

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

June 17, 1976

Following a public hearing on tentative allocations of Interstate, Rural Primary and Urban Construction Funds for the Fiscal Year 1976-77, the Highway and Transportation Commission met in regular monthly meeting at 10:15 a.m., at the Central Highway Office in Richmond on June 17, 1976. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Beeton, Crowe, Fralin, Hall, Hassell, Hooper, Landes and Roos.

Absent: Messrs. Glass and Janney.

On motion of Mr. Crowe, seconded by Mr. Fralin, the minutes of the meeting of May 20, 1976, were approved.

On motion of Mr. Crowe, seconded by Mr. Fralin, permits issued from May 20, 1976, to June 16, 1976, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Fralin, that cancellation of permits from May 20, 1976, to June 16, 1976, inclusive, as shown by records of the Department, be approved. Motion carried.

Mr. Harwood reported that an investigation had been made by the committee appointed by Mr. Fugate at the last meeting to look into the request for access to Route 460 (Cedar Bluff-Richlands Bypass) in Tazewell County by the Reverend Bernard R. Shrader. Mr. Shrader had asked that access be granted for a piece of property his church had been given. Mr. Harwood said a thorough study had been made of the circumstances surrounding this request. He said it was the consensus of the committee not to permit this access; and on motion of Mr. Hall, seconded by Mr. Fralin, the Commission concurred in the recommendation of the committee.

On motion of Mr. Roos, seconded by Mr. Hassell, the Commission authorized the execution of a contract with Parsons, Brinckerhoff, Quade and Douglas for consulting engineering services on Route I-264, Project D264-122-104, PE-101, the Second Downtown Elizabeth River Tunnel (Southern Branch).

6/17/76

The Commission adopted unanimously the following resolution:

WHEREAS, Douglas B. Fugate for the past twelve years has served the citizens of the Commonwealth of Virginia as Commissioner of Highways and Transportation, a position earned by over a third of a century of prior devoted and dedicated service in the Department of Highways and Transportation; and

WHEREAS, Douglas B. Fugate in his years of service as Commissioner of Highways and Transportation has fulfilled all of the many exacting responsibilities of this demanding position with efficiency, effectiveness, integrity and grace; and

WHEREAS, through his efforts and talents, and the excellent performance of his co-workers, the Virginia Department of Highways and Transportation has over the years maintained an eminent national reputation for engineering achievement and absolute integrity; and

WHEREAS, these many qualities of Douglas B. Fugate have been recognized by his peers and have resulted in his election to the presidency of the American Association of State Highway and Transportation Officials, and to other high national positions, and to the bestowing upon him of many important national awards; and

WHEREAS, these exceptional qualities and achievements of Douglas B. Fugate have long been apparent to the members of the Virginia Highway and Transportation Commission; and

NOW BE IT RESOLVED, by the Members of the Highway and Transportation Commission of the Commonwealth of Virginia that their appreciation for services rendered by Douglas B. Fugate as Commissioner is hereby recognized and gratefully expressed; and

BE IT FURTHER RESOLVED, by the Members of the Highway and Transportation Commission, Commonwealth of Virginia, that the Department of Highways and Transportation is authorized and directed to have this resolution suitably engrossed and prepared for our signatures, and later to be framed and presented to Douglas B. Fugate.

6/17/76

The following resolution was unanimously adopted by the Commission:

WHEREAS, Alvah S. Mattox has served the Commonwealth of Virginia and the Department of Highways and Transportation faithfully for 46 years; and

WHEREAS, through his dedication and professional abilities he has advanced through the ranks and has served the past 13 years as State Right-of-Way Engineer; and

WHEREAS, in this position he has demonstrated deep concern for the citizens of the Commonwealth and for the careful expenditure of their tax dollars and has directed a program characterized by integrity and progressiveness; and

WHEREAS, he is a senior member of the American Right-of-Way Association and has been honored by that organization for contributions to his profession; and

WHEREAS, Alvah S. Mattox will retire from the service of the Commonwealth on July 1, 1976;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission commends Alvah S. Mattox for his distinguished career, extends to him its best wishes for many years of happiness and good health, and expresses to him its gratitude for a job done exceedingly well.

6/17/76

Moved by Mr. Crowe, seconded by Mr. Fralin,
that the Commission confirm letter ballot action on bids received
May 19, 1976, on the following projects:

Route 17, Project 0017-046-102, C-502

South Approach Roadway - James River Bridge, Isle of Wight County. Award
of contract to low bidder, Rea Construction Company, Charlotte, North
Carolina.

Bid	\$331,294.46
10% for engineering and additional work	33,129.44
Work by State Forces	13,768.00
Amount chargeable to project	378,192.00

\$113,458.00 (30%) to be financed from toll revenue reserve fund - James
River Bridge.

Route 29, Project 6029-071-112, C-501

1.320 Mi. S. of SCL Chatham - 0.781 Mi. S. of SCL Chatham, Pittsylvania
County. Award of contract to low bidder, Thompson-Arthur Paving Company,
Danville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$158,577.28	\$1.00
10% for engineering and additional work	15,857.72	.10
Work by State Forces	15,066.00	
Amount chargeable to project	189,502.00	

\$11,611.00 to be provided for in 1976-77 Primary Construction Allocations.

Route 64, Project 0064-003-104, B-653, B-654, B-658, B-659

Bridges over Simpson Creek and Route 60, Alleghany County. Award of contract
to low bidder, McDowall & Wood, Inc., Salem, Virginia.

Bid	\$1,137,776.06
10% for engineering and additional work	113,777.60
Amount chargeable to project	1,251,554.00

\$1,251,554.00 to be provided for in future Interstate Construction Funds.

Route 460, Project 6460-035-113, C-504, B-612

2.247 Mi. E. ECL Pembroke - 4.137 Mi. E. ECL Pembroke, Giles County. Award
of contract to low bidder, Pendleton Construction Corporation, Mytheville,
Virginia.

Bid	\$1,385,096.71
10% for engineering and additional work	138,509.67
Work by State Forces	14,020.00
Amount chargeable to project	1,537,626.00

\$262,677.00 to be provided for in 1976-77 Primary Construction Funds.

6/17/76

Route 709, Project 0709-046-153, C-501

0.520 Mi. N. Int. 258 - 0.021 Mi. E. Int. 697, Isle of Wight County.
Award of contract to low bidder, J. H. Lee & Sons, Inc., Courtland,
Virginia.

Bid	\$112,883.30
10% for engineering and additional work	11,288.33
Amount chargeable to project	124,172.00

\$40,000 to be provided for in 1976-77 & Subsequent Years' Budgets.

Routes 15 and 522, Project GR-7-76

Guardrail Replacement - Various Locations, Fluvanna and Culpeper Counties.
Award of contract to low bidder, E. V. Williams Company, Inc., Virginia
Beach, Virginia.

Bid	\$44,919.00
10% for engineering and additional work	4,491.90
Amount chargeable to project	49,411.00

To be financed from Culpeper District Guardrail Fund.

Project MR-1-76

Cement Stabilization & Bit. Conc. - Various Locations, Fairfax County.
Award of contract to low bidder, Tri County Asphalt Company, Inc., Leesburg,
Virginia.

Bid	\$752,593.80
10% for engineering and additional work	75,259.38
Amount chargeable to project	827,853.00

To be financed from Fairfax County Secondary Fund.

Route 81, Project PR-2-76

Pavement Repairs - Roanoke CL - Int. 670, Botetourt County. Award of
contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen,
Maryland.

Bid	\$217,000.00
10% for engineering and additional work	21,700.00
Amount chargeable to project	238,700.00

To be financed from Salem District Interstate Maintenance Replacement Fund.

MOTION CARRIED

6/17/76

Moved by Mr. Crowe, seconded by Mr. Fralin,
that the Commission confirm letter ballot action rejecting bids received
May 19, 1976, and authorize readvertisement of the following projects:

Route 13, Project 0013-122-101, M-501

Elizabeth River Safety Rest Area - Eastern Branch Elizabeth River - Int.
Broughton Street, City of Norfolk. Low bid - 16.2% over estimate.

