: Depot Street - Cambria Street (Supplemental Allocation)	150,000
501	Bedford County	Between Amherst County Line and Lynchburg (Supplemental Allocation for Improvement of Structures)	100,000
--	Christiansburg	PHLEGAR AND FIRST STREETS: Intersection Phlegar and West Main Streets - Inter- section First and Roanoke Streets (Supplemental Allocation)	300,000
--	Martinsville	BROOKDALE STREET: East Church Street - Spruce Street (Supplemental Allocation)	200,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Martinsville	Central Business District (Initial Allocation for Coordinated System of Traffic Signals)	\$ 110,000
--	Pulaski	ALLISON LANE: Route 11 - Bobwhite Boulevard (Supplemental Allocation)	150,000
--	City of Roanoke	Lynchburg-Salem Turnpike (Initial Allocation for Bridge and Approaches Peters Creek)	5,000
--	City of Roanoke	THIRTEENTH AND BENNINGTON STREETS: Dale Avenue - Riverdale Road (Supplemental Allocation)	300,000
--	City of Roanoke	TWENTY-FOURTH AND MELROSE AVENUE: Shaffers Crossing - Lafayette Boulevard (Initial Allocation to Construct a Four-lane Divided Roadway with Curb and Gutter and Sidewalks)	55,000

FISCAL YEAR 1973-74SALEM DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	City of Roanoke	TENTH STREET: Patterson Avenue - Noorman Avenue (Supplemental Allocation)	\$ 300,000
--	City of Roanoke	Central Business District (Initial Allocation for Coordinated Traffic Signal System)	60,000
--	City of Roanoke	Shenandoah Avenue (Initial Allocation to Remove and Replace Bridge over Peters Creek)	5,000
--	Salem	MILL LANE: Remove and Replace Bridges over Roanoke River and Mill Race (Supplemental Allocation)	80,000
--	--	Guard Rail, Strengthening and Widening of Bridges, New Signs and Signals (District Wide)	285,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I & II)	175,000
Total, Salem District Allocations			<u>\$ 26,169,000</u>

LYNCHBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$ 193,000
Arterial and Other Primary Construction	14,470,000
Urban Construction	2,765,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	90,000
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TOTAL	<u>\$17,593,000</u>

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Nelson	North Intersection Route 151 - North (Asphaltic Concrete Surfacing)	\$ 34,000
15	Buckingham	Between James River Bridge and Dillwyn (Supplemental Allocation for Reconstruction)	100,000
15 & 460	Farmville	WEST THIRD STREET: N&W Underpass - Buffalo Creek (Supplemental Allocation)	250,000
20	Buckingham	Between James River Bridge and Route 15 Near Dillwyn (Supplemental Allocation to Continue Strengthening and Resurfacing)	30,000
24	Campbell	Route 501 South of Rustburg - Route 29 (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	100,000
24	Campbell	East of Rustburg - East (Asphaltic Concrete Surfacing)	23,000
29	Campbell & Pittsylvania	South of Lynchburg - South (Supplemental Allocation for Rights of Way Acquired and Construction)	4,000,000

FISCAL YEAR 1973-74

573

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Campbell	Improve Turning Radius at Route 683 and Widen Crossover at Route 368 South of Lynchburg	\$ 4,000
29	Campbell	Improve Accident Prone Location Between South Intersection Route 24 and Route 923 (Supplemental Allocation for Construction)	6,000
29	Amherst & Lynchburg	Bridge and Approaches James River at North Corporate Limits Lynchburg (Supplemental Allocation for Construction)	800,000
29	Amherst	Extend Acceleration Lane at Route 210	28,000
29	Amherst	North of Lynchburg - North (Supplemental Allocation for Rights of Way Acquired and Construction)	60,000
29 Bus.	Amherst	Town of Amherst (Extend Sidewalk)	2,000
29	Nelson	Improve Sight Distance at Route 775	1,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Nelson	Between South Inter- section Route 6 at Woods Mill and Albemarle County Line (Initial Allocation to Continue Dual-laning)	\$ 600,000
29 Bus.	Lynchburg	WILLIAMS VIADUCT: Bridge over James River, C&O Railway and N&W Railway (Supplemental Allocation)	200,000
29	Lynchburg	LYNCHBURG EXPRESSWAY: Main Street - Old Wards Road (Initial Allocation for Installation of Guard Rail, Acceleration Lanes, Lighting, Edge Striping and Edge Delineators)	200,000
29 & 501	Lynchburg	CITY WIDE: Eleven Intersections (Initial Allocation to Provide for a Coordinated System of Traffic Signals, Channelization, Signing and Pavement Marking)	25,000
45	Cumberland	Route 60 - South (Asphaltic Concrete Surfacing)	67,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
47	Appomattox	Underpass and Approaches N&W Railway in Pamplin City (Supplemental Allocation for New Construction)	\$ 225,000
47	Charlotte	Town of Charlotte Court House (Supplemental Allocation for Construction)	4,000
51	Pittsylvania	West of Danville - West (Supplemental Allocation for Rights of Way Acquired and Construction)	20,000
56	Buckingham & Nelson	Bridge and Approaches James River at Wingina (Supplemental Allocation for Right of Way Acquired and Construction)	190,000
56	Nelson	New Bridge over Tye River West of Tyro (Supplemental Allocation for Right of Way Acquired)	15,000
58	Halifax	Mecklenburg County Line - West (Supplemental Allocation for Right of Way Acquired and Construction)	850,000
60	Amherst	Rockbridge County Line - East (Asphaltic Concrete Surfacing)	39,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Nelson	Improve Sight Distance at Route 657 East of Amherst County Line (Initial Allocation for Preliminary Engineering)	\$ 15,000
60	Buckingham	Sprousses Corner - West (Supplemental Allocation for Dual-laning)	300,000
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	193,000
86	Danville	RELOCATED ROUTE 86: Watson Street - Roberts Street (Supplemental Allocation)	795,000
129	Halifax	Modification of Inter- section at Route 716 North of South Boston (Supplemental Allocation)	9,000
131	Appomattox	Town of Appomattox (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter and Widening Between West Intersection Route 460 and Route T-691)	45,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
151 & 6	Nelson	North Intersection Route 6 at Avon - South (Asphaltic Concrete Surfacing)	\$ 43,000
265	Pittsylvania	Danville Expressway (Supplemental Allocation for New Construction from Route 29 South to Route 58 East)	1,000,000
291	Campbell	NORTHWEST EXPRESSWAY (PHASE I): Between Route 460 and Route 221. (Supplemental Allocation for New Construction)	1,150,000
291	Campbell & Lynchburg	NORTHWEST EXPRESSWAY (PHASE II): Route 221 - North (Supplemental Allocation for New Construction)	500,000
344	Halifax	Grade Crossing Protective Devices Southern Railroad at Scottsburg	20,000
344	Halifax	Scottsburg - East (Initial Allocation for Cooperative Recreational Access Project and Continuation of Asphaltic Concrete Surfacing)	60,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Prince Edward	Nottoway County Line - Meherrin (Supplemental Allocation for Rights of Way Acquired and Construction)	\$ 45,000
460	Campbell	Construct Left-turn Lanes at Four Crossovers West of Route 126	24,000
460	Campbell	Interchange and Approaches with Route 726 Near Kelly (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
460 & 128	Campbell & Lynchburg	LYNCHBURG BYPASS (PHASE I): Between Routes 460 & 501 East of Lynchburg and Route 29 in Lynchburg (Supplemental Allocation for New Construction Includes Route 128 Connection)	1,000,000
460	Campbell	LYNCHBURG BYPASS (PHASE II): Between Route 128 Connector and Route 29 South of Lynchburg (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
460	Prince Edward	East of Appomattox - Nottoway County Line (Supplemental Allocation to Continue Dual-laning Including Farmville Bypass)	2,000,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
501	Campbell	Construct Right-turn Lane at East Intersection Route 24 at Rustburg (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 3,000
501	Campbell	Between Lynchburg and South of Rustburg (Supplemental Allocation for Reconstruction)	500,000
501	South Boston	BROAD STREET: South Corporate Limits - Third Street (Supplemental Allocation)	170,000
501	Halifax	Bridges and Approaches NF&D Railroad, Coleman Creek and Hycoc River South of South Boston (Supplemental Allocation for Reconstruction)	300,000
501 Alt.	Lynchburg	RIVERMONT BRIDGE: Bridge over Blackwater Creek, Stonewall Street, C&O Railway and N&W Railway (Supplemental Allocation)	700,000

FISCAL YEAR 1973-74LYNCHBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Danville	City Wide (Supplemental Allocation for Channelization, Signalization and Widening)	\$ 125,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	165,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I & II)	158,000
Total, Lynchburg District Allocations			<u>\$ 17,598,000</u>

RICHMOND DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$20,634,000
Arterial and Other Primary Construction	14,506,000
Urban Construction	8,985,000
Aid to Mass Transit	160,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	290,000
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TOTAL	<u>\$44,650,000</u>

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Henrico	Aid to Mass Transit (Supplemental Allocation for Right of Way Acquired and Construction for Parking Lot at Fordson and Parham Roads)	\$ 160,000
1 & 301	Colonial Heights	BOULEVARD: North Corporate Limits - Temple Avenue (Supplemental Allocation)	500,000
1 & 301	Colonial Heights	BOULEVARD: South Corporate Limits - Lafayette Avenue (Initial Allocation for Preliminary Engineering)	50,000
1 & 301	Colonial Heights	Temple Avenue - South Corporate Limits (Initial Allocation for Preliminary Engineering to Signalize Intersections)	40,000
1 & 301	Chesterfield	Highway Illumination and Spot Improvement at Inter- section Route 145	20,000
1	Dinwiddie	Modification of Inter- section at Route 226	10,000
1	Hanover	Construct Right-turn Lane at Route 54 in Ashland (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	4,000