Route 460, Project 6460-035-115, B-614, B-615

Dismantle and Removal of Existing Railway Structures - Bridges over New
River and East River at Glen Lyn, Giles County. Low bid - 262.5% over
estimate.

Route 612, Project 0612-084-125, M-501

0.047 Mi. E. Int. 611 - Russell CL, Scott County. Low bid - 27.3% over
estimate.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of
Virginia of 1950, as amended, request is made by the City of Virginia Beach
for additions and deletions of streets subject to maintenance payments, and
meeting required standards. These deletions are necessary due to construction
of Interstate Route 64 and Route 44 (Norfolk-Virginia Beach Toll Road) in the
City of Virginia Beach;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be
made to the City of Virginia Beach on additional streets, totaling 33.75
miles, and meeting required standards under the aforementioned section of the
Code, effective April 1, 1976, for the quarterly payment due after June 30,
1976. The additions and deletions are described on attached tabulation sheets
numbered 1 through 21, dated April 1, 1976.

These "Other Streets" additions, totaling 33.75 miles and
"Other Streets" deletions of 2.80 miles, for a net addition of 30.95 miles,
increase the total "Other Streets" mileage in the City of Virginia Beach
from 769.16 miles to 800.11 miles of approved streets subject to payment.

MOTION CARRIED

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 2500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY VIRGINIA BEACH

39.85

TOTAL ADDITIONAL MILEAGE REQUESTED 39.85

SUBMITTED BY THE CITY ORDINANCE (Date March 19, 1976) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3/26/76)

NAME OF STREET	FROM (If widths vary list each change)	TO	AVG WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING REQUESTED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Strickland Blvd	Old Providence Rd. to Indian River	No 60	36	0.63	No	Soil	Bit.	2	
Chestnut Ct.	Strickland Blvd. to Cul-de-sac	50	30	0.08	No	Cement	Conc.	2	
Pin Oak Ct.	Strickland Blvd. to Cul-de-sac	50	30	0.11	No	Soil	Bit.	2	
Heathwood Ct.	Strickland Blvd. to Cul-de-sac	50	30	0.05	No	Cement	Conc.	2	
Barkwood Ct.	Strickland Blvd. to Cul-de-sac	50	30	0.05	No	Soil	Bit.	2	
Willowdale Ct.	Strickland Blvd. to Cul-de-sac	100	30	0.04	No	Soil	Bit.	2	
Aspen Dr.	Strickland Blvd. to Strickland Blvd.	50	30	0.30	No	Cement	Conc.	2	
Aspen Circle	Cul-de-sac to Cul-de-sac	100	30	0.08	No	Soil	Bit.	2	
Woodruff Circle	Strickland Blvd. to Cul-de-sac	50	30	0.04	No	Cement	Conc.	2	
Narigold Circle	Strickland Blvd. to Strickland Blvd.	100	40	0.04	Yes MX	Soil	Bit.	4	
Hearth Dr.	Strickland Blvd. to Parkland Lane	50	30	0.19	No	Soil	Bit.	2	
Torenia Ct.	Strickland Blvd. to Cul-de-sac	50	30	0.04	No	Cement	Conc.	2	
Zina Court	Strickland Blvd. to Cul-de-sac	50	30	0.04	No	Soil	Bit.	2	

Total number of sheets - 19

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

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

Sheet 2 of 21
April 1, 1976

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ~~ENGINEER~~ (Date 3/19/76) 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
Aspen Ct.	Strickland Blvd. to Cul-de-sac		100	30	0.05	No	Soil Cement Soil	Bit. Conc. Bit.	2 2 2
Hearth Ct.	Hearth Dr. to Cul-de-sac		50	30	0.03	No	Cement	Conc.	2
Hearth Circle	Hearth Dr. to Parkland Lane		50	30	0.29	No	Soil Cement	Bit. Conc.	2 2
Parkland Lane	Hearth Dr. to Indian River Rd.		50	30	0.19	No	Soil Cement	Bit. Conc.	2 2
Parkland Ct.	Parkland Lane to Cul-de-sac		50	30	0.09	No	Soil Cement	Bit. Conc.	2 2
Westerly Drive	Indian Lake Blvd. to Lakeland Ct.		60	48	0.04	No	Soil Cement	Bit. Conc.	4 4
Acredale Road	Sharon Drive To Dead End		50	30	0.11	No	Soil Cement	Bit. Conc.	2 2
Westerly Drive	Acredale Rd. to Lakeland Ct.		60	36	0.55	No	Soil Cement	Bit. Conc.	2 2
Hollybrier Ct.	Westerly Dr. to Cul-de-sac		100	30	0.04	No	Soil Cement	Bit. Conc.	2 2
Stringfellow Ct.	Westerly Dr. to Cul-de-sac		50	30	0.07	No	Soil Cement	Bit. Conc.	2 2
Talisman Circle	Westerly Dr. to Westerly Dr.		50	30	0.18	No	Soil Cement	Bit. Conc.	2 2
Burlington Rd.	Westerly Dr. to Sharon Dr.		50	30	0.15	No	Soil Cement	Bit. Conc.	2 2
Sandstone Ct.	Westerly Dr. to Cul-de-sac		50	30	0.09	No	Soil Cement	Bit. Conc.	2 2

SIGNED _____

Dept. of Highways' Engineer

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

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) 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 Traff
Stoneycpher Ct.	Westerly Dr. to Cul-de-sac		50	30	0.10	No	Soil Cement Conc.	Bit. Conc.	2 2
Sharon Dr.	Burlington Rd. to Hesterly Dr.		50	30	0.17	No	Soil Cement Conc.	Bit. Conc.	2 2
White Blaze Ct.	Westerly Dr. to Cul-de-sac		50	30	0.08	No	Soil Cement Conc.	Bit. Conc.	2 2
Watercreat Ct.	Westerly Dr. to Cul-de-sac		50	30	0.05	No	Soil Cement Conc.	Bit. Conc.	2 2
White Marsh Ct.	Westerly Dr. to Cul-de-sac		50	30	0.11	No	Soil Cement Conc.	Bit. Conc.	2 2
Lake Land Ct.	Westerly Dr. to Cul-de-sac	Mill	50	30	0.07	No	Soil Cement Conc.	Bit. Conc.	2 2
Pleasant Valley Rd.	Indian Lakes Blvd. to Pond Cr.	Mill	80	48	0.04	Yes	Soil Cement Conc.	Bit. Conc.	4 4
Ferndale Court	Denny Dr. to Cul-de-sac		50	30	0.05	No	Soil Cement Conc.	Bit. Conc.	2 2
Denny Dr.	Autumn Harvest Dr. to Christian Ct.	Denny	50	30	0.07	No	Soil Cement Conc.	Bit. Conc.	2 2
Autumn Harvest Dr.	Indian Lakes Blvd to Dr.		60	36	0.08	No	Soil Cement Conc.	Bit. Conc.	2 2
Autumn Harvest Dr.	Andover Ct. to Langston Rd.		60	36	0.25	No	Soil Cement Conc.	Bit. Conc.	2 2
Autumn Harvest Dr.	Indian Lakes Blvd. to Court	Andover	80	48	0.06	Yes	Soil Cement Conc.	Bit. Conc.	4 4
Bonnydale Rd.	Rattman Rd. to Berwyn Rd.		50	30	0.10	No	Soil Cement Conc.	Bit. Conc.	2 2

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

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

Sheet 4 of 41
April 1, 1976

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/19/76) 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
Berwyn Road	Romneydale Rd. to Andover Rd. (Deletion shown on page 19)		50	30	0.11	No	Soil Cement	Bit. Conc.	2 D-11
Providence Rd.	Kempsville Rd. to I-64		90	48	1.32	Yes	Full Plant	Bit. Conc.	4 B-10
Andover Rd	Autumn Harvest Dr. to Minden Rd.		50	30	0.33	No	Soil Cement	Bit. Conc.	2 D-11
Andover Ct.	Autumn Harvest Dr. to Cul-de-sac		50	30	0.06	No	Soil Cement	Bit. Conc.	2 D-11
Valley Stream Ct.	Andover Rd. to Cul-de-sac		50	30	0.08	No	Soil Cement	Bit. Conc.	2 D-11
Pleasant Circle	Pleasant Valley Rd. to Cul-de-sac		50	30	0.03	No	Soil Cement	Bit. Conc.	2 D-11
Mill Pond Ct.	Pleasant Valley Rd. to Cul-de-sac		50	30	0.05	No	Soil Cement	Bit. Conc.	2 D-11
Weather Vane Ct.	Pleasant Valley Rd. to Cul-de-sac		50	30	0.10	No	Soil Cement	Bit. Conc.	2 D-11
Apple Valley Ct.	Pleasant Valley Rd. to Cul-de-sac		50	30	0.04	No	Soil Cement	Bit. Conc.	2 D-11
Clearlake Ct.	Autumn Harvest Dr. to Cul-de-sac		50	30	0.04	No	Soil Cement	Bit. Conc.	2 D-11
Harvest Ct.	Autumn Harvest Dr. to Cul-de-sac		50	30	0.07	No	Soil Cement	Bit. Conc.	2 D-11
Langston Ct.	Autumn Harvest Dr. to Cul-de-sac		50	30	0.06	No	Soil Cement	Bit. Conc.	2 D-11
Langston Rd.	Autumn Harvest Dr. to Autumn Harvest Dr. 130' W.		50	30	0.10	No	Soil Cement	Bit. Conc.	2 D-11

SIGNED

[Signature]
Dept. of Highways' Engineer

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

MUNICIPALITY VIRGINIA BEACH

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SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) 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
Field Flower Rd.	Autumn Harvest Drive to Janet Dr.	Dr. 50	30	0.05	No	No	Soil	Bit.	2 D-11
Willowbrook Ct.	Janet Dr. to Cul-de-sac	50	30	0.04	No	No	Soil	Bit.	2 D-11
Janet Drive	100' W. Willowbrook Ct. to Flower Rd.	50	30	0.13	No	No	Soil	Bit.	2 D-11
Pleasant Valley Rd.	Autumn Harvest Dr. to Pond Ct.	50	30	0.16	No	No	Soil	Bit.	2 D-11
Janet Ct.	Field Flower Rd. to Cul-de-sac	50	30	0.08	No	No	Soil	Bit.	2 D-11
Watercrest Pl.	Westerly Dr. to Cul-de-sac	50	30	0.05	No	No	Soil	Bit.	2 D-11
Lake Christopher Dr.	0.15 W. of Captains Run to Dr. 0.13 E. of Shorebreeze	50	30	0.28	No	No	Stone	Conc.	2 C-12
Captains Run	Lake Christopher Dr. to Kempville	50	30	0.13	No	No	Stone	Bit.	2 C-12
Captains Ct.	Captains Run to Cul-de-sac	50	30	0.05	No	No	Stone	Bit.	2 C-12
Shorebreeze Ct.	Lake Christopher Dr. to Cul-de-sac	50	30	0.12	No	No	Stone	Bit.	2 C-12
Colebrook Dr.	Captains Run West 400'	50	30	0.07	No	No	Stone	Bit.	2 C-12

SIGNED _____
Dept. of Highways' Engineer

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

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) 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
Atterbury Ct.	Hampshire La. to Cul-de-sac		50	30	0.05	No	Stone	Bit. Conc.	2 C-6
Banbury Court	Hampshire Pl. to Cul-de-sac		50	30	0.08	No	Stone	Bit. Conc.	2 C-6
Hampshire Pl.	Hampshire La. to Dodington Ct.		60	36	0.18	No	Stone	Bit. Conc.	2 C-6
Capton Ct.	Hampshire Pl. to Cul-de-sac		50	30	0.08	No	Stone	Bit. Conc.	2 C-6
Fanshaw Ct.	Hampshire Pl. to Cul-de-sac		50	30	0.05	No	Stone	Bit. Conc.	2 C-6
Dodington Ct.	Cul-de-sac to Cul-de-sac		50	30	0.13	No	Stone	Bit. Conc.	2 C-6
Edwin Dr.	Post Oak Dr. to Providence Rd		60	36	0.59	No	Stone	Bit. Conc.	2 D-10
Rosecroft St.	Edwin Dr. to Brandywine Dr.		50	30	0.26	No	Stone	Bit. Conc.	2 D-10
Tucson Rd.	Princess Anne Rd. to Rosecroft St		50	30	0.06	No	Stone	Bit. Conc.	2 D-10
Christopher Arch Tucson Rd.	to Rosecroft St.		50	30	0.12	No	Stone	Bit. Conc.	2 D-10
Charlan Pl.	Rosecroft St. to Cul-de-sac		50	30	0.05	No	Stone	Bit. Conc.	2 D-10
Sussex Rd.	Oldham Rd. to Boxhill Rd.		50	30	0.15	No	Stone	Bit. Conc.	2 D-10
Boxhill Rd	Sussex Rd to Rosecroft St.		50	30	0.07	No	Stone	Bit. Conc.	2 D-10

SIGNED _____

[Handwritten Signature]
Dept. of Highways Engineer

Dept. of Highways Engineer

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

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) 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
Moffat La.	Rosecroft St. to Sussex Rd.		50	30	0.09	No	Stone	Bit. Conc.	2 D-10
Rosecroft St.	Edwin Dr. to Timberlake Dr.		50	30	0.40	No	Slope	Bit. Conc.	2 D-10
Oldham Rd.	Princess Anne Rd. to Rosecroft St.		50	30	0.15	No	Stone	Bit. Conc.	2 D-10
Gullford Ct.	Rosecroft St. to Cul-de-sac		50	30	0.04	No	Stone	Bit. Conc.	2 D-10
Moffat Court	Sussex Rd to Cul-de-sac		50	30	0.03	No	Stone	Bit. Conc.	2 E-10
Sussex Ct.	Sussex Rd to Cul-de-sac		50	30	0.03	No	Stone	Bit. Conc.	2 D-10
Marlborough Dr.	Edwin Dr. to 130W. of Darby Rd.		50	30	0.16	No	Stone	Bit. Conc.	2 D-10
Darby Rd	Post Oak to Marlborough		50	30	0.19	No	Stone	Bit. Conc.	2 D-10
Darby Ct.	Darby Rd to Cul-de-sac		50	30	0.07	No	Stone	Bit. Conc.	2 D-10
Cranebrook Ct.	Edwin Dr. to Cul-de-sac		50	30	0.08	No	Stone	Bit. Conc.	2 D-10
Post Oak Dr.	Edwin Dr. to Darby Rd.		50	30	0.12	No	Stone	Bit. Conc.	2 D-10
Post Oak Dr.	Edwin Dr. to Amesbury Rd.		50	30	0.21	No	Stone	Bit. Conc.	2 D-10
Post Oak Ct.	Post Oak Dr. to End		100	80	0.03	No	Stone	Bit. Conc.	2 D-10

SIGNED

[Signature]
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) 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
Amesbury Rd.	Post Oak Dr. to 100' S. Marlborough Dr.		50	30	0.07	No	Stone	Bit. Conc.	2 D-10
Marlborough Dr.	Amesbury Rd. to Edwin Dr.		50	30	0.20	No	Stone	Bit. Conc.	2 D-10
Covert Ct.	Marlborough Dr. to Cul-de-sac		50	30	0.05	No	Stone	Bit. Conc.	2 D-10
Marlborough Circle	Marlborough Dr. to End		100	80	0.03	No	Stone	Bit. Conc.	2 D-10
Boxhill Ct.	Sussex Rd. to Cul-de-sac		60	30	0.03	No	Stone	Bit. Conc.	2 D-10
Larkway Ct.	Cul-de-sac off Whipaway La. to Cul-de-sac		50	30	0.13	No	Stone	Bit. Conc.	2 D-10
Whipaway Lane	Larkway Ct. to Admiration Dr.		50	30	0.17	No	Stone	Bit. Conc.	2 D-10
Admiration Dr.	Providence Rd. to Dead End		50	30	0.39	No	Stone	Bit. Conc.	2 D-10
Kelso Ct.	Cul-de-sac off Whipaway La. to Cul-de-sac		50	30	0.18	No	Stone	Bit. Conc.	2 D-10
Breakneck Way	Cul-de-sac to Cul-de-sac		50	30	0.18	No	Stone	Bit. Conc.	2 D-10
Hanover Ct.	Crosses Edwin Dr.		50	30	0.04	No	Soil Cement	Bit. Conc.	2 E-10
Hanover Dr.	Hanover Dr. to Cul-de-sac		50	30	0.15	No	Soil Cement	Bit. Conc.	2 E-10
Timberlake Dr.	Princess Anne Rd. to Rosecroft St.		50	30	D.15	No	Soil Cement	Bit. Conc.	2 E-10