FISCAL YEAR 1973-74

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RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Henrico	Improve Turning Radius at Intersection of Wilkinson Road	\$ 5,000
1 & 301	Petersburg	APPOMATTOX BRIDGE: Bridge and Approaches Appomattox River (Supplemental Allocation)	500,000
1	Petersburg	SHEPHERD AND LAWRENCE STREETS: Bayard Street - Sycamore Street (Supplemental Allocation)	935,000
1	Richmond	ROBERT E. LEE BRIDGE (Initial Allocation for Preliminary Engineering)	375,000
6	Goochland	West of Richmond - West (Continue Dual-laning)	500,000
6	Goochland	West of Goochland Court House - West (Supplemental Allocation for Reconstruction)	300,000
10	Chesterfield	Between South Corporate Limits Richmond and Chester- field Court House (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	180,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10	Chesterfield	Construct Left-turn Lanes at Route 150 (Chippenham Parkway)	\$ 10,000
10	Chesterfield	Between Chesterfield Court House and Chester (Supplemental Allocation for Reconstruction)	500,000
10	Prince George	Surry County Line - West (Asphaltic Concrete Surfacing)	81,750
10	Hopewell & Prince George	West of East Corporate Limits Hopewell - East (Supplemental Allocation for Construction)	450,000
15	Mecklenburg	Improvement at South Intersection of Route 722	10,000
33	New Kent	West of West Point - Route 64 Interchange (Supplemental Allocation for Right of Way Acquired)	10,000
33	Henrico	Village of Highland Springs (Supplemental Allocation for Curb and Gutter and Side- walks Between New Avenue and Route 64 Connector)	75,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Richmond	LEIGH STREET VIADUCT: 9th Street - Mosby Street (Supplemental Allocation)	\$ 2,000,000
33	Henrico	Construct Left-turn Lane on Westbound Lane at Lucas Road	2,000
33	Henrico	Route 250 (Broad Street) - North (Supplemental Allocation for Widening to Six Lanes)	1,300,000
33	Henrico	Improvement of Intersection at Route 356 and Glenside Drive	2,000
38	Amelia	Between Route 360 Bus. and Entrance to Amelia Academy (Supplemental Allocation for Cooperative Project with County)	60,000
40	Dinwiddie & Nottoway	Between McKenney and Blackstone (Supplemental Allocation for Reconstruction of Sections)	200,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
46 & 137	Brunswick	Overpass and Approaches N&W Railroad at Danielstown (Supplemental Allocation for Relocation)	\$ 200,000
46	Brunswick	South of Route 58 - North Carolina State Line (Supplemental Allocation for Construction)	160,000
49	Nottoway	Between Crewe and Victoria (Supplemental Allocation for Construction)	80,000
49	Mecklenburg	Between Halifax County Line and Averett (Supplemental Allocation for Strengthening and Widening)	110,000
54	Hanover	Route 1 - West (Initial Allocation for Preliminary Engineering)	25,000
58	Brunswick	Lawrenceville Bypass (Supplemental Allocation for Construction)	400,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Brunswick	Between Lawrenceville and Brodnax (Asphaltic Concrete Surfacing on Eastbound Lane)	\$ 65,400
58	Mecklenburg	Halifax County Line - East (Supplemental Allocation to Continue Dual-laning)	450,000
58	Mecklenburg	Boydton Bypass (Supplemental Allocation for New Construction)	500,000
60	Henrico	Improvement of Intersection at Laburnum Avenue	2,000
60	Richmond	NINTH STREET BRIDGE: Main Street - Semmes Avenue (Supplemental Allocation)	1,085,000
60	Chesterfield	Route 150 Interchange - West (Supplemental Allocation for Construction)	25,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Powhatan	West of Midlothian - West (Supplemental Allocation for Rights of Way Acquired and Construction)	\$ 400,000
64	Henrico	Modification of Interchange at Parham Road (Initial Allocation)	375,000
73	Henrico	Construct Right-turn Lane on Westbound Lane at Route 1	2,000
76	Chesterfield	POWHITE PARKWAY EXTENSION: Route 150 (Chippenham Parkway) - Route 60 (Initial Allocation for Preliminary Engineering)	100,000
95	Hanover	Improvement of Interchange at Route 30 (Initial Allocation)	200,000
138	Lunenburg & Mecklenburg	Between Route 1 and Route 137 (Supplemental Allocation for Construction)	53,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
147	Chesterfield	Improvement of Drainage at Robious (Cooperative Project with County and Developer)	\$ 45,000
147	Chesterfield	South End Huguenot Bridge - South (Supplemental Allocation for Construction)	25,000
147	Henrico	Modification of Inter- section at River Road (Initial Allocation for Preliminary Engineering)	5,000
150	Chesterfield	Chippenham Parkway (Supplemental Allocation for Dual-laning)	2,300,000
150	Chesterfield	Widen Pavement on North and Southbound Off Ramps at Route 60 Interchange	15,000
153	Nottoway & Amelia	Route 460 - North (Initial Allocation for Preliminary Engineering)	25,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
153	Amelia	Improve Sight Distance at Route 38, Scotts Fork (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	\$ 3,000
156	Hopewell	WINSTON CHURCHILL DRIVE; Oaklawn Boulevard and Miles Avenue - Hopewell Avenue (Supplemental Allocation)	200,000
156	Henrico & Hanover	Bridge and Approaches Chickahominy River (Initial Allocation for Preliminary Engineering)	100,000
161	Henrico	Improvement of Intersection at Dumbarton Road	2,000
195	Richmond	Route 64 Near Bryan Park - Vicinity of McCloy Street and Idlewood Avenue (Supplemental Allocation)	5,059,000
249 (Old 33)	New Kent	Between Tallysville and Carys Corner (Asphaltic Concrete Surfacing on Sections)	18,400

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
250	Henrico	Glenside Drive - West (Supplemental Allocation for Widening to Six Lanes)	\$ 1,300,000
271	Henrico	Between Route 250 and Goochland County Line (Asphaltic Concrete Surfacing on Sections)	44,250
295	Henrico, Hanover & Chesterfield	Route 64 West of Richmond - Route 95 South of Richmond (Supplemental Allocation)	15,000,000
301 & 2	Henrico	Correction of Drainage Between Wilkinson Road and Dirk Drive (Supplemental Allocation for Construction)	3,000
301	Hanover	North of Henrico County Line - North (Supplemental Allocation for Dual-laning)	1,200,000
307	Amelia	Route 360 - Nottoway County Line (Asphaltic Concrete Surfacing)	14,200

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Chesterfield	Improve Sight Distance Near Route 603 (Skinquarter)	\$ 12,000
460	Nottoway	Blackstone Bypass (Supplemental Allocation for New Construction)	1,815,000
460	Dinwiddie	West of Route 85 Interchange - West (Supplemental Allocation for Right of Way Acquired and Construction)	1,050,000
460	Prince George	East Corporate Limits Petersburg - East (Asphaltic Concrete Surfacing)	100,000
522	Goochland	Between Route 250 at Gum Spring and Goochland Court House (Initial Allocation for Rehabilitation)	25,000
522 & 6	Goochland	Village of Goochland Court House (Initial Allocation for Sidewalk)	20,000

FISCAL YEAR 1973-74

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RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Goochland & Powhatan	Bridge and Approaches James River at Maidens (Supplemental Allocation for Construction)	\$ 110,000
--	Colonial Heights	TEMPLE AVENUE EXTENSION: Route 1 - East Corporate Limits (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	100,000
--	Hopewell	LAPRADE AVENUE AND 6TH STREET: Churchill Avenue - City Point Road (Supplemental Allocation)	50,000
--	Richmond	DOWNTOWN EXPRESSWAY: Meadow Street - South of Idlewood Avenue (Near McCloy Street) (Supplemental Allocation)	2,000,000
--	Richmond	FOREST HILL AVENUE: Dorchester Road - Liechester Road (Supplemental Allocation)	200,000
--	Richmond	HOPKINS ROAD: Bridge and Approaches S.C.L. Railroad	50,000

FISCAL YEAR 1973-74RICHMOND DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Richmond	EIGHTH STREET: Hull Street - Semmes Avenue (Supplemental Allocation)	\$ 700,000
--	South Hill	CHAPTICO ROAD: North Corporate Limits - Graymont Avenue (Supplemental Allocation)	50,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	365,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I & II)	132,000
Total, Richmond District Allocations			<u>\$ 44,650,000</u>

SUFFOLK DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$41,151,000
Arterial and Other Primary Construction	17,845,000
Urban Construction	18,933,684
Aid to Mass Transit	400,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	255,000
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TOTAL	<u>\$78,659,684</u>

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Newport News	Aid to Mass Transit <u>WARWICK BOULEVARD:</u> Fort Eustis Boulevard - 23rd Street (Partial Allocation for Four Fringe Parking Lots)	\$ 200,000
--	Norfolk	Aid to Mass Transit <u>VIRGINIA BEACH CORRIDOR</u> (Partial Allocation to Fringe Parking Lot)	100,000
--	Virginia Beach	Aid to Mass Transit <u>VIRGINIA BEACH CORRIDOR</u> (Partial Allocation to Fringe Parking Lot)	100,000
10	Isle of Wight	Smithfield Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	1,100,000
10 & 258	Isle of Wight	New Bridge over Cypress Creek (Supplemental Allocation for Two-Lane Bridge and Approaches)	460,000
10	Isle of Wight	Benns Church - North and South (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	700,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10	Surry	Between Bacons Castle and Route 40 at Spring Grove (Continue Strengthening and Widening of Bridges)	\$ 20,000
13	Accomack	Relocate West Intersection of Route 695	3,000
13	Nansemond	Between South Corporate Limits Suffolk and Route 32 (Supplemental Allocation for Right of Way Acquired and Construction)	300,000
17	York	Increase Drainage Structure Capacity Near Route 706	25,000
17 & 143	Newport News	JEFFERSON AVENUE: Main Street - J. Clyde Morris Boulevard (Supplemental Allocation for Six-Lane Construction)	500,000
17	Portsmouth	CHURCHLAND BOULEVARD: Bridge and Approaches Western Branch Elizabeth River (Churchland Bridge)	1,000,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17 & 58	Portsmouth	CHURCHLAND BOULEVARD: Channelize and Signalize two Intersections (Supplemental Allocation)	\$ 20,000
17A	Chesapeake & Nansemond	Bowers Hill - Route 17 Near Route 135 (Supplemental Allocation for New Construction)	900,000
17	Nansemond & Isle of Wight	Between West Corporate Limits Chesapeake and James River Bridge (Supplemental Allocation for Rights of Way Acquired and Construction)	25,000
17	Isle of Wight & Newport News	New Bridge over James River (Supplemental Allocation for Construction)	4,000,000
30	James City	Between Route 168Y and Route 64 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	30,000
31	Surry	Relocate Approach to Scotland-Jamestown Ferry (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
32 & 258	Isle of Wight	Benns Church - Route 17 at Bartlett (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	\$ 150,000
35	Southampton & Sussex	Courtland - North (Supplemental Allocation to Continue Improvement of Sections)	50,000
40	Sussex	East Corporate Limits Waverly - East (Supplemental Allocation for Reconstruction)	100,000
40	Sussex	Route 35 at Homeville - South (Asphaltic Concrete Surfacing)	75,000
40	Sussex	Waverly - West (Initial Allocation for Spot Improvement)	12,000
40	Surry	Correct Accident Prone Location North and South of Route 612, North of Otterdam Swamp Bridge (Supplemental Allocation for Right of Way Acquired and Construction)	2,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Virginia Beach	VIRGINIA BEACH BOULEVARD: East Corporate Limits Virginia Beach - London Bridge (Supplemental Allocation)	\$ 100,000
58 & 13	Chesapeake & Nansemond	Bowers Hill - East End Suffolk Bypass (Supplemental Allocation for Widening to Six Lanes)	1,700,000
58	Nansemond	Suffolk Bypass (Supplemental Allocation for Rights of Way Acquired and Construction)	2,000,000
58	Nansemond	Construct Left-turn Lane at Route 1323 East of Suffolk	2,500
58	Isle of Wight	Reconstruct Intersection of Routes 691, 617 and 1606 East of Franklin	10,000
58	Isle of Wight	Construct Right-turn Lane at Route 1603	2,500

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Southampton	Correct Accident Prone Location by Widening Short Section on North Side of Route 58 East of Courtland (Supplemental Allocation for Construction)	\$ 7,000
58	Wansemond, Isle of Wight & Southampton	Holland-Franklin Bypass (Supplemental Allocation for Dual-laning)	1,000,000
58	Greensville	Between Route 95 Interchange and Brunswick County Line (Supplemental Allocation for Right of Way Acquired and Construction)	25,000
58	Greensville	Emporia Bypass (Initial Allocation for Preliminary Engineering)	50,000
58	Franklin	CLAY STREET: Meadow Street - West Corporate Limits (Asphaltic Concrete Surfacing)	60,000
60	James City	Construct Right-turn Lane and Two Left-turn Lanes Between Lightfoot and Norge	5,500

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	James City & York	East Corporate Limits Williamsburg - East (Supplemental Allocation for Rights of Way Acquired and Construction)	\$ 150,000
60 & 143	Hampton	QUEEN AND COUNTY STREETS: Settlers Landing Road and Eaton Street - County Street and Woodland Road (Supplemental Allocation for Preliminary Engineering and Right of Way, Four Lanes Divided, Curb and Gutter and Sidewalk)	700,000
60	Newport News	WARWICK BOULEVARD: Minton Drive - Sherwood Place (Supplemental Allocation)	370,000
60	Newport News	WARWICK BOULEVARD: Harpersville Road - Harrison Place (Initial Allocation for Preliminary Engineering and Right of Way)	100,000
60	Newport News	WARWICK BOULEVARD: J. Clyde Morris Boulevard - Shos Lane (Initial Allocation for Improvement of Four Intersections)	30,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Newport News	WARWICK BOULEVARD: Huntington Avenue - Harrison Road (Supplemental Allocation)	\$ 700,000
64	Chesapeake, Virginia Beach, Norfolk, Hampton, Newport News, York and James City	Bowers Hill - New Kent County Line (Supplemental Allocation)	25,000,000
134	York	West Corporate Limits Hampton - Route 17 at Tabb (Supplemental Allocation for Right of Way Acquired and Construction)	350,000
135	Nansemond	Route 17 - North (Supplemental Allocation for Right of Way Acquired and Construction)	60,000
164	Portsmouth	WESTERN FREEWAY: West Norfolk Road - Douglas Avenue and Bayview Boulevard, Including West Norfolk Bridge over Western Branch of Elizabeth River (Supplemental Allocation)	1,500,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
165	Virginia Beach	PRINCESS ANNE ROAD: Newtown Road - Parliament Drive (Initial Allocation to Construct Four Lanes Divided, Curb and Gutter and Sidewalks)	\$ 125,000
168	Chesapeake	BATTLEFIELD BOULEVARD: Albemarle Drive - Johnson Road (Initial Allocation for Four Lanes)	260,000
168	Chesapeake	GREAT BRIDGE BYPASS: Hillwell Road - Battlefield Boulevard (Supplemental Allocation for Four Lanes Divided)	3,000,000
168	Chesapeake	BATTLEFIELD BOULEVARD: Intersection Battlefield Boulevard, Atlantic Avenue and Campostella Avenue (Allocation for Signalization, Channalization and Signing)	25,000
169	Hampton	FOX HILL ROAD: Long Bridge Road - Old Buckroe Road (Initial Allocation for Four Lanes Including Curb and Gutter)	200,000

FISCAL YEAR 1973-74

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SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
171	Poquoson & York	West Corporate Limits Poquoson - East and West (Supplemental Allocation for Two Lanes on Four- Lane Right of Way)	\$ 150,000
173	Newport News & York	Route 143 - Route 17 (Initial Allocation for Dual-laning Urban Section and Supplemental Allocation for Two Lanes on Four-Lane Right of Way on Rural Section)	900,000
178	Northampton	Town of Emore (Initial Allocation for Cooperative Project with Town)	40,000
179	Accomack	Town of Onley and West (Includes Supplemental Allocation for Cooperative Project with Town)	90,000
180	Accomack	Between Keller and Wachapreague (Supplemental Allocation for Reconstruction)	230,000
192	Norfolk	AZALEA GARDEN ROAD: Military Avenue - Norview Avenue (Initial Allocation for Four Lanes)	300,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
195	Southampton	Grade Crossing Protective Devices S. C. L. Railroad West of Route 35	\$ 12,000
199	James City & York	Williamsburg Artery (Supplemental Allocation Includes Dual-laning from Route 60 to Route I-64)	3,150,000
238	York	Between Route 17 and Route 1002 in Yorktown (Initial Allocation for Curb and Gutter)	25,000
247	Norfolk	26TH STREET: 26th Street Bridge over Lafayette River (Allocation for Restoration and Repairs)	125,000
258	Isle of Wight	South of Windsor - South (Supplemental Allocation for Construction)	15,000
258	Isle of Wight	North of Isle of Wight Court House - North (Asphaltic Concrete Surfacing)	50,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
264	Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64 South of Virginia Beach Boulevard (Supplemental Allocation)	\$ 2,200,000
301	Sussex	Construct Right-turn Lane and Two Left-turn Lanes at Route 667 South of Jarratt	3,000
301	Sussex	Construct Two Left-turn Lanes South of Route 40 (Stony Creek)	3,000
301	Greensville	South Corporate Limits Emporia - Route 95 Connection (Supplemental Allocation for Right of Way Acquired)	10,000
312	Newport News	J. CLYDE MORRIS BOULEVARD: Warwick Road - Jefferson Avenue (Initial Allocation for Construction)	500,000
460	Norfolk	GRANBY STREET: Bridge and Approaches Lafayette River (Granby Street Bridge) (Initial Allocation for Reconstruction)	50,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Nansemond	Construct Right-turn Lane at Entrance to Louise Obici Hospital	\$ 3,500
460	Sussex, Southampton, Isle of Wight & Nansemond	Between Prince George County Line and Suffolk Bypass (Initial Allocation for Strengthening and Widening of Bridges)	25,000
460	Isle of Wight	Widen Box Culvert East of Route 638 (Supplemental Allocation for Construction)	10,000
460	Southampton	Curb and Gutter and Pavement Widening, Including Left-turn Lanes at Ivor (Supplemental Allocation for Construction)	30,000
464	Chesapeake & Norfolk	Route 64 - Norfolk-Portsmouth Bridge Tunnel (Supplemental Allocation)	3,451,000
564	Norfolk	Entrance to Norfolk Naval Operating Base - Interstate Route 64 at Granby Street (Supplemental Allocation)	2,500,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
664	Hampton, Newport News & Nansemond	Route 64 Interchange and South	\$ 8,000,000
--	Chesapeake	INDIAN RIVER ROAD: Wingfield Avenue - E.C.L. Chesapeake (Supplemental Allocation)	400,000
--	Hampton	BUTLER FARM ROAD: Big Bethel Road - Magruder Boulevard (Supplemental Allocation for Preliminary Engineering and Right of Way, Two Lanes, Future Six-Lane Divided)	600,000
--	Hampton	ANDREWS BOULEVARD: Mercury Boulevard - Woodland Road (Initial Allocation for Construction)	200,000
--	Newport News	18TH STREET EXTENSION: Terminal Avenue - Harbor Road (Supplemental Allocation for C&O Railroad Underpass)	200,000
--	Newport News	FORT EUSTIS BOULEVARD EXTENDED: Jefferson Street - East Corporate Limits (Partial Allocation for Preliminary Engineering, Right of Way Acquisition and Dual-laning)	500,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Newport News	OYSTER POINT ROAD AND HARPERSVILLE ROAD: Three Intersections (Supplemental Allocation for Preliminary Engineering, Right of Way and Construction, Channelize and Signalize Three Intersections)	\$ 100,000
--	Newport News	DOWNTOWN BUSINESS DISTRICT: Between West Avenue and C&O Railroad AND Between 23rd Street and Mercury Boulevard (Supplemental Allocation)	100,000
--	Norfolk & Virginia Beach	NEWTOWN ROAD: Virginia Beach Toll Road - Virginia Beach Boulevard (Supplemental Allocation)	200,000
--	Norfolk	INTERNATIONAL TERMINAL BOULEVARD: Between Hampton Boulevard and Route 564, Including Interchange with Route 564 (Supplemental Allocation)	700,000
--	Norfolk	COLLEY AVENUE: Bridge and Approaches over Lafayette River (Initial Allocation)	600,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Norfolk	BERKLEY AVENUE: State Street - N&W Railroad Crossing on Indian River Road (Initial Allocation for Four Lanes with Curb and Gutter and Sidewalk)	\$ 100,000
--	Norfolk	NORVIEW AVENUE: Military Highway - East (Supplemental Allocation for Preliminary Engineering, Right of Way and Construction)	823,684
--	Norfolk	CENTRAL BUSINESS DISTRICT: Downtown Signal System (Supplemental Allocation)	500,000
--	Portsmouth	CRAWFORD STREET CONNECTOR: Washington Street - Columbia Street (Supplemental Allocation)	300,000
--	Portsmouth	VICTORY BOULEVARD: Alexander Street - Portsmouth Boulevard at California Avenue (Initial Allocation for Six Lanes Divided)	10,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Portsmouth	CENTRAL BUSINESS DISTRICT: High Street East of Frederick Street and Downtown (60 Intersections) (Supplemental Allocation for Traffic Signalization)	\$ 350,000
--	Virginia Beach	ROSEMONT ROAD: Holland Road - Virginia Beach Boulevard (Supplemental Allocation)	800,000
--	Virginia Beach	GREAT NECK ROAD: Virginia Beach Boulevard - Harbor Lane (Supplemental Allocation)	1,000,000
--	Virginia Beach	COLUMBUS STREET: Kellam Street - Virginia Beach Boulevard (Supplemental Allocation for Preliminary Engineering and Construction)	425,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Virginia Beach	BIRDNECK ROAD: Laskin Road - Southern Boulevard (Initial Allocation to Construct Four Lanes Divided with Curb and Gutter and Sidewalks)	\$ 75,000
--	Virginia Beach	PROVIDENCE ROAD: East Corporate Limits of Chesapeake - Indian River Road (Reconstruct Four Lanes Divided)	100,000
--	Virginia Beach	INDIAN RIVER ROAD: Chesapeake Corporate Limits - Route 64 (Supplemental Allocation)	500,000
--	Williamsburg	RICHMOND ROAD: Intersection of Richmond Road with Scotland Street and Campus Drive and Francis and South Henry Streets (Signalization, Channelization and Pavement Marking)	35,000
--	Williamsburg	SOUTH HENRY STREET: Hunting Cove - South Corporate Limits Williamsburg (Initial Allocation for Reconstruction)	100,000

FISCAL YEAR 1973-74SUFFOLK DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	\$ 330,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I & II)	134,000
Total, Suffolk District Allocations			<u>\$ 78,659,684</u>

FREDERICKSBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$ 489,000
Arterial and Other Primary Construction	9,289,000
Urban Construction	610,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	160,000
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TOTAL	<u>\$10,623,000</u>

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Spotsylvania	Drainage Structure and Approaches Massaponax Creek (Initial Allocation for Preliminary Engineering)	\$ 20,000
1	Fredericksburg	College Avenue - Fall Hill Avenue (Supplemental Allocation for Construction of Turn Lanes and Signal Modifications)	110,000
1	Stafford	Provide Continuous Left-turn Lane North and South of Route 627 (Initial Allocation)	10,000
3 & 14	Gloucester & Mathews	Between Route 17 at Gloucester Court House and Fort Nonsense (Supplemental Allocation to Continue Dual-laning)	800,000
3	Lancaster	Town of Kilmarnock (Supplemental Allocation for Cooperative Project with Town for Drainage Improvement)	50,000
3	Lancaster	Reconstruction at Kamps and Carters Mill (Supplemental Allocation for Right of Way Acquired and Construction)	160,000

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Lancaster	Between Kilmarnock and Lively (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	\$ 200,000
3	Richmond	Between Emmerton and Totuskey Creek Bridge (Supplemental Allocation for Right of Way Acquired and Construction)	6,000
3	Richmond	Route 360 at Warsaw - Emmerton (Supplemental Allocation for Dual-laning)	200,000
3	Westmoreland	Between Route 202 and Route 214 (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
3	Westmoreland	Between Route 205 at Oak Grove and Route 204 (Asphaltic Concrete Surfacing)	25,000
3	King George	Construct Right-turn Lane on Eastbound Lane at Route 301 (Office Hall)	3,500

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	King George	King George Court House (Initial Allocation for Curb and Gutter and Sidewalk)	\$ 75,000
3	King George	Route 301 at Office Hall - Westmoreland County Line (Asphaltic Concrete Surfacing)	61,000
3	Stafford	East End Chatham Bridge - East (Supplemental Allocation to Continue Dual-laning)	900,000
3	Spotsylvania	West of Chancellorsville - Wilderness (Supplemental Allocation for Right of Way Acquired and Construction)	830,000
3	Spotsylvania	Construct Three Left-turn Storage Lanes West of Route 95	4,500
3 Bypass	Stafford & Fredericksburg	EAST-WEST CONNECTOR: Routes 1 and 3 - Route 3 East of Fredericksburg (Supplemental Allocation for Right of Way Acquisition)	1,000,000

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
14	King & Queen	Between Routes 360 and King and Queen Court House (Supplemental Allocation for Reconstruction at Garnetts Creek)	\$ 75,000
14	King & Queen	Relocation at Corbins Mill (Supplemental Allocation)	100,000
17	Caroline	Spotsylvania County Line - East (Asphaltic Concrete Surfacing)	12,000
17	Essex	North of Tappahannock - North (Supplemental Allocation to Continue Dual-laning)	700,000
17	Gloucester	Route 14 at Adner - South (Supplemental Allocation for Rights of Way Acquired and Construction)	50,000
17	Middlesex	Saluda - North (Supplemental Allocation To Continue Dual-laning)	700,000

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17 Bypass	Spotsylvania	Between Route 1 and New Post (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 80,000
17	Stafford	Route 95 Interchange - North (Supplemental Allocation for Right of Way Acquired and Construction)	1,100,000
30	King William	Between Central Garage and King William Court House (Supplemental Allocation for Reconstruction)	40,000
30	King William	Route 360 - East (Asphaltic Concrete Surfacing)	64,000
30 & 33	King William	Improvement of Intersection in Town of West Point (Initial Allocation for Cooperative Project)	20,000
33 & 14	King & Queen	East Lord Delaware Bridge - East (Supplemental Allocation to Continue Dual-laning)	240,000