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

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

Sheet 2 of 4
April 1, 1975

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) 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 Lane available for peak hour Traffic
Brighton Ct.	Rosecroft St. to Cul-de-sac		50	30	0.03	No	Soil Cement	Bit. Conc.	2 E-10
Steeplechase Dr.	Hanover Dr. to Timberlake Dr.		50	30	0.17	No	Soil Cement	Bit. Conc.	2 E-10
Rockingham Ct.	Steeplechase Dr. to Cul-de-sac		50	30	0.04	No	Soil Cement	Bit. Conc.	2 E-10
Yearling Ct.	Steeplechase Dr. to Cul-de-sac		50	30	0.06	No	Soil Cement	Bit. Conc.	2 E-10
Aqueduct Ct.	Steeplechase Dr. to Cul-de-sac		50	30	0.06	No	Soil Cement	Bit. Conc.	2 E-10
Halesah Dr.	Steeplechase Dr. to Charlestown Dr.		50	30	0.37	No	Soil Cement	Bit. Conc.	2 E-11
Steeplechase Dr.	Timberlake Dr. to Cul-de-sac		50	30	0.29	No	Stone	Bit. Conc.	2 E-10
Widener Ct.	Halesah Dr. to Cul-de-sac		50	30	0.05	No	Stone	Bit. Conc.	2 E-11
Cavasson Ct.	Steeplechase Dr. to Cul-de-sac		50	30	0.02	No	Stone	Bit. Conc.	2 E-10
Steeplechase Ct.	Steeplechase Dr. to Cul-de-sac		50	30	0.04	No	Stone	Bit. Conc.	2 E-10
Dunhill Dr.	Dead End to Princess Anne Rd.		50	30	0.18	No	Stone	Bit. Conc.	2 E-11
Paddock La.	Dunhill Dr. to Charlestown Dr.		50	30	0.13	No	Stone	Bit. Conc.	2 E-11
Charlestown Dr.	Halesah Dr. to Paddock La.		50	30	0.06	No	Stone	Bit. Conc.	2 E-11

SIGNED *[Signature]*
Dept. of Highways' Engineers

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
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Prince Andrew La.	Prince Phillip Dr. to Dead End Chelwood La.		50	30	0.23	No	Stone	Bit. Conc.	2 F-6
Suffolk La.	Kings Grant Rd. to Prince Andrew La.		50	30	0.13	No	Stone	Bit. Conc.	2 F-6
North Curson Ct.	Kings Grant Rd. to Cul-de-sac		50	30	0.06	No	Stone	Bit. Conc.	2 F-6
Adrian Dr.	Kings Grant Rd to Prince Andrew La.		50	30	0.13	No	Stone	Bit. Conc.	2 F-6
Winthrono Dr.	Kings Grant Rd to I.A. Chelwood		50	30	0.17	No	Stone	Bit. Conc.	2 F-6
Sheraton Dr.	Kings Grant Rd. to Chelwood La.		50	30	0.16	No	Stone	Bit. Conc.	2 F-6
Atley La.	Kings Grant Rd. to Cul-de-sac		50	30	0.10	No	Stone	Bit. Conc.	2 F-6
Chelwood La.	Winthrono Dr. to Prince Andrew La.		50	30	0.11	No	Stone	Bit. Conc.	2 F-6
Winthrono Cir	Winthrono Dr. to Cul-de-sac		50	30	0.07	No	Stone	Bit. Conc.	2 F-6
Kings Grant Rd	Prince Phillip Dr. to Winthrono Dr.		110	52	0.38	Yes	Stone	Bit. Conc.	4 G-5
Gottonwood Ct.	Loblolly La. to Dead End		50	30	0.15	No	Soil Cement	Bit. Conc.	2 F-10
Linden Ct.	Loblolly La. to Dead End		50	30	0.21	No	Soil Cement	Bit. Conc.	2 F-10
Weymouth Ct.	Linden Ct. to Dead End		50	30	0.07	No	Soil Cement	Bit. Conc.	2 F-10

SIGNED _____

[Signature]
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
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Loblolly La.	Timberlake Dr. to Linden Ct.	200' E.	60	36	0.17	No	Soil Cement	Bit. Conc.	2 F-10
Timberlake Dr.	Loblolly La. to S. Plaza Trail		60	35	0.28	Yes	Soil Cement	Bit. Conc.	2 F-10
South Plaza Trail	Timberlake Dr. to Holland Rd.		80	50	0.22	Yes	Soil Cement	Bit. Conc.	4 F-10
Redwood Farm Dr.	Little Neck Rd. to Hebden Cove		50	30	0.40	No	Stone	Bit. Conc.	2 F-5
Redwood Farm Ct	Redwood Farm Dr. to Cul-de-sac		50	30	0.03	No	Stone	Bit. Conc.	2 F-5
Tweedbrook Pl.	Cul-de-sac to Cul-de-sac		50	30	0.12	No	Stone	Bit. Conc.	2 C-5
Southfield Pl.	Cul-de-sac to Cul-de-sac		50	30	0.37	No	Stone	Bit. Conc.	2 F-5
Hebden Cove	Cul-de-sac to Cul-de-sac		50	30	.26	No	Stone	Bit. Conc.	2 F-5
Lindenwood Ct	Cul-de-sac to Cul-de-sac		100	30	0.12	No	Stone	Bit. Conc.	2 F-11
Oakwood La.	Pahlia Dr. to Orangewood Dr.		50	30	0.09	No	Stone	Bit. Conc.	2 F-11
Orangewood Dr.	Cherrywood La. to Cul-de-sac		50	30	0.49	No	Stone	Bit. Conc.	2 F-11
Cherrywood La.	Orangewood Dr. to Cul-de-sac		50	30	0.11	No	Stone	Bit. Conc.	2 F-11
Ashwood La.	Orangewood Dr. to Cul-de-sac		50	30	0.00	No	Stone	Bit. Conc.	2 F-11

SIGNED

[Signature]
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
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MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 3/18/76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

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Ship Chandlers Warf	Dahlia Dr. to Cul-de-sac		50	30	0.15	No	Stone	Bit. Conc.	2 G-11
Ponderosa Arch	Primrose La. to Primrose La.		50	30	0.21	No	Stone	Bit. Conc.	2 G-12
Old Oak Arch	Primrose La. to Primrose La.		50	30	0.22	No	Stone	Bit. Conc.	2 G-12
Peony Arch	Primrose La. to Primrose La.		50	30	0.16	No	Stone	Bit. Conc.	2 G-12
Peartree Arch	Primrose La. to Primrose La.		50	30	0.22	No	Stone	Bit. Conc.	2 G-12
Poinsettia Arch	Primrose La. to Primrose La.		50	30	0.19	No	Stone	Bit. Conc.	2 G-12
Pecan Ct.	Primrose La. to Cul-de-sac		50	30	0.10	No	Stone	Bit. Conc.	2 G-12
Primrose La.	Rosemont Rd. to Lynnhaven Pkwy.		50	30	0.35	No	Stone	Bit. Conc.	2 G-12
Planting Ct.	Primrose La. to Cul-de-sac		50	30	0.07	No	Stone	Bit. Conc.	2 G-12
Daisy Cres.	Dahlia Dr. to Cul-de-sac South		50	30	0.12	No	Stone	Bit. Conc.	2 G-11
Daisy Cres.	Dahlia Dr. to Cul-de-sac North		50	30	0.15	No	Stone	Bit. Conc.	2 G-11
Daffodil Cres.	Dahlia Dr. to Cul-de-sac South		50	30	0.15	No	Stone	Bit. Conc.	2 G-11
Daffodil Cres.	Dahlia Dr. to Cul-de-sac North		50	30	0.19	No	Stone	Bit. Conc.	2 G-11