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Middlesex	Saluda - East (Initial Allocation for Dual-laning)	\$ 200,000
33	Middlesex	Between Route 3 at Harmony Village and Deltaville (Supplemental Allocation to Continue Reconstruction)	125,000
95	Caroline, Spotsylvania & Stafford	Hanover County Line - Prince William County Line (Supplemental Allocation)	489,000
205	King George	Route 301 - East and West (Supplemental Allocation for Rights of Way Acquired and Construction)	200,000
208	Spotsylvania	Between Louisa County Line and Spotsylvania Court House (Supplemental Allocation to Continue Reconstruction)	270,000
218	King George	Between Route 301 and Route 205 (Supplemental Allocation for Rights of Way Acquired and Construction)	75,000

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
223	Mathews	Route 198 - Milford Haven Bridge (Asphaltic Concrete Surfacing)	\$ 21,000
301	King George & Caroline	Bridge and Approaches Rappahannock River at Port Royal (Supplemental Allocation for New Bridge)	300,000
301	Caroline	Between Bowling Green and Routes 721 near DeJarnette (Supplemental Allocation for Right of Way Acquired and Construction)	20,000
360 & 17	Essex	Interchange at Brays Fork (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	300,000
360	King William, King & Queen & Essex	East of Central Garage - East (Supplemental Allocation for Rights of Way Acquired and Construction)	20,000

FISCAL YEAR 1973-74FREDERICKSBURG DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Richmond & Northumberland	Warsaw - East (Supplemental Allocation for Dual-laning)	\$ 200,000
360	Northumberland	Village of Burgess (Supplemental Allocation for Curb and Gutter and Pavement Widening)	150,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	235,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I and II)	182,000
Total, Fredericksburg District Allocations			<u>\$ 10,623,000</u>

CULPEPER DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$32,036,849
Arterial and Other Primary Construction	21,922,140
Urban Construction	4,165,000
Aid to Mass Transit	5,360,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	360,000
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TOTAL	<u>\$63,918,989</u>

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Alexandria, Arlington, Fairfax County, City of Fairfax & Falls Church	<u>Aid to Mass Transit</u> <u>Aid to the Washington</u> Metropolitan Area Transit Authority for Construction of Fringe Parking Facilities	\$ 5,000,000
1	Prince William	<u>Aid to Mass Transit</u> <u>Route 1 Corridor</u> (Initial Allocation for Fringe Parking Lot Near Dale City-Marumsco)	150,000
7	Fairfax County	<u>Aid to Mass Transit</u> (Initial Allocation for Fringe Parking Lot Near Reston)	150,000
29 & 211	Arlington	<u>Aid to Mass Transit</u> <u>LEE HIGHWAY:</u> Fairfax County Line - Lynn Street (Initial Allocation for Construction of Bus Passenger Shelters)	60,000
1	Arlington	Worth Corporate Limits Alexandria - Route 233 (Initial Allocation for Six-laning Including Bridge over Four Mile Run)	475,000
1	Prince William	Town of Dumfries (Initial Allocation for Cooperative Sidewalk Project)	25,000

FISCAL YEAR 1973-74GULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Fairfax County	Route 495 - South (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 1,600,000
1	Alexandria	ROUTE 1 CORRIDOR STUDY: South Corporate Limits - Potomac Yards (Initial Allocation for Preliminary Engineering)	300,000
1	Alexandria	JEFFERSON DAVIS HIGHWAY: North Corporate Limits - Reed Avenue (Initial Allocation to Con- struct Six Lanes Divided with Curb and Gutter and Sidewalk)	200,000
3	Orange & Culpeper	Route 20 (Wilderness) - Lignum (Initial Allocation for Dual-laning)	200,000
6	Albemarle	Route 20 - West (Asphaltic Concrete Surfacing)	102,000
6	Fluvanna	Scottsville - Cohasset (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
6	Fluvanna	Goochland County Line - Route 15 (Asphaltic Concrete Surfacing)	80,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Alexandria	KING STREET: West Corporate Limits - Route 95 Interchange (Supplemental Allocation for Six Lanes Divided)	\$ 600,000
7 & 244	Fairfax County	Interchange at Baileys Cross Roads (Supplemental Allocation for Cooperative Project with County)	1,500,000
7	Fairfax County	Extend Left-turn Lane on Westbound Lane at Route 2327 and Eastbound Lane at Route 1736	8,000
7	Fairfax County	Construct Channalization Median West from Route 2370	4,000
7	Loudoun	Leesburg Bypass and West (Supplemental Allocation to Continue Dual-laning)	2,700,000
7 & 123	Fairfax	Improvements to Interchange at Tysons Corner (Initial Allocation)	100,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Loudoun	Town of Hamilton (Cooperative Project with Town to Correct Drainage)	\$ 15,000
7	Leesburg	MARKET STREET: Catoctin Circle - East Corporate Limits (Initial Allocation for Four Lanes Divided Including Curb and Gutter)	75,000
15	Leesburg	KING STREET: Route 7 Bypass - Catoctin Circle (Supplemental Allocation)	75,000
15	Orange	South of Orange - South (Supplemental Allocation to Continue Dual-laning)	700,000
15	Orange	Town of Orange (Supplemental Allocation for Cooperative Project with Town for Four-laning Between Caroline and Main Streets)	100,000
15	Prince William	Routes 29 and 211 - North (Asphaltic Concrete Surfacing)	105,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Fauquier	South of Marshall - South (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 100,000
17	Fauquier	Stafford County Line - West (Initial Allocation to Continue Dual-laning)	775,000
20	Albemarle	South of Orange County Line - South (Supplemental Allocation for Right of Way Acquired and Construction)	45,000
20	Albemarle	Between Scottsville and Charlottesville (Supplemental Allocation for Right of Way Acquired and Construction)	260,000
20	Orange	Route 33 at Barboursville - North (Asphaltic Concrete Surfacing)	40,000
20	Orange	North of Barboursville - North (Supplemental Allocation for Right of Way Acquired and Construction)	60,000

FISCAL YEAR 1973-74

CULPEPER DISTRICT

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INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
22	Louisa	Construct Left- and Right-turn Lanes at Entrance to Louisa High School	\$ 8,000
22	Albemarle	Between Route 250 at Shadwell and Route 231 at Cismont (Initial Allocation for Structure Widening within Existing Rights of Way)	100,000
28	Manassas	CENTREVILLE ROAD: Quarry Road - East Corporate Limits (Supplemental Allocation)	350,000
28	Prince William & Fairfax Counties	Manassas - North (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	250,000
29	Albemarle	Construct Left-turn Lane on Southbound Lane at Crossover North of Charlottesville	8,000
29	Albemarle	Construct Left-turn Lanes at Crossover and Right-turn Lane at Route 854	10,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29 & 250 Bypass	Albemarle	Charlottesville Bypass (Initial Allocation for Dual-laning Between Route 250 West and Route 29 North)	\$ 800,000
29	Albemarle	Charlottesville - South (Supplemental Allocation to Continue Dual-laning)	1,600,000
29	Culpeper	Construct Left-turn Lane on Southbound Lane North of Route 717	4,000
29 & 211	Arlington	LEE HIGHWAY: Spout Run Parkway - West of Route 66 (Supplemental Allocation)	125,000
29 & 15	Culpeper & Fauquier	Gulpeper Bypass and North (Supplemental Allocation for Right of Way Acquired and Construction)	1,800,000
29 & 211	City of Falls Church & Fairfax County	LEE HIGHWAY: Cavalier Trail - West of West Corporate Limits Falls Church (Supplemental Allocation for Right of Way Acquired and Construction)	500,000

FISCAL YEAR 1973-74

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CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Greene & Madison	Bridge and Approaches Rapidan River (Supplemental Allocation for Reconstruction on Northbound Lane)	\$ 425,000
33	Greene	Swift Run Gap - East (Initial Allocation to Supplement Federal Public Land Funds for Climbing Lanes)	300,000
50	Arlington	ARLINGTON BOULEVARD: Interchange at George Mason Drive (Supplemental Allocation)	200,000
50	Arlington & Fairfax	ARLINGTON BOULEVARD: Pershing Drive - Seven Corners (Widen Pavement, Extend Service Roads and Provide Bus Turnouts)	1,000,000
50	Arlington & Fairfax Counties	ARLINGTON BOULEVARD (Supplemental Allocation for Construction)	140,000
50	Fairfax County	Improvement of Drainage at Fenwick Park (Supplemental Allocation for Cooperative Project with County)	80,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Fairfax County	Improve Route 1702 Connection with Route 50 and Construct Crossover and Left-turn Lane West of Route 7 (Supplemental Allocation for Construction)	\$ 20,000
50	Loudoun	Fairfax County Line - West (Supplemental Allocation for Construction)	900,000
50	Loudoun	Town of Middleburg (Supplemental Allocation for Right of Way Acquired and Construction)	60,000
55	Fauquier	Warren County Line - Markham (Asphaltic Concrete Surfacing)	53,000
64	Albemarle, Fluvanna & Louisa	Nelson County Line - Goochland County Line (Supplemental Allocation)	2,036,849
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	7,500,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
95	Alexandria, Arlington, Fairfax & Prince William	Washington, D. C. Line - Stafford County Line (Supplemental Allocation)	\$ 15,000,000
120	Arlington	GLEBE ROAD: East of North Upland Street - West of Route 309 (Supplemental Allocation)	225,000
123	Fairfax County	South Corporate Limits Fairfax - South (Initial Allocation for Four-laning)	400,000
123	Fairfax County	Construct Left-turn Lane on Southbound Lane at Inter- section with Service Road	8,000
123	Fairfax County & Town of Vienna	Between Courthouse Road and Route 66 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	600,000
123	Prince William	Between Route 1 and Route 95 (Supplemental Allocation for Construction)	65,000
193	Fairfax County	Route 123 - West (Initial Allocation for Reconstruction and Widening)	200,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
208 (Old 659)	Louisa	Between Route 33 at Louisa Court House and Route 64 (Initial Allocation for Preliminary Engineering)	\$ 100,000
211	Warrenton, Fauquier, Culpeper & Rappahannock	Warrenton - West (Supplemental Allocation for Dual-laning)	1,400,000
228	Fairfax County	Drainage Structure and Approaches Muddy Branch (Supplemental Allocation for Right of Way Acquired and Construction)	20,000
228	Herndon	DRANESVILLE ROAD: Park Avenue - North Corporate Limits (Supplemental Allocation)	125,000
231	Rappahannock	Route 522 - South (Asphaltic Concrete Surfacing)	37,000
234	Prince William	North Corporate Limits Manassas - Route 66 Inter- change (Supplemental Allocation for Right of Way Acquired and Construction)	500,000
234	Prince William	South Corporate Limits Manassas - South (Initial Allocation for Preliminary Engineering)	100,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
236	City of Fairfax	LITTLE RIVER TURNPIKE: Route 237 - Routes 29 and 211 (Supplemental Allocation)	\$ 240,000
236	City of Fairfax	NORTH STREET: East Street - West Street (Supplemental Allocation)	60,000
237	City of Fairfax	OLD LEE HIGHWAY: Fairfax Circle - Accotink Creek (Supplemental Allocation for Preliminary Engineering, Right of Way, Construction, Bridge Widening and Channelization)	50,000
244	Arlington	Columbia Pike Bypass (Initial Allocation for Preliminary Engineering)	100,000
250	Charlottesville	PRESTON AVENUE: 10th Street - McIntire Road (Supplemental Allocation)	650,000
309	Fairfax County	Arlington County Line - Route 123 (Supplemental Allocation for Widening)	200,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
495	Alexandria & Fairfax	Capitol Beltway (Initial Allocation for Widening to Eight Lanes)	\$ 7,500,000
522	Culpeper	Orange County Line - North (Asphaltic Concrete Surfacing)	112,000
522	Culpeper & Orange	Route 3 - South (Supplemental Allocation for Reconstruction of Sections)	100,000
522	Orange	Culpeper County Line - South (Asphaltic Concrete Surfacing)	26,000
--	Arlington	WASHINGTON BOULEVARD: Glebe Road - 4th Street (Supplemental Allocation for Right of Way Acquired and Construction)	70,000
--	Arlington	SOUTH WALTER REED DRIVE: Arlington Mill Road - Four Mile Run Drive (Initial Allocation for Dual-laning)	110,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Alexandria	NORTH VAN DORN STREET: Taney Avenue - Kernmore Avenue (Supplemental Allocation)	\$ 25,000
--	Alexandria	BRADDOCK ROAD: Howard Street - Quaker Lane (Initial Allocation to Widen to Four Lanes Divided with Curb and Gutter and Sidewalk)	300,000
--	Alexandria, Arlington, Fairfax County, City of Fairfax & Falls Church	AREA WIDE: Studies for Computerized Signal System	100,000
--	Charlottesville	5TH STREET: South Corporate Limits - Cherry Avenue (Supplemental Allocation)	400,000
--	Culpeper	NEW ROAD: Route 29 - Routes 15, 29 and 229 (Initial Allocation for New Construction)	50,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Falls Church	MAPLE AVENUE: Broad Street - Fairfax Street Grundy Drive - Fairfax Street - West (Supplemental Allocation)	\$ 200,000
--	Herndon	WASHINGTON STREET: East Corporate Limits - Spring Street (Supplemental Allocation)	100,000
--	Herndon	STERLING ROAD: Elden Street - West Corporate Limits (Initial Allocation for Four Lanes Divided with Curb and Gutter and Sidewalks)	25,000
--	Vienna	Maple Avenue and Nutley Road (Initial Allocation for Coordinated System for Traffic Signals Along Route 123 and New Signal at Intersection of Courthouse and Nutley Roads)	50,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	435,000