SIGNED *W. R. ...*
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
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MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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Dandelion Cres.	Dahlia Dr. to Cul-de-sac South		50	30	0.18	No	Stone	Bit. Conc.	2 G-11
Dandelion Cres.	Dahlia Dr. to Cul-de-sac North		50	30	0.27	No	Soil Cement Conc.	Bit. Conc.	2 G-11
Sierra Arch	Cul-de-sac to Cul-de-sac		50	30	0.18	No	Stone	Bit. Conc.	2 G-11
Sierra Dr.	Lynnhaven Parkway to Cul-de-sac		50	30	.21	No	Stone	Bit. Conc.	2 G-11
Mountain Dr.	Sierra Dr. to Rosemont Rd.		50	30	0.06	No	Stone	Bit. Conc.	2 G-11
Monterrey Ct.	Tealwood Dr. to Cul-de-sac		50	30	0.12	No	Stone	Bit. Conc.	2 G-11
Green Garden Cir.	Green Run Blvd. to North 0.60		50	35	0.10	No	Stone	Bit. Conc.	2 G-11
Magic Hollow	Lynnhaven Pkwy. to Bamberg Place		50	35	0.11	No	Stone	Bit. Conc.	2 K-10
Blackstone Trail	Lynnhaven Pkwy. to Cul-de-sac		50	30	0.21	No	Stone	Bit. Conc.	2 H-10
Misty Hollow Way	Meadow Lake Rd. to Cul-de-sac		50	30	0.06	No	Stone	Bit. Conc.	2 I-5
Whispering Waters Way	Meadow Lake Rd. to Cul-de-sac		50	30	0.13	No	Stone	Bit. Conc.	2 I-5
Tanglewood Trail Grassy Hollow Place	Great Neck Rd. to Cul-de-sac		50	30	0.45	No	Stone	Bit. Conc.	2 I-5
	Tanglewood to Cul-de-sac		50	30	0.05	No	Stone	Bit. Conc.	2 I-5

SIGNED

W. R. ...
Dept. of Highways' Engineer

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ADDITIONS TO OTHER STREET MILEAGES
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MUNICIPALITY VIRGINIA BEACH

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Oak Pointe La. Hunters Wood Way	Tanglewood to Dead End		50	30	0.10	No	Stone	Conc.	2 I-5
Covered Bridge Way	Oak Pointe to Cul-de-sac		50	30	0.08	No	Stone	Conc.	2 I-5
Parkside Pl.	Oak Pointe to Cul-de-sac		50	30	0.08	No	Stone	Conc.	2 I-5
Mossy Oaks Ct. Meadow Lake Rd.	Trantlake Dr. to Meadowlake Rd.		50	30	0.21	No	Stone	Conc.	2 I-5
Mossy Hollow Place	Great Neck to Trantlake Dr. Meadow Lake Rd. to Cul-de-sac		50	30	0.37	No	Stone	Conc.	2 I-5
Shadow Lake Court	Meadow Lake Rd. to Cul-de-sac		50	30	0.05	No	Stone	Conc.	2 I-5
Tanglewood Trail	Tanglewood Trail to Cul-de-sac		50	30	0.02	No	Stone	Conc.	2 I-5
North Wolfsnare Drive	Great Neck Rd. to North Plantation Dr.		80	40	0.11	Yes	Soil Agg.	Bit. Conc.	4 I-6
N. Wolfsnare Dr.	North Plantation Dr. to Duke of Suffolk Dr.		60	30	0.14	No	Soil Agg.	Bit. Conc.	2 I-6
Chatham La. N. Plantation Drive	Wolfsnare Rd. to Cul-de-sac Earl of Essex Dr. to Great Neck Rd.		50	30	0.15	No	Soil Agg.	Bit. Conc.	2 I-6
			50	30	0.45	No	Soil Agg.	Bit. Conc.	2 I-6

SIGNED

[Signature]
Dept. of Highways' Engineer

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ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
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MUNICIPALITY VIRGINIA BEACH

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Earl of Essex Dr.	Duke of Suffolk Dr. to Earl of Essex Arch		50	30	0.11	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Essex Arch	N. Plantation Dr. to N. Plantation		50	30	0.29	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Essex Court	Earl of Essex Arch to Cul-de-sac		50	30	0.08	No	Soil Agg.	Bit. Conc.	2 I-6
Duke of Suffolk Dr.	Lord Leighton Dr. to Dead End		50	30	0.27	No	Soil Agg.	Bit. Conc.	2 I-6
Lord Leighton Drive	N. Plantation Dr. to Dead End		50	30	0.13	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Chesterfield Ln.	N. Plantation Dr. to N. Plantation Dr.		50	30	0.20	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Balfon Ct.	Earl of Chesterfield Ln. to Cul-de-sac		100	80	0.03	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Balfon Cir.	Earl of Chesterfield to Cul-de-sac		50	30	0.04	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Chesterfield Ct.	N. Plantation Dr. to Cul-de-sac		50	30	0.12	No	Soil Agg.	Bit. Conc.	2 I-6
Brittany Ct.	Earl of Chesterfield Ct. to Cul-de-sac		50	30	0.04	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Warwick Ct.	N. Plantation Dr. to Cul-de-sac		100	80	0.04	No	Soil Agg.	Bit. Conc.	2 I-6
Earl of Southampton Cir.	N. Plantation Dr. to Cul-de-sac		50	30	0.04	No	Soil Agg.	Bit. Conc.	2 I-6
Lord of Seaton Cir	Duke of Suffolk Dr. to Cul-de-sac		100	80	0.04	No	Soil Agg.	Bit. Conc.	2 I-6

SIGNED

[Signature]
Dept. of Highways' Engineer

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

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April 1, 1976

MUNICIPALITY VIRGINIA BEACH

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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Lord Leighton Ct.	Lord Leighton Dr. to Cul-de-sac		50	30	0.06	No	Soil Agg.	Bit. Conc.	2 I-6
Saint Marshall Rd.	Great Neck Rd. to Dead End		50	30	0.11	No	Stone	Bit. Conc.	2 I-5
Marshall Cir.	St. Marshall Rd. to Cul-de-sac		50	30	0.07	No	Stone	Bit. Conc.	2 I-6
Saint Cir.	St. Marshall Rd. to Cul-de-sac		50	30	0.06	No	Stone	Bit. Conc.	2 I-6
Old Donation Pkwy.	First Colonial Rd. to N. Great Neck Rd.		110	48	0.87	Yes	Ful Plant	Bit. Conc.	4 I-6
First Colonial Rd.	Willow Wisp Dr. to N. Great Neck Rd.		50	48	1.04	Yes	Ful Plant	Bit. Conc.	4 I-6
Delete First Colonial Rd.	Willow Wisp Dr. to Old Road Delete 2 lanes ←		50	30	0.38	No	Stone	Bit. Conc.	4 J-6
Seafarer Cove	Bay Point Dr. to Cul-de-sac		50	30	0.15	No	Stone	Bit. Conc.	2 J-4
Baybreeze Dr.	Seafarer Cove to Baybreeze Cir.		50	30	0.13	No	Stone	Bit. Conc.	2 J-4
Bay Breeze Court	Bay Breeze Dr. to Cul-de-sac		50	30	0.06	No	Stone	Bit. Conc.	2 J-3
Bay Breeze Circle	Bay Breeze Dr. to Cul-de-sac		50	30	0.06	No	Stone	Bit. Conc.	2 J-3
Bay Breeze Cove	Bay Breeze Dr. to Cul-de-sac		50	30	0.11	No	Stone	Bit. Conc.	2 J-3
Donna Blvd.	Dead End to Nevan Rd.		80	36	0.08	No	5" S-1	Bit. Conc.	2 J&K

SIGNED *[Signature]*
Dept. of Highways' Engineers

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
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MUNICIPALITY VIRGINIA BEACH

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Lake Edwards Drive	Alley to Roxbury Pl. to Back of Wesleyan		50	30	0.17	No	Type 1 6"	Bit. Conc.	2 C-6
Lake Edwards Drive	Roxbury Pl. to Baker Rd.		80	48	0.15	Yes	Type 1 6"	Bit. Conc.	4 C-6
Oakengate Dr.	Overland Rd. to Oakengate Turn		50	30	0.08	No	Stone	Bit. Conc.	2 C-9
Oakengate Turn	Cul-de-sac to Cul-de-sac		50	30	0.12	No	Stone	Bit. Conc.	2 C-9
Columbus St.	Virginian Beach Blvd. to Kellam Rd.		50	48	0.64	Yes	Full Plant	Bit. Conc.	4 E-8
Sir Walter Cir.	N. Plaza Trail to Cul-de-sac		50	30	0.12	No	Stone	Bit. Conc.	2 G-6
Drum Castle Ct.	Cul-de-sac to Cul-de-sac		50	30	0.21	No	Stone	Bit. Conc.	2 E-5
Yarmouth Ct.	Donation Dr. to Cul-de-sac		50	30	0.12	No	Stone	Bit. Conc.	2 E-5
Donation Dr.	East Honey Grove to Wisbart Rd.		60	36	0.23	No	Stone	Bit. Conc.	2 E-5
Rosalie Ct.	Hoyleke Dr. S. W. to Cul-de-sac		50	30	0.12	No	Stone	Bit. Conc.	2 E-9
Hoyleke Dr.	Extension from Heather Dr. to Cul-de-sac		50	30	0.07	No	Stone	Bit. Conc.	2 E-9
S. Lynnhaven Rd.	Lynnhaven Pkwy. to Old S. Lynnhaven Rd.		90	52	0.21	Yes	8" Stone	Bit. Conc.	4 H-8
S. Lynnhaven Rd.	From new 4 lane to Cox Bridge (add 2 lanes) ←		80	48	.83	Yes	8" Stone	Bit. Conc.	4 H-8 4 H-9

SIGNED [Signature]
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
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MUNICIPALITY VIRGINIA BEACH

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A & B-10 Providence Rd.	Add 2 lanes Indian River to I-64		90	48	.56	Yes	Yes	Full Plant	Bit. Conc.	2
Delete 2 lanes Providence Rd.	New Kempsville Rd. to Construction		80	48	.45	Yes	Yes	Full Plant	Bit. Conc.	2 to 4
Delete 2 lanes Providence Rd.	Avalon Ave. to I-64		90	24	.24	Yes	Yes	Full Plant	Bit. Conc.	4
Depositors Rd. Fairfield Elem. School	Providence Rd. to Indian River Rd.		50	30	.11	No	No	Stone	Bit. Conc.	2
	Balfor Dr. to Balfor Dr.		160	30	.17	No	No	Stone	Bit. Conc.	2

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

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

MUNICIPALITY Virginia Beach, Va.

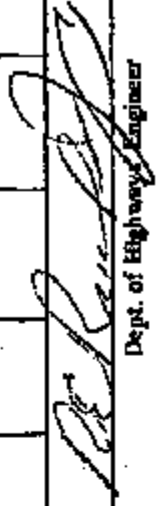
DELETED

TOTAL ~~ADDITIONAL~~ MILEAGE ~~ADDITIONAL~~ 2.80 x 2 = 5.60
 Lane Mi.

SUBMITTED BY THE CITY OR TOWN (Date 3-15-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-29-76)

NAME OF STREET and Route No.	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 L available for peak hour T
Rosemount Road 645	Limited Access Line	Limited Access Line	Rt. 44		.20				2-Lane
Waverly Drive 1607	"	"	"		.05				"
Doyle Way 1106	Milage Pick Up After Toll Road was Completed								Not
Pritchard Road 1108	"	"	"	"					"
Potters Road 635	Limited Access Line	Limited Access Line	Rt. 44		.23				2-Lane
Air Station Drive 1012	"	"	"		.05				"
Old Va. Beach Blvd. 638	"	"	"	At Drainage Canal	.14				"
Old Va. Beach Blvd. 638	Within Limited Access Lines of Toll Road Route 44			End Present Maint. To: Parks Ave.	.12				"
Washington Ave. 1291	Limited Access Line	Limited Access Line	Rt. 44		.05				"
Independence Blvd. 225	"	"	"		.26	Not Primary		Paid Other Streets	"
S. Byrd Meck Road 637	"	"	"		.17				"
West Centerville Turnpike Road 604	"	"	Rt. I-64		.15				"
Reon Drive 1539	One Off Set-s the other			"	.06				"

SIGNED



Dept. of Highway Engineer

Deletions
 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

Sheet 21 of 21
 April 1, 1975

MUNICIPALITY Virginia Beach
 DELETED

TOTAL ~~XXXXXXXXXX~~ MILEAGE ~~XXXXXXXXXX~~

SUBMITTED BY THE CITY OR TOWN (Date 3-15-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-22-76)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traf
602 Old Providence Rd.	Limited Access Line to:	Limited Access Line	Rt. I-64		.07				2-Lane
Oak Terrace Drive 701	"	"	"		.06				"
Witchduck Road 647	"	"	Rt. 44		.22				"
Indian River Road 603	"	"	Rt. I-64		.50				"
S. Lynnhaven Road 644	"	"	Rt. 44		.17				"
Mac Street 2275	"	" Morris Ave.	Rt. 44		.05				"
Rouse Drive 2268	Limited Access Line to:	Limited Access Line	"		.06				"
Morris Ave 2200	"	"	"		.01				"
Bonney Road 646	"	"	"		.11				"
Holland Road 627	"	"	"		.07				"

SIGNED *[Signature]*
 Dept. of Highways Engineer

6/17/76

Moved by Mr. Crowe,

seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 29, State Highway Project 0029-062-104, RW-203 and 6029-062-107, RW-201, the Commonwealth acquired certain lands from Dorothy Pugh Martin by deed dated October 1, 1974 and recorded in Deed Book 138, Page 441 in the Office of the Clerk of the Circuit Court of Nelson County; and

WHEREAS, the American Telephone and Telegraph Company of Virginia had an easement or right of way 20 feet in width over a portion of the property acquired by the Commonwealth; and

WHEREAS, the American Telephone and Telegraph Company of Virginia has requested that we convey to them an easement in order for them to have ingress and egress to their repeater station which is located several hundred feet from our north right of way line; and

WHEREAS, the State Highway and Transportation Commissioner has certified to the Commission that he deems it expedient to convey to the American Telephone and Telegraph Company of Virginia an easement or right of way being 0.0 feet in width at a point 125.3 feet opposite survey Station 206+59 (centerline SBL), thence widening to approximately 20 feet in width at a point 90.4 feet opposite Station 207+58.8 (centerline SBL), thence narrowing to 0.0 feet in width at a point 105 feet opposite survey Station 208+30.9 and containing 1,710 square feet, more or less, land for access to their repeater station.

NOW, THEREFORE, in accordance with the provisions of § 2.1-6 of the 1950 Code of Virginia, as amended, the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying such easement to the American Telephone and Telegraph Company of Virginia in such form and subject to such restrictions and conditions as may be deemed proper.

Motion carried.