FISCAL YEAR 1973-74CULPEPER DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	State Matching Funds for Federal Beautification Projects (Titles I & II)	\$ 162,140
Total, Culpeper District Allocations			<u>\$ 63,918,989</u>

STAUNTON DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1973-74

Interstate System Construction	\$ 7,374,000
Arterial and Other Primary Construction	10,500,000
Urban Construction	3,230,000
Guard Rail	25,000
Strengthening and Widening of Bridges	50,000
New Signs and Signals	194,000
	<hr/>
TOTAL	<u>\$21,373,000</u>

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FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Clarke	Town of Berryville (Initial Allocation for Curb and Gutter Between West Corporate Limits and Route 340)	\$ 75,000
7	Frederick & Clarke	East of Route 81 Interchange - East (Supplemental Allocation for Rights of Way Acquired and Construction)	700,000
11	Shenandoah	Town of Woodstock (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter)	50,000
11	Rockingham	Improve Connection at Intersection Route 679 South of Harrisonburg (Supplemental Allocation for Construction)	1,000
11	Harrisonburg	SOUTH MAIN STREET: South Corporate Limits - Grattan Street (Supplemental Allocation)	500,000

FISCAL YEAR 1973-74

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STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Staunton	GREENVILLE AVENUE: South of Route 250 - South Corporate Limits (Initial Allocation for Dual-laning Including Curb and Gutter and Sidewalks)	\$ 350,000
18	Alleghany	Improvement of Inter- section at Route 614 (Joint Project with Secondary System)	15,000
18	Covington	SOUTH CARPENTER DRIVE: Bridge and Approaches Jackson River (Supplemental Allocation)	250,000
33	Rockingham	West Corporate Limits Harrisonburg - West (Supplemental Allocation for Dual-laning)	350,000
37	Frederick	Winchester Bypass (Phase II) (Initial Allocation for Preliminary Engineering and Right of Way Acquisition Between Route 50 West and Routes 11 and 81 South)	500,000
39	Bath	Rockbridge County Line - West (Asphaltic Concrete Surfacing)	32,000

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FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
39	Rockbridge	Route 252 - South. (Initial Allocation for Preliminary Engineering)	\$ 50,000
Alt. 39	Rockbridge	Bridge over Mill Creek in Goshen (Supplemental Allocation for Right of Way Acquired and Construction)	25,000
42	Augusta & Rockingham	South of Bridgewater - South (Supplemental Allocation for Reconstruction Including Bridges over Glade Creek)	200,000
42	Rockingham	Between Harrisonburg and Bridgewater (Supplemental Allocation for Right of Way Acquired, Construction and Cooperative Drainage Project with Town of Bridgewater)	300,000
42	Rockingham	Harrisonburg - Broadway (Supplemental Allocation for Dual-laning)	445,000
42	Rockingham	Grade Crossing Protective Devices Southern Railroad South of Broadway	16,000

FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Rockingham	North of Harrisonburg - North (Asphaltic Concrete Surfacing)	\$ 13,000
42	Rockingham	Grade Crossing Protective Devices Southern Railroad in Timberville	16,000
42	Shenandoah	Improve Sight Distance at Entrance to Central High School	2,000
50	Frederick	Gore - West (Supplemental Allocation for Right of Way Acquired and Construction)	400,000
50 & 17	Frederick & Clarke	East of Winchester - East (Supplemental Allocation to Continue Dual-laning)	1,200,000
55	Front Royal	SOUTH STREET & JOHN MARSHALL HIGHWAY: Route 340 - East Corporate Limits (Initial Allocation for Preliminary Engineering)	115,000

FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
64	Clifton Forge, Alleghany & Rockbridge	West Virginia State Line - Route 81 (Lexington) (Supplemental Allocation)	\$ 6,374,000
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	1,000,000
211	Page	Luray Bypass and West (Supplemental Allocation for Rights of Way Acquired and Construction)	500,000
211	Shenandoah	Route 81 at New Market - East (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
220	Bath	Village of Hot Springs (Sidewalk Between Route 615 and Bath County Community Hospital)	25,000
220	Bath	Alleghany County Line - North (Asphaltic Concrete Surfacing)	12,000

FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
250	Augusta & Highland	Route 42 at Churchville - West (Supplemental Allocation for Reconstruction of Sections)	\$ 500,000
252	Staunton	MIDDLEBROOK AVENUE: South Corporate Limits - Greenville Avenue (Supplemental Allocation)	100,000
254	Augusta	Route 275 - East of Christian Creek (Supplemental Allocation to Continue Reconstruction)	700,000
259	Rockingham	Grade Crossing Protective Devices Southern Railroad in Broadway	16,000
262 (Southern Route)	Augusta & Staunton	Routes 81 and 64 Interchange - West (Supplemental Allocation for New Construction)	600,000
263	Shenandoah	Orkney Springs - East and West (Asphaltic Concrete Surfacing)	88,000
340	Augusta	West Corporate Limits Waynesboro - West (Supplemental Allocation for Dual-laning)	300,000

FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Alleghany	Bath County Line - South (Asphaltic Concrete Surfacing)	\$ 50,000
220	Alleghany	North of Covington - North (Initial Allocation for Preliminary Engineering)	50,000
220	Alleghany	Route 64 - South (Supplemental Allocation for Dual-laning)	900,000
220	Highland	West Virginia State Line - Route 250 at Monterey (Bituminous Resurfacing)	30,000
250	Augusta	Between Waynesboro and Staunton (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	280,000
250	Augusta	Improve Channelization at West Intersection Route 42 West of Churchville	6,000

FISCAL YEAR 1973-74

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STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Clarke	North of Berryville - North (Supplemental Allocation for Dual-laning)	\$ 500,000
340 Bypass	Page	Route 340 West of Stanley - Route 211 (Supplemental Allocation for Reconstruction of Two Lanes on Ultimate Dual-lane Facility)	400,000
340 Bus.	Page	Town of Stanley (Supplemental Allocation for Cooperative Curb and Gutter Project)	100,000
340	Warren	N&W Railroad Underpass South of Front Royal (Supplemental Allocation for Construction)	200,000
340	Front Royal	SOUTH ROYAL AVENUE: South Corporate Limits - Route 55 (Initial Allocation for Preliminary Engineering)	50,000
522	Warren	Improve Sight Distance at Intersection Route 658 (North of Route 66)	1,000

FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Frederick	West of Winchester - West (Supplemental Allocation to Continue Dual-laning)	\$ 500,000
--	Staunton	INNER LOOP: Greenville Avenue (Route 11) - Coalter Street (Supplemental Allocation)	700,000
--	Harrisonburg	CANTRELL AVENUE EXTENSION: Paul Street - Reservoir Street (Supplemental Allocation)	50,000
--	Waynesboro	WINDSOR ROAD: Jefferson Avenue - South Delphine Avenue (Supplemental Allocation)	100,000
--	Waynesboro	SOUTH DELPHINE AVENUE: South Corporate Limits - East Main Street (Route 250) (Supplemental Allocation)	500,000
--	Harrisonburg	CANTRELL AVENUE: South Mason Street - Paul Street (Initial Allocation for Two- Lane Roadway on Four-Lane Right of Way)	15,000

FISCAL YEAR 1973-74STAUNTON DISTRICTINTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Winchester	PLEASANT VALLEY ROAD: Millwood Avenue - Kerr Street (Supplemental Allocation)	\$ 500,000
--	--	Guard Rail, Strengthening and Widening of Bridges, New Signs and Signals (District Wide)	269,000
--	--	State Matching Funds for Federal Beautification Projects (Titles I and II)	152,000
Total, Staunton District Allocations			<u><u>\$ 21,373,000</u></u>

PUBLIC HEARING
 INTERSTATE, PRIMARY AND URBAN TENTATIVE ALLOCATIONS
 HOTEL ROANOKE - SHENANDOAH ROOM
 JUNE 20, 1973

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Salem, Bristol, Lynchburg and Staunton Districts on June 20, 1973 at 9 a.m. in the Shenandoah Room of Hotel Roanoke.

Commissioner Douglas B. Fogate called the hearing to order and introduced the members of the Highway Commission. He noted that Mr. Fitzpatrick had served his allotted 8 years on the Highway Commission and this was his last allocation hearing. Mr. Wayne A. Whitham, Secretary of Transportation and Public Safety, was present and recognized.

SALEM DISTRICT

Bedford County

I. H. Nance, Executive Director of Bedford County Chamber of Commerce, read a letter from the Honorable Lacey E. Putney, member of the House of Delegates, asking for improvement to Route 24 from Stewartsville east and also Route 122 from the intersection of Route 24 to Smith Mountain Lake. Also asked for additional funds to improve Route 43.

John Oliver, member of the Bedford County Board of Supervisors, was interested in proposed upgrading of structures on Route 501 and would like for consideration to be given to straightening the road from N. of Eagle Eyre to the Snowden Bridge. Thomas Cooley, member of the Bedford County Board of Supervisors, advised the Commission of the flooding condition on Route 460 on the westbound lane at Mountvale.

Botetourt County

Jesse Jones, Chairman of the Botetourt County Board of Supervisors, spoke in the interest of Route 220 Arterial and Route 43. Nina Williamson, Executive Secretary of the Botetourt County Chamber of Commerce, reiterated Mr. Jones' interest in Route 220 and Route 43.

Carroll County

Willard Stoneman, representing the Carroll County Board of Supervisors and the Great Lakes to Florida Highway Association, presented a resolution from the Board of Supervisors in the interest of Route 77.

Mayor Raleigh Cooley, Town of Hillsville, urged that work be started on I-77 and on Route 58 and 221 between Hillsville and Galax. James A. Williams, President of Great Lakes to Florida Highway Association, asked that something be done on (Killer Mountain) Fancy Gap Mountain.

Floyd County

William Whitlock, Chairman of the Floyd County Board of Supervisors, appeared in the interest of Route 8 and urged the Commission to continue each year to give Route 8 a top priority and that it be brought to higher standards. Vernon Baker, representing the Floyd County Merchants Club, the Retail Merchants Association and the Floyd County Industrial Development Commission, said they are now getting industry into the county and asked that top priority be given to an allocation on Route 8 and consider acquiring right of way for 4-lanes for

future needs when right of way is acquired; wants passing lane on Route 221 up Bent Mountain.

Franklin County

Frank Hurt, retired property holder, presented delegation in interest of Route 40. They would like to see Route 40 from Ferris to Rocky Mount relocated to the north of the N & W railroad along Route 864. Dr. Sidney Sandridge says for a 4-lane between Rocky Mount and Ferris, it would be cheaper to use Route 864 (which parallels Route 40) which goes through virgin territory pretty largely as far as population is concerned. Donald N. Johnston, County Administrator of Franklin County, asked for improvement to 4 sections of Route 40

Giles County

Senator George F. Barnes expressed thanks for progress on Routes 460 and 100 in Giles.