Moved by Mr. Crowe,

seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 295, State Highway Project 0095-043-103, RW-202, now a portion of Route 295, State Highway Project 0095-043-107, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the southeast revised proposed right of way and limited access line (3-11-76) from Ann Lewis James and William O. McGhee, Executors under the last will and testament of John Gordon Durham, deceased, by deed

6/17/76

dated December 20, 1967 and recorded in Deed Book 1335, Page 515 in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, the adjacent landowner (Thomas A. Scott) is agreeable to conveying the land required from him in partial exchange for the unneeded portion of the aforementioned land; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southeast side of and adjacent to the southeast revised proposed right of way and limited access line (3-11-76) from a point approximately 170 feet opposite approximate survey Station 217+62 (NBL centerline Route 95) to a point 105 feet opposite approximate survey Station 18+62 (centerline Ramp "C") does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying same to the adjoining landowner in partial exchange for the land required and subject to any restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe,

seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 672, State Highway Project 0672-021-108, 0-501, the Commonwealth acquired certain lands from Lloyd D. Good and Barbara A. Good by deed dated April 23, 1973 as recorded in Deed Book 102, Page 279 and from the Winchester and Potomac Railroad Company, et al, by Certificate No. C-25575, case for which has been concluded, as recorded in Deed Book 110, Page 568. These instruments are recorded in the Office of the Clerk of the Circuit Court of Clarke County; and

WHEREAS, a section of Route 672 was relocated in a western direction from approximate Station 11+50 to approximate Station 14+20, serving the same citizens as the old location and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the old location was abandoned by action of the Board of Supervisors of Clarke County at its meeting of April 20, 1976; and

WHEREAS, the adjoining landowner is interested in acquiring the land lying between the east normal right of way line of Route 672 and the center of old Route 672 in order that she may more fully develop her property; and

6/17/76

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the east normal right of way limits of Route 672 and the center of old Route 672 from a point 25 feet opposite approximate Station 12+78 (centerline Route 672) to a point 25 feet opposite Station 13+89 (centerline Route 672) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the 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 and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Crowe,

seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-037-102, RW-201, the Commonwealth acquired certain land from Mona Gale Smith by Certificate No. C-13664 dated August 8, 1967, case for which has been concluded, as recorded in Deed Book 110, Page 5 in the Office of the Clerk of the Circuit Court of Goochland County; and

WHEREAS, the adjoining landowner has requested that a portion of the land, so acquired, which lies outside the normal right of way line of Frontage Road G adjacent to Route 64 be conveyed to him in order that he may more fully develop his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying northeast of and adjacent to the northeast normal right of way limits of Route 64 from a point 49 feet opposite Station 52+57 (Frontage Road G centerline) to a point 42 feet opposite Station 57+12 (Frontage Road G 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 land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjacent landowner for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

6/17/76

Moved by Mr. Crowe,

seconded by Mr. Beaton,

that

WHEREAS, in connection with Route 460, State Highway Project 0460-092-103, RW-205, the Commonwealth acquired certain lands from Nora Gray Griffith by deed dated August 5, 1969, as recorded in Deed Book 350, Page 452; Stallard Bartley and Jessie Bartley by deed dated May 14, 1969, as recorded in Deed Book 349, Page 362; and David W. Brewster and Verrie W. Brewster by deed dated May 28, 1969, as recorded in Deed Book 349, Page 222. These deeds are recorded in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEREAS, a portion of the land so acquired was used for the construction of a horseshoe shaped service road leading from Route 460 which serves area residents; and

WHEREAS, because the land, which is located in the center of the loop formed by the service road, is suitable for independent development, it is proposed that the land be advertised for the receipt of sealed bids, reserving the right to reject any and all bids. Provided the high bid received is not satisfactory, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, other state agencies are being contacted to determine if there is a need for this property and in the event an agency wishes to acquire the property, we propose to make the conveyance to the interested agency rather than proceeding with the sealed bid sale; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying in the loop formed by the horseshoe shaped Service Road #1 from a point 25 feet opposite Station 16+34 (center-line Service Road #1) to a point 25 feet opposite Station 26+15.5 (center-line Service Road #1) 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 another state agency or to the person or persons making an offer satisfactory to the State Right of Way Engineer, is hereby approved and the State Highway and Transportation Commissioner is 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.

6/17/76

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

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

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

WHEREAS, due to annexation by the City of Roanoke, effective January 1, 1976, and through mutual agreement between the City and the Highway and Transportation Department, the City will take over maintenance of the streets within the area annexed from Roanoke County, effective January 1, 1976; and

WHEREAS, the City of Roanoke has requested that these streets be included with those eligible for maintenance payment;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia of 1950, as amended, quarterly payments on 11.95 miles of the Primary Route Extensions within the area annexed by the City of Roanoke be included in the City's mileage for maintenance payments, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional mileage eligible for payment is described on attached tabulation sheet 1, dated January 1, 1976.

This Primary Extension mileage, totaling 11.95 miles, increases the total Primary Extension mileage in the City of Roanoke from 29.958 miles to 41.908 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code, quarterly payments be made to the City of Roanoke on additions of "Other Streets" annexed by the City, totaling 75.74 miles, and meeting standards required by this section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional mileage of "Other Streets" eligible for payment is described on attached tabulation sheets numbered 1 through 25, dated January 1, 1976.

These "Other Streets" additions, totaling 75.74 miles, will increase the total mileage of "Other Streets" in the City of Roanoke from 328.07 miles to 403.81 miles of approved streets subject to payment.

MOTION CARRIED

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

Sheet 1 of 1
January 1, 1976

PRIMARY ROUTES

MUNICIPALITY Roanoke City

TOTAL ADDITIONAL MILEAGE REQUESTED 11.95

SUBMITTED BY THE CITY ENGINEER (Date 3/5/76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/4/76) 36.76 Lane Miles

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPED OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Route 11	NCL Roanoke	ECL Salem		30	1.35	No	Stone	PH	2
Route 101	Rte. 117	.08 MB 1445		20	1.66	"	"	"	2
Route 101	.08 MB 1445	.07 MB 626		44	0.71	"	"	"	4
Route 101	.07 MB 626	Rte. 11		34	0.80	"	"	"	2
Route 117	Rte. 460	WCL Roanoke		52	0.04	Yes	"	"	4
Route 117	NCL Roanoke	Rte. 628		48	3.08	No	"	"	4
Route 118	Rte. 11	Rte. 623		20	1.71	"	"	"	2
Route 220	SCL Roanoke	0.32 MB Roanoke		48	0.32	"	"	"	4
Route 460	WCL Roanoke	ECL Salem		52	0.67	Yes	"	"	4
Route 460	ECL Roanoke	1.61 MB Roanoke		52	1.61	No	"	"	4
					5.52 x 2 =				11.04
					6.43 x 4 =				25.72
									36.76 Lane Miles

SIGNED

[Signature]
Dept. of Highways' Engineer

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

January 1, 1976

SECONDARY ROUTES

MUNICIPALITY Roanoke City

TOTAL ADDITIONAL MILEAGE REQUESTED 151.48

SUBMITTED BY THE CITY DEVELOPER (Date 3/5/76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

2574
151.48 Lane MI

NAME OF STREET	FROM (if widths vary list each change)	TO	RAV WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of available for parking
Mountain Rd. (605)	NCL Roke	Rte 611	30	20	1.14	No	Stone	ST	2
Thirlene Rd. (626)	Rte 117	0.32 MS 117	30	18	0.32	"	"	PS	"
Thirlene Rd. (626)	0.32 MS 117	1.64 MS 117	30	16	1.32	"	"	ST	"
Thirlene Rd. (626)	1.64 MS 117	Rte 101	30	18	0.41	"	"	PS	"
Lockhaven Rd. (623)	Rte 117	1858	30	16	0.11	"	"	ST	"
Greenridge Rd. (629)	NCL Salem	0.02 NN 1479	50	22	0.07	"	"	ST	"
Greenridge Rd. (629)	0.02 NN 1479	Rte 1711	50	38	0.18	"	"	ST	"
Greenridge Rd. (629)	Rte 1711	0.06 MS 1536	50	34	0.17	"	"	ST	"
Greenridge Rd. (629)	0.06 MS 1536	0.03 NN 1536	60	40	0.09	"	"	ST	"
Greenridge Rd. (629)	0.03 NN 1536	Rte 780	50	26	0.07	"	"	ST	"
Old State Rte 553	Rte 460	1006	30	20	0.80	"	"	PS	"
Old State Rte 653	Rte 1006	MCL Vinton	30	18	0.70	"	"	ST	"
Windsor Dr. (671)	Rte 683	Rte 1334	50	18	0.58	"	"	PS	"