Montgomery County, Town of Christiansburg

John Lemley, Town Manager of Christiansburg, on behalf of the Town Council advised that the Town will be in a position next year to match the allocations for the three urban projects that they requested. Delegate Ward Teal placed emphasis on the need of Route 8 from Floyd to I-81 at Christiansburg and endorsed what had been said for Carroll and Floyd Counties.

Patrick County

J. M. Turner, County Administrator for Patrick County, read a statement from the Board that was to have been made by Delegate Garry G. DeBruhi, asking for additional funds and a revised timetable on Routes 58, 103, 346 and the programming of improvements to Route 8. They join with neighboring county of Franklin in requesting the Commission to consider improvement to Route 40 at the earliest possible date.

Roanoke County, City of Salem, City of Roanoke, Town of Vinton

Delegate Ray Robrecht spoke in the interest of (1) Route 419, especially the second section that work has not been started on, (2) interchange at Route 311 and 81, and (3) Route 11 extension through south Salem.

Lem H. Simmers, Vice Mayor of Salem, spoke of the proposed new route through the southern part of Salem, designated as U.S. Route 11 Extension (statement enclosed). Ron Leonard, resident of South Salem Citizen's Committee, asked for priority and funding assistance on same. (Note: He mentioned submitting a map to the members of the Commission as well as traffic count of the intersection of Colorado Street and Apperson Drive but typist does not have copy).

Albert Trompeter, developer of 660 units in south Salem, spoke on the same subject.

Elia Spitz, representing the Hanging Rock Civic League, had some questions on the proposed work at Hanging Rock to improve sight distance. She asked for cost benefit analysis and valuation of traffic count on the possible interchange at Route 311 and 81; also on the widening of Route 11. She questioned the necessity of three interchanges in a City that has only 25,000 people. (District Engineer M. E. Wood, Jr. talked with Mrs. Spitz after her appearance before the Commission).

Bus Nicks, Mayor of the Town of Vinton, asked for an allocation on the road from Route 460 into Vinton, known as Old Vinton Mill Road. Byron Hacer, City Manager of Roanoke, asked for same transit funds for Roanoke. (He was advised by Mr. Fugate that money is only available to Transportation Authorities). Richard Cranwell, member of the Legislature, spoke in the interest of the following: 4-laning Route 419 from Lynchburg Turnpike to Apperson Drive; extension of Route 11 west from Route 419 to Route 112; improvement of Route 24 from Route 58 extension to Fallon Park; improvement of Plantation Road into north county; relocation and 4-laning of Hershberger Road; extension of Routes 115 and 116 through Vinton to Route 460.

BRISTOL DISTRICT

land County

odrow Bird, Chairman of Executive Committee of Great Lakes to Florida Highway Association, expressed appreciation of the steps taken on I-77. James A. Williams, President of Great Lakes to Florida Highway Association, expressed appreciation of the tentative allocations. Delegate Archie Campbell asked for additional money on a section of Route 21 at Bastian where traffic to the school is blocked by blind curve. Senator Barnes endorsed what had been said by the three former speakers; asked that we continue to improve Route 42 up to areas.

Buchanan County

on Dumford, member of the House of Delegates, representing Buchanan, Russell and Tazewell counties, asked the Commission to look at Route 61 from Rocky Gap west for a distance of 5 miles; also look at the dangerous entrance to Southwest Virginia Community College that is located on the border of Russell and Tazewell Counties, and asked for improvement to the hard surfaced part of Route 91 in Tazewell County.

Edward Mattney, County Administrator of Buchanan County, spoke of the importance of completing the dual laning of Route 460 to the Kentucky line and that Route 609 to the Breaks Interstate Park should be included in the Primary System or recreational access funds be found to alleviate the problem. Shortie Farmer, Chairman of the Board of Supervisors of Buchanan County, asked for continued improvement to Route 83 from Vansant into Dickenson County.

Dickenson County

Maire Sutherland of McClure read a statement signed by 11 businessmen asking that serious consideration be given to Route 63 from St. Paul to Route 83 at Fremont (a distance of about 5 miles) especially the 17 miles from the top of Dante Mountain to Fremont.

John Farmer, representing Dickenson County Board of Supervisors, and Administrative Assistant, spoke in the interest of the same road -- he was not asking for a 4-lane road at a good 2-lane road.

Grayson County

K. M. Fields commented on the need of white line on outer edge of road; need of improvement to Route 58 from Galax to Independence and resurfacing needed on Route 58 from Saddle Creek to Mouth of Wilson. Mr. Fields introduced the following: - Glen Halsey, member of the Board of Supervisors of Grayson County, was mainly interested in Route 58 from Volney to Washington County line.

Fred Adams, Jr., member of the Board of Supervisors of Grayson County, presented three resolutions (enclosed) on the following routes: - (1) Route 58 between Galax and Independence, (2) Route 21 between Wytheville and Independence and Route 21 south of Independence to the North Carolina line, and (3) Route 94 from Route 58 to the Carroll County line. Arthur Arley, publisher of newspaper for Grayson and Carroll Counties, endorsed and supported plans for continued improvement of roads in Mountain Empire and particularly Grayson and Carroll Counties; would like for an allocation for spot improvements on Route 21 north of Independence to develop into some major construction. Delegate Archie Campbell urged that the Commission concentrate on Routes 58, 21 and 94.

Tazewell County

Senator Barnes called the Commission's attention to Route 61 which will be used for all traffic in Tazewell County and west -- people coming out of W.Va. entering 77 at Rocky Gap; this should be considered as one of your tie in programs.

Wythe County

Boah S. Akers, representing the Piney Nuritan Club, read a request from the club for improvement to Route 94 from the intersection of Routes 94 and 52 along Route 94 south to Porter's Crossroads.

Mr. Akers submitted the following:

- 1) Copy of presentation at pre-allocation hearing in Bristol in March
- 2) Letter dated June 18, 1973 from Washington Mills Company, John W. McAllister, Jr., General Manager
- 3) Letter dated June 14, 1973 from Robert C. James, Vice President of Bank of Speedwell
- 4) Letter dated June 14, 1973 from J. Elmo Davis, Chairman of Wythe County Board of Supervisors
- 5) Letter dated June 14, 1973 from Paul Heuser, President of Wytheville-Wythe County Chamber of Commerce, Inc.

Senator Barnes asked the Commission to reconsider when Route 77 is extended where Route 619 crosses, go over or under, so that those people have access to Route 77. Elmo Davis, Chairman of the Wythe County Board of Supervisors, endorsed all requests made for Wythe, Grayson and Bland Counties. Walter Palmer, representing Wytheville Community College, read a letter from Laurence V. Lauth, President of Wytheville Community College, requesting that the allocation for improving the entrance to the college be confirmed. Mr. Carl Stark, Mayor of Wytheville and President of the Virginia Municipal League, spoke in the interest of mass transportation.

STAUNTON DISTRICT

Alleghany County, Covington

Ben C. Moomaw, Jr. introduced a delegation and urged the completion of the gap of I-64 from Clifton Forge to Lexington. This same plea was made by William T. Wilson, past president of the Covington-Alleghany County Chamber of Commerce, and Leonard Grueblec, Chairman of the City Planning Commission, who was representing Mayor William Taylor of Covington.

Augusta County, Staunton

Recil Richardson, member of the Transportation Committee of the Staunton-Augusta County Chamber of Commerce, introduced a delegation and read a statement concerning improvements in the City of Staunton and to Route 250 between Staunton and Waynesboro

Rockbridge County, Lexington

Tom Anderson, member of the Lexington City Council, requested that we expedite construction on I-64 and asked that funds be allocated for both phases of the bypass. Enclosed is a petition signed by over 400 people concerning I-64 Lexington Bypass. Romer Darrick, Jr., former President of the Lexington-Rockbridge County Chamber of Commerce, presented pictures and resolution in the interest of I-64.

LYNCHBURG DISTRICT

Halifax County, South Boston

My C. Wood, Superintendent of Schools for Halifax County and South Boston, submitted resolutions from three school boards and from the City Council of South Boston and the board of Supervisors of Halifax County asking for the dual laning of Route 129 between Benterville and Lone Shop (1/2 to 3/4 mile) to accommodate the proposed school that is to be built by September 1976.

Pittsylvania County, City of Danville

Victor White, Director of Engineering and Planning for the City of Danville, expressed thanks for what has been done for the City of Danville.

Meeting adjourned 12:25.

mrc

PUBLIC HEARING
ON
ALLOCATION OF INTERSTATE, PRIMARY AND URBAN
CONSTRUCTION FUNDS
1973-1974
Richmond, Suffolk, Fredericksburg, Culpeper Districts

Richmond, Virginia
June 21, 1973

A public hearing on allocation of Interstate, Primary and Urban construction funds for the year 1973-74 for the Richmond, Suffolk, Fredericksburg and Culpeper Districts was held in the auditorium of the Highway Office Building in Richmond, Virginia at 9 A. M. on June 21, 1973. Mr. Douglas B. Fugate, Chairman of the State Highway Commission, presided.

RICHMOND DISTRICT

Mr. Richard D. Hartman, City Engineer of Petersburg, presented the attached prepared statement. (Attachment #1)

Mr. M. W. Burnett, County Administrator of Chesterfield County, requested coordination of construction of Routes 288 and 360. He said the County would like to be able to tell the engineers studying the feasibility of extending Powhite Parkway that Route 288 will be constructed within a short time, hopefully before 1980, so that they can accurately project the traffic count on these roads.

Mr. Garland Roberts, Acting Chief, Bureau of Engineering, for the City of Richmond, presented the attached prepared statement. (Attachment #2)

SUFFOLK DISTRICT

Delegate Ray Ashworth, of Wakefield, said the bypass of Emporia was more urgently needed than Route 58 in Southampton County.

The City Manager of Emporia left the attached resolution of the City Council of Emporia. (Attachment #3)

Mr. Wm. W. Fleming, Jr., Director of Public Services for Virginia Beach, spoke in support of tentative allocations proposed by the Urban Division.

SUFFOLK DISTRICT (Cont'd.)

Delegate Ray Ashworth, representing Surry County, expressed appreciation for the allocation for relocation of approach to the Scotland-Jamestown Ferry. He said a bridge or tunnel, or some other means of transportation connecting Surry and Jamestown, is still needed.

FREDERICKSBURG DISTRICT

Mr. L. W. Boxley, of the Board of Supervisors of Caroline County, urged that the Commission proceed with as much haste as possible with replacement of the James Madison Memorial Bridge, that the bridge be of sufficient width and proper clearance that it might carry a sufficient amount of traffic, waterway and roadway, and that the new structure be located as close to the existing structure as possible.

He said a number of accidents had occurred at the intersection of Route 207 and Route 1 at Carmel Church. He said improvements have been made and he hoped that other improvements might be made to make it more safe.

Mr. Boxley presented the attached resolutions. (Attachments #4 and #5)

Mr. Eugene Campbell, Chairman of the Board of Supervisors of King William County, said he was pleased with improvement to Route 30 and urged continued appropriation of money to continue this improvement.

CULPEPER DISTRICT

Mr. D. French Slaughter, Jr., Member of the House of Delegates, requested improvement of Route 231 from Shelby to Rochelle. He said the alignment is very poor and there is considerable traffic, including truck traffic. Also, he said, the secondary road connecting Route 231 with Route 29 at Shelby is in need of improvement.

He said he hoped the improvement to Route 3 at Wilderness will be continued as rapidly as possible.

He said Phase II of work from Orange to Gordonsville on Route 15 is extremely vital to Orange County.

Mr. Slaughter said the expressway in the Town of Orange, over which Route 15 runs, and on which the Town has donated right of way, is very important to Orange. He said a left turn lane is needed near the south end of this expressway at intersection with Route 20.

He urged allocation as soon as possible for reconstruction of Route 20 from Barboursville to Somerset.

Mr. David A. Sutherland, Member of the House of Delegates, and State Senator Clive DuVal spoke in opposition to proposed allocation on Route 193, Georgetown Pike.

Mr. Sutherland said 120 citizens hostile to the widening of this route had passed a resolution (Attachment #6) asking that no funds be spent other than those necessary to prepare a scope of work statement with emphasis on safety rather than widening, that this be submitted for approval to the citizens and Board of Supervisors, who would like an opportunity to comment on what these studies will be about, that the scope of work include studies and proposals put forward by the Fairfax County Board of Supervisors in its resolution of May 14, 1973 on the subject of the Dulles Access highway.

Mr. Sutherland said neither Old Dominion or Georgetown Parkway should be widened.

Mr. Fugate stated no decision will be made on this proposed construction until a public hearing has been held.

Senator DuVal expressed appreciation for allocation for Route 495 widening and allocation for mass transit. He said the Commission should think about the role of superhighways and build-up through urban areas.

Mr. DuVal said the citizens want to find out what the Highway Department has in mind before any money is spent on Route 193 or Route 309 (Old Dominion Parkway).

Ms. Mary Cahill, a commuter, who was also opposed to widening of Route 193, said that mass transit is the ultimate answer to their problems.

Mr. David Holdsworth, of the McLean Planning Committee, presented the attached statement (#7) in opposition to widening of Route 193.

Mrs. Lester Cook, of Dranesville, referred to letter of Sept. 15, 1972 to Governor Holton and letter from Mr. Fugate of May 12, 1972 and recommended that money allocated for Route 193 be spent on Tyson's Corner.

Ms. Elizabeth Hortal (?), of Northern Virginia Conservation Council, favored mass transit and urged the use of RF&P RR facilities in Northern Virginia.

Mr. David Brickley, representing Prince William and Loudoun Counties, presented the attached prepared statement. (Attachment #8)

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

I am Richard D. Hartman, City Engineer of City of Petersburg. I am representing Mr. Lewis Z. Johnston, Jr., City Manager, who could not be here this morning.

In checking the tentative highway construction allocations for Interstate, Primary and Urban Roads for fiscal year 1973-74, that were approved by the Highway Commission, we do not see engineering funds for an extension of Wythe Street from Crater Road to Washington Street.

My purpose in representing the City today is to express the importance to the City that this work be funded and construction completed prior to completion of the Route 95 ramps. These ramps are now scheduled to be completed by late 1975 and thus we feel in order to complete Wythe St. by then, construction plans need to be started now.

The Washington Street one-way system is now scheduled for construction next summer and completion in late '75. The Wythe St. project, we feel is a necessity and, will be an extension of the Washington St. one-way system. By nature of the ramp design the one-way traffic pattern at the toll road exits will have to be done when Route 95 widening is complete no matter what the status of the Washington St. project.

Let me explain the bottleneck that will be created if this project is not built. All southbound traffic on Route 95 desiring to go east from Petersburg will exit onto Wythe St., which will be one-way east, travel two blocks to Crater Rd., will turn left on Crater Road going north one block and turn right on Washington St. The major problem with this traffic movement is that Crater Rd. now carries Routes 301 and 460 and in this block the additional toll road traffic will cause more traffic problems than now exist. Added to this, is the fact that Washington St. and Crater Rd. carry considerable traffic to Fort Lee.

The City has foreseen this problem for years and has acquired the majority of the right-of-way for this extension. The Virginia Department of Highways Urban Engineer approved a tentative plan and profile done by the City on June 17, 1968. The project will be about a half mile in length and should not be a difficult job, but it is

important.

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Mr. Joe Ripley assures us that preliminary engineering can be started this year without an allocation, but considering the 1975 date for the toll road ramp completion, we feel that construction on this project should be started next year.

Our plea at the preallocation hearing and a letter from the City Manager ^{to Mr. Ripley} show our concern over this matter. Again we are urging that the V.D.H. consider allocation of funds for engineering of this project and that construction be set for 1974.

STATEMENT PRESENTED TO
VIRGINIA DEPARTMENT OF HIGHWAYS
AT ITS PUBLIC HEARING
ON

THE ALLOCATION OF INTERSTATE, PRIMARY & URBAN HIGHWAY FUNDS FOR 1973-74
HELD ON

JUNE 21, 1973 AT 9:00 A.M. IN THE
DEPARTMENT OF HIGHWAY'S AUDITORIUM - 1221 EAST BROAD STREET

Harland Roberts, Act. Chief, Bur. of Eng.

Gentlemen, on behalf of the administration and City Council of the City of Richmond, I welcome this opportunity to present to you for your consideration certain requests for projects which have become increasingly urgent in recent months - but are not reflected in the 1973-74 tentative allocation for interstate, primary, and urban construction.

We, in the City of Richmond, would like to acknowledge and express our appreciation for the real interest and valuable assistance provided by the Virginia Department of Highways throughout the years as we seek to deal with the many problems that are constantly before us. Anyone familiar with our City cannot avoid being impressed with the changes that are developing as a result of State and local cooperative efforts; and our enthusiasm for the future is predicated on these past accomplishments.

As you are aware, needs are growing at a rate that exceeds our abilities from a financial standpoint; and, therefore, we must constantly review and adjust our priorities to deal with these changing conditions. As a result, we request your consideration of several projects not currently reflected in the 1973-74 tentative allocation - but which are projects that have grown increasingly critical during the past year. These projects are as follows:

1. Rt. 50 from just east of Rt. 161 (Belt Boulevard) to Rt. 150 (Chippenham Parkway) - This area, as you know, has experienced unusually rapid development industrially and commercially; and congestion is rapidly becoming intolerable. Therefore, it behooves us to request your consideration in establishing this project for proposed widening since initial funding for design has already been approved by City Council.

continued

JUNE 21, 1973

STATEMENT ON ALLOCATION OF INTERSTATE, PRIMARY & URBAN HIGHWAY FUNDS FOR 1973-74

2. Jahnke Road from Chippenham Parkway to Forest Hill Avenue -

This route, as you know, is heavily congested now; and with proposed additions to the Chippenham Hospital as well as the proposed construction of an adjacent nursing home and a large apartment development anticipated on the Billey tract, we can only anticipate another intolerable traffic situation. We therefore request your consideration of this project since initial design funds have been approved by Council.

3. Hopkins Road from the SCLER to the 1970 Corporation Line - This

area has a history of heavy traffic with narrow lanes, deep ditches, and no shoulders. Development is occurring along this route, and the situation is now considered critical. Council has approved funds for a study and design.

On March 16, 1973, at a meeting at the Richmond District Office to consider preallocation and action plan matters, I stressed the importance of the Rt. 60 widening project and requested that a high priority be established. While the City Budget does not as yet anticipate the construction of Carrington Road as an immediate project, we do foresee the need for this street from Mosby Street to Nine Mile Road upon the completion of the Leigh Street Viaduct, which is now under construction.

Recognizing that the State is limited in its abilities to react to all of the needs of our City, we would like to request that if funds could not be found to deal with these projects in the 73-74 allocations, that we be allowed to review with the Department of Highways all projects involving the City of Richmond previously approved and funded by your department in order to adjust funding to deal with our more critical problems of today. In our opinion, it is only by a constant review and adjustment of our critical needs that we will be able to cope with these conditions as they occur.

continued

JUNE 21, 1973

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STATEMENT ON ALLOCATION OF INTERSTATE, PRIMARY & URBAN HIGHWAY FUNDS FOR 1973-74

Item 4. Leigh Street Extension from Dineen Street to the Boulevard -

The development of the extension of Leigh Street had been contemplated in the RATTIS Study as a future means of developing Rt. 33 from Rt. 64 near Nine Mile Road to Staples Mill Road as a reliever to heavily congested Broad Street.

Recent events, however, with the decision of the Division of Motor Vehicles to expand development at their present location, have made it imperative that this project be built in the immediate future. Needless to say, the costs involved will be a very difficult adjustment to our current programs. We are faced with a very large expenditure which had not been contemplated and is a direct result of the Division of Motor Vehicles' decision to locate in the area.

While we are delighted with this decision, it does present extremely difficult problems from a financial standpoint.

It would be our hope that your department could assist in the financing of this project without disrupting previously scheduled work, since the State - in effect - is the major beneficiary of these improvements and will be for some years to come.

We, of course, recognize the difficulties this may present your organization; but when considered in the light of the difficulties presented to the City, we feel that we can only do justice to our citizens by requesting that this project be considered as a special problem by the Highway Department.

* * * *

JUNE 21, 1973

STATEMENT ON ALLOCATION OF INTERSTATE, PRIMARY & URBAN HIGHWAY FUNDS FOR 1973-74

It is noted from Mr. Harwood's letter of May 17, 1973 that certain funds were tentatively approved as aid to mass transit. We are, of course, vitally interested in participating in this program. We envision this program as being one of the more vital endeavors to deal with our increasing traffic problems.

* * * *

City of Emporia

P. O. Box 511
Emporia, Virginia 23847

ROBERT K. MCCORD
CITY MANAGER

EXTRACT OF CITY COUNCIL MINUTES JUNE 8, 1973

WHEREAS, The Virginia Department of Highways has made a tentative allocation of \$50,000.00 for Engineering Surveys of a Bypass Route for US 58, and,

WHEREAS, the Highway Commission at its hearing on June 21, 1973 will consider formalizing their tentative allocation,

NOW THEREFORE BE IT RESOLVED, by the City Council of the City of Emporia this 8th. day of June, 1973, that the appreciation of the Council be extended to the Highway Commission for their consideration and trust the tentative allocation will be made firm.

BE IT FURTHER RESOLVED, that the Highway Commission be requested to consider favorably further allocations which will make possible the expeditious construction of the US 58 Bypass around the City of Emporia.

ATTEST:

Neil M. Mitchell
Neil M. Mitchell, City Clerk

At a regular meeting of the Caroline Board of Supervisors held at the Courthouse in Bowling Green, Virginia on May 21, 1973, it was duly moved by E. C. Davis and seconded by L. W. Boxley that:

WHEREAS, The Board of Supervisors recognizes the importance of Route 301 to Caroline County, the State of Virginia and the eastern part of the United States, the Board also recognizes that the James Madison Memorial Bridge across the Rappahannock River at Port Royal on Route 301 creates certain limitations; i.e., the bridge is restrictive in both horizontal and vertical clearance. The highway traffic must stop when it is opened for water traffic and that the existing structure is in poor condition having out lived its useful life. The Board also recognizes that the traveling public on Route 301 depends upon the roadside development for their services and that these roadside services also depend upon the traveling public for a portion of their business.

NOW, THEREFORE, BE IT RESOLVED, that the Caroline County Board of Supervisors requests the Highway Commission of the Commonwealth of Virginia proceed with all possible haste with the replacement of the existing James Madison Memorial Bridge with a modern up to date structure of sufficient width to properly carry the traffic and with sufficient water clearance so that vessels using the river need not interrupt highway traffic.

And, furthermore, that the new structure be located as close to the existing structure as possible in order not to interrupt the surrounding community.

The vote was unanimous.


L. Edward Ayers
County Administrator

F. N. BROWN
Deligren District
P. O. Box 281
Deligren, Va. 22448

JOHN S. CHEADLE
James Madison District
Rt. 2, Box 458
Fredericksburg, Va. 22401

ASHBY B. STROTHER
James Madison District
Rt. 1, Box 452
King George, Va. 22485



V. ELWOOD MASON
Clerk of Board
King George, Va. 22485
Phone: 775-3322

Meeting Dates of Board:
First Thursday 9:00 a.m.
Third Thursday 7:30 p.m.

KING GEORGE COUNTY, VIRGINIA

Board of Supervisors

KING GEORGE, VIRGINIA 22485

VIRGINIA,

At an adjourned meeting of the Board of Supervisors of King George County, held on Thursday evening, May 31, 1973, at 7:30 o'clock p.m.

RESOLUTION

WHEREAS, The Board of Supervisors recognizes the importance of Route 301 to King George County, Caroline County, the State of Virginia and the eastern part of the United States, the Board also recognizes that the James Madison Memorial Bridge across the Rappahannock River at Port Royal on Route 301 has certain limitations; i.e., the bridge is restrictive in both horizontal and vertical clearance. The highway traffic must stop when it is opened for water traffic and that the existing structure is in poor condition having outlived its useful life. The Board also recognizes that the traveling public on Route 301 depends upon the roadside development for their services and that these roadside services also depend upon the traveling public for a portion of their business.

NOW, THEREFORE, BE IT RESOLVED, that the King George County Board of Supervisors requests the Highway Commission of the Commonwealth of Virginia proceed with all possible haste with the replacement of the

existing James Madison Memorial Bridge with a modern up to date structure of sufficient width to properly carry the traffic and with sufficient water clearance so that vessels using the river need not interrupt highway traffic.

And, furthermore, that the new structure be located as close to the existing structure as possible in order not to interrupt the surrounding community.

A COPY TESTE:

V. Edward Mann Clerk

Resolution by 120 citizens of the Georgetown Pike area meeting on June 19, 1973, at 8 P.M. in the Langley Hill Friends Meeting:

BE IT RESOLVED that no funds be spent other than those necessary to prepare a scope of work statement--with emphasis on safety rather than widening--and that this be submitted for approval of the local citizens and the Fairfax County Board of Supervisors.

BE IT FURTHER RESOLVED that the foregoing scope of work is to include study of the proposals put forward by the Fairfax County Board of Supervisors in its resolution of May 14, 1973, on the subject of the Dulles Access Highway.

(Moved by Mr. Hodgson, Mr. Adams, seconded by Mrs. Cahill; carried by the meeting unanimously)

ALLOCATION OF FUNDS FOR WIDENING AND RECONSTRUCTION
OF ROUTE #193, DRANESVILLE DISTRICT, VIRGINIA

My name is David Holdsworth.

I have lived on Route #193 for 15 years. I am President of the Georgetown Pike Association, a Director of the McLean Citizens Association, and a member of the McLean Planning Committee.

As implied by previous speakers, the prevailing attitude in the Dranesville District is one of suspicion that this initial allocation of funds for "widening and reconstruction" of Route #193 is merely the opening move in an already pre-determined plan to widen this road willy nilly, and in spite of local opinion.

At a public meeting in Dranesville two nights ago, Mr Keith of the Virginia Department of Highways stated that this initial \$200,000 allocation was solely to study the Route #193 situation; to establish the practicability of potential alternative schemes, and to establish just where the right-of-way lies in relation to individual property lines.

It is noted, however, that prior to the presentation in 1965 of the State's plan to 4-lane Route #193, an extensive ground survey was made. Mr Keith was unable to explain to us what has happened to this data, or why it must be compiled and paid for again.

Mr Keith also estimated - based upon similar work let out by the State to private contractors - that the costs of such an inclusive study would average about \$10,000 per mile. If this is correct, then an obviously large discrepancy exists between the \$200,000 being sought today, and the actual cost of such a study as it relates to the approximately 3 miles of road between Route #123 and Route #495. We are concerned to know exactly how these funds would be spent.

In 1965, when this matter last came before the public, concern for the future of Route #193 was largely confined to those living in immediate proximity to this road. Since that time, opposition to widening has become much more widespread throughout the community, and much more vocally expressed in a variety of forums.

During 1972 alone, four separate reports were prepared - two of them for local Citizens Associations, and two more by community Task Forces for the Board of Supervisors - covering transportation throughout the McLean area. Each one of these reports recommended categorically that Route #193 be retained as a two-lane highway; that its essential character be preserved, and that improvements be limited to those incident to public safety.

On May 14, 1973, the Fairfax County Board of Supervisors adopted a resolution calling upon the Virginia Department of Highways to apply funds designated in its 10-year Program for Route #193 to construction of local traffic lanes parallel to the Dulles Access Road between Route #7 and Route #495.

On June 11, 1973, the Fairfax County Executive (Mr Wilson) wrote to Commissioner Fugate expressing the Board's concern over the Highway Department's proceeding with plans to upgrade Route #193, as proposed in the 10-year Plan.

In sum, these actions over a short span of time clearly indicate that local opinion regarding the future of Route #193 no longer reflects a mere parochial self-interest on the part of those living along the highway, but are indicative of a much wider concern throughout the area.

We appreciate that Route #193 is designated as a State Primary Highway, and that it is presently carrying - according to figures supplied to us by Culpepper and Richmond - some 6,000 cars a day. However some 75% of this traffic occurs in the morning and evening rush hour, and a great part of it represents commuters from Reston and Loudon County attempting to avoid the horrendous bottleneck at Tysons Corner.

The present congestion of Route #193 stems not so much from its lack of width, as it does from the inadequacy of alternative routes which were specifically set aside to convey this traffic in and out of the city. Rerouting of a part of this volume through established residential areas does not appear to us to be a safe or an acceptable solution - particularly in the case of Route #193 when one considers

(a) its historic nature, as the last of the four important roads of early N. Virginia to retain any semblance of its beauty, character and historic flavor;

(b) the danger of introducing higher speed traffic through a long established residential area, and a school zone;

(c) the danger posed by the many exits and entrances along this stretch of road, in the absence of controlled access or of service lanes;

(d) the futility of funnelling additional traffic into already existing bottlenecks at Route #123 and Chain Bridge.

3.

We are naturally, all of us, concerned with the question of safety, and we shall be happy to work with the Department of Highways to establish ways to increase the safety of a 2-lane Route #193.

Our attitude has never been one of negative opposition. In 1965, while we opposed the States plan for a four-lane median strip reconstruction, we submitted an alternative and perfectly workable solution, drawn up for us by competent highway engineers in consultation with the Bureau of Public Roads. Throughout the past two years, together with our public officials we have attempted to establish a dialogue between the Department of Highways and the citizens of Bransville concerning these problems. To date, these efforts appear to us to have been somewhat one-sided, with responses to our overtures couched in terms of considerable ambiguity.

We remain most willing to work cooperatively with the State, but we feel very strongly that we are entitled to have some say when it comes to spending our tax dollars in our own community.

Our position, in summary, is that the solution to problems in the Route #193 area does not lie in increasing its size dramatically, which would entail the taking of considerable highly taxed residential property and would lead to even greater traffic congestion opposite the C.I.A. at Route #123.

We seek a much broader solution. We support the view that any study of Route #193 should be confined to improved safety, and not upon widening, and that the balance of any monies allocated for this purpose be devoted to examination of the proposal of the Fairfax County Board of Supervisors to construct local traffic lanes parallel to the Dulles Access Road.

Herein, we believe, lies the real solution to the problem.

Respectfully submitted

David S. Holdsworth

David S. Holdsworth
President

Georgetown Pike Association

June 21, 1973

PRESENTATION BY DAVID G. BRICKLEY

CULPEPER DISTRICT HIGHWAY HEARING
DEPARTMENT OF HIGHWAYS
RICHMOND, VIRGINIA
June 21, 1973

I am here today to urge you to expedite the completion of certain highway projects in Prince William and Loudoun Counties. These projects which will be discussed are not merely nice to have roads, but rather are essential to the highway safety of the citizens of this Commonwealth.

PRINCE WILLIAM COUNTY

ROUTE 28: Route 28 must be widened and improved, especially the two miles of road from Manassas Park to the Fairfax County Line. This section of road has had some 40 traffic accidents involving personal injury in 1972, and during this year alone there have been three fatalities. Funds have been allocated for engineering work; however, funds must immediately be granted to acquire the necessary right of way so that construction can proceed immediately. The people of Yorkshire have taken it upon themselves to donate 60 percent of the necessary right of way. They have been told by the highway department that they need 90 percent. Most landowners in their situation are paid for their land. These people have shown their good faith. Now it's time for the State to move in and give them a hand to start construction as soon as possible. All that you have to do is drive that road as I have many times to see the real need for relief.

I-95 at DALE CITY: With citizen support Virginia was able to obtain 90 percent Federal Highway Safety Funds to be used to reconstruct the south-bound ramp of I-95 to Dale City. Now it is time that this project be expedited. At the same time, construction must begin on the only thoroughfare in Dale City - Dale Boulevard. I must remind you that this was promised by both Virginia and federal highway officials. The second phase of the project which is the north-bound exit from Dale City has not even been financed yet. Funds have not been allocated in the 10-year plan. Yet there are approximately 26,000 people living in Dale City, which is much larger than most of the towns in Virginia. Traffic congestion in Dale City is in turn overflowing into and creating problems in several other communities such as Lake Ridge and Occoquan. These people need your help and assistance.

ROUTE 234: Route 234 must be widened to four lanes. This vital road is the main link between the eastern and western parts of Prince William County, yet it is only two lanes wide. The road is highly travelled, being used for commercial reasons as well as transporting citizens to and from our seat of local government. It is strategically located, extending from Interstate I-95 on the east to Interstate I-66 on the west. By widening and improving this road, the county and state would benefit economically. New clean industry could locate in this area with a resulting decrease in individual taxes as well as an increase in county and state tax revenues. This will also allow Prince William County residents to work in their own county near their homes, thus helping to decrease the highway traffic and pollution in Northern Virginia.

LOUDOUN COUNTY

ROUTE 7: I urge you to complete the Route 7 project through Loudoun County as rapidly as possible. The Leesburg Bypass has been the center of much discussion. I believe it is evident that the citizens' voices were not really listened to when this project was up for public input. However, since the design is apparently firm, it is then vital that the project be speeded up. The congestion in Leesburg is terrible.

ROUTE 50: Like Leesburg, Middleburg also has a severe congestion problem. The citizens of Middleburg are concerned about getting the traffic congestion alleviated. I urge you to proceed as fast as possible on the Middleburg Bypass.

ROUTE 28: Although Route 28 in Loudoun County does not have as dangerous a traffic accident problem as it does in Prince William County, the four laning of this section of the road should be moved ahead on the priority timetable. However there is one very dangerous section of the road that must be corrected. This is the intersection of Routes 28 and 7. There have been too many accidents at that point to do otherwise.

One other subject needs mentioning. It is obvious that the quality and quantity of highways in Northern Virginia can not possibly keep pace with the population expansion of this area. Some roads are obsolete by the time that they are opened for use. Mr. Fugate stated to me last year that I-95 would be a "parking lot" in five years. That means that now we have four years to go. Despite the recent construction and improvements, anyone driving during rush hour on this highway is well aware of the usual traffic jams. As long as residents of Virginia must commute long distances to work each day, the traffic situation can only get worse. Car pools can help and you are to be commended for your recent action in encouraging their use. A viable bus service will go a long way towards pushing back the eventual day of reckoning when traffic comes to a complete stop. But these measures can't avoid that day of reckoning alone. Other means of moving people must be found. It's time to stop playing catch up ball. We have a traffic crisis now. If a total solution is not developed we are destined to be faced with a transportation catastrophe. The only feasible solution is a balanced transportation system using buses, trains, rapid transit systems, and of course the automobile.

I suggest to you that the Commonwealth of Virginia should use its full power to develop a commuter train service on the R.F. & P. from Fredericksburg to D.C. There are large numbers of workers who would use this service, such as in the Woodbridge area who are faced with traffic congestion each day. Next, start planning immediately for a rapid transit system such as a monorail. In the eastern end of Prince William County this could parallel I-95, also be used by Fairfax and Stafford Counties, and could connect with the Metro System in Franconia or Springfield. Similar areas could be found in the Manassas area, and in Loudoun County possibly along Route 7 or connecting with Dulles Airport. Thirdly, centralized commuter parking lots for buses such as the one being considered at Horner Road in Woodbridge are especially useful and should be encouraged. However, the solution must go a step further. If a commuter is forced to drive out of his community to park and take a bus, he is often tempted to forget the bus and drive the entire distance, especially if there is parking at his place of work. Computer parking lots should be established inside the

community so that buses, not automobiles are the vehicles leaving the community. In Dale City as an example, it often takes up to one half hour to finally get on the interstate highway just off of Dale City. Getting out of the community is half the battle. Commuter parking originating inside the community would help solve the problem as well as serve as a real convenience to the working family. I urge you to urge the counties to make commuter parking lots an integral part of large Residential Planned Communities just as sites for schools and parks are now required.

In conclusion, the name of the game is moving people the best and most efficient way possible. We have an energy crisis that can only get worse. These suggestions would require large capital outlays, but it will be cheaper now than later. The result will be a total transportation package to solve the traffic crisis. We must think ahead, plan for the future, and begin to develop answers immediately. Bold solutions are necessary. It's evident that the old familiar ones have not worked.