SIGNED

Dept. of Highways' Engineer

581

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

Sheet 2 of 25
January 1, 1976

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 Tra
						No	No			
Old Stack Rte 672	Rte 789	SCL Roke	30	16	1.60	No	No	Stone	ST	2
Grandin Rd. (682)	WCL Roke	Rte 686	30	20	0.25	"	"	"	"	"
Mud Lick Rd. (683)	WCL Roke	0.10 NW WCL Roke	30	24	0.10	"	"	"	"	"
Mud Lick Rd. (683)	0.10 NW WCL Roke	Rte 686	30	18	1.29	"	"	"	"	"
Old Deyerle Rd. (684)	Rte 11	Rte 683	30	20	0.65	"	"	"	"	"
Old Deyerle Rd. (684)	Rte 683	Rte 1335	30	18	0.34	"	"	"	"	"
Pineland Rd. (684)	Rte 1335	DE	50	16	0.10	"	"	"	"	"
Keagy Rd. (685)	Rte 11	0.20 MS 11	30	18	0.20	"	"	"	PM	"
Keagy Rd. (685)	0.20 MS 11	Rte 419	30	24	0.58	"	"	"	"	"
Keagy Rd. (685)	Rte 419	Rte 1364	30	20	0.04	"	"	"	ST	"
Grandin Rd. Ext. (686)	Rte 419	0.11 MN 419	40	32	0.11	"	"	"	PM	"
Grandin Rd. Ext. (686)	0.11 MN 419	Rte 682	30	20	1.65	"	"	"	"	"
Aerial Way Dr. (709)	Rte 11	DE	60	24	0.95	"	"	"	"	"

SIGNED _____

Dept. of Highways' Engineer

ST
39
2

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 _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 L available for Peak Hour T
Mud Lick Creek Rd. (712)	Rte 11	Rte 757	30	14	0.16	No	Stone	ST	2
Glen Heather Rd. (713)	Rte 686	Rte 419	30	19	0.39	"	"	PA	"
Lee-Hi Rd. (718)	Rte 683	0.26 MS 683	30	14	0.26	"	"	ST	"
Old State Rte 722	Rte 220 S	Rte 220 N	30	14	0.40	"	"	"	"
Old State Rte 741	Rte 789 E	Rte 789 W	30	14	0.26	"	"	"	"
Shenandoah Ave. (742)	WGL Roke	ECL Salem	50	22	0.53	"	"	PA	"
Broadlawn Rd. (750)	Rte 814	Rte 846	50	18	0.07	"	"	ST	"
Westland Rd. (757)	Rte 11	DE	30	16	0.14	"	"	"	"
Catson Rd. Ext. (758)	Rte 653	0.85 ME 653	30	16	0.85	"	"	"	"
Hemlock Rd. (767)	ECL Salem	ECL Salem	30	20	0.53	"	"	"	"
Cova Rd. (780)	Rte 629 W	Rte 117	50	22	0.64	"	"	PA	"
Cova Rd. (780)	Rte 117	Rte 101	40	19	1.46	"	"	"	"
Overland Rd. (782)	Rte 712	DE	30	14	0.12	"	"	ST	"

SIGNED _____

Dept. of Highways Engineer

January 1, 1976

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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)	L.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of available ft per hour
Carvins Creek Rd. (784)	Rte 684	Rte 899	40	18	0.52	No	No	Stone	EM	2
Crestmoor Dr. (764)	Rte 899	Rte 685	50	16	0.18	"	"	"	"	"
Old State Rte 789	Rte 220	Rte 789	30	20	0.18 0.93	"	"	"	"	"
Blue Hills Golf Rd. (812)	NCL Roke	Golf Course	30	14	0.86	"	"	"	ST	"
Garstland Ave. (814)	Rte 780	DE	50	18	0.26	"	"	"	"	"
Ranch Rd. (823)	Rte 829	Rte 780	50	34	0.44	"	"	"	"	"
Ranch Pk. (523)	Rte 780	DE	50	16	0.14	"	"	"	"	"
Lewisston St. (629)	Rte 117	Rte 823	50	18	0.68	"	"	"	"	"
Old State Rte 830	Rte 11	0.03 MN 11	50	40	0.03	"	"	"	"	"
Old State Rte 830	0.03 MN 11	0.02 MS NWRR	30	18	0.04	"	"	"	"	"
Old State Rte 830	0.02 MN NWRR	Rte 709	30	18	0.08	"	"	"	"	"
Overbrook Drive (532)	Rte 686	0.02 MN 1346	50	30	0.18	"	"	"	EM	"
Lynnhope Dr. (846)	Rte 750	Rte 780	50	18	0.16	"	"	"	ST	"
Scott Rd. (853)	ECL Roke	DE	30	14	0.15	"	"	"	"	"

SIGNED _____

Dept. of Highways Engineer

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

MUNICIPALITY _____
TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 Ls available for peak hour tra
Belle Aire Cir. (859)	Rte 11	0.04 MS 11	40	12	0.04	No	Stone	ST	2
Belle Aire Cir. (859)	0.04 MS 11	Rte 784	40	16	0.37	"	"	"	"
Howard Ave. (860)	ECL Roke	DE	50	12	0.13	"	"	"	"
Kessler Rd. (861)	ECL Roke	DE	50	14	0.10	"	"	"	"
Darlington Rd. (874)	Rte 683	Rte 683	50	30	0.35	"	"	"	"
Kipling St. (884)	Rte 682	DE	30	20	0.14	"	"	"	"
Dover Dr. (885)	Rte 884	Rte 682	50	20	0.17	"	"	"	"
Krollwood Rd. (886)	Rte 683	Rte 887	50	14	0.11	"	"	"	"
Valentine Ave. (887)	Rte 886	DE	50	14	0.12	"	"	"	"
Bristol Rd. (891)	Rte 935	.13 MW 935	50	16	0.13	"	"	"	"
Bristol Rd. (891)	Rte 1646	.07 ME 935	50	16	0.07	"	"	"	"
Danbury Dr. (893)	Rte 780	DE	50	30	0.20	"	"	"	"
Crestmoor Dr. (899)	Rte 784	Rte 1309	50	18	0.13	"	"	PM	"

SIGNED _____

Dept. of Highways' Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 L. available for peak hour Tr.
						No	No			
Airview Rd. (906)	Rte 909	Rte 686	30	16	0.16	No	No	Stone	ST.	2
Norwood Street (909)	Rte 1308	Rte 908	50	20	0.28	"	"	"	"	"
Aberdeen Ave. (920)	Rte 683	DE	50	18	0.13	"	"	"	"	"
Van Winkol Rd. (935)	Rte 891	Rte 741	50	16	0.44	"	"	"	"	"
Del. Ave. (1002)	ECL Roke	Rte 1003	40	14	0.05	"	"	"	"	"
Davis St. (1003)	Rte 1002	DE	50	14	0.05	"	"	"	"	"
Canaday Rd. (1005)	Rte 1024	Rte 1022	50	16	0.38	"	"	"	"	"
King Street (1006)	ECL Roke	Rte 653	30	20	0.35	"	"	"	PH	"
Idlewild Blvd. (1011)	ECL Roke	DE	30	12	0.15	"	"	"	ST	"
Vinyard Ave. (1017)	ECL Roke	DE	50	12	0.20	"	"	"	"	"
Jack St. (1016)	Rte 1022	Rte 1019	50	14	0.09	"	"	"	"	"
Bellie Ave. (1019)	ECL Roke	Rte 1018	50	30	0.25	"	"	"	"	"
Harwood Dr. (1019)	Rte 1018	Rte 653	50	14	0.30	"	"	"	"	"

SIGNED _____

Dept. of Highways' Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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)	LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Tra
Granby St. (1023)	Rte. 460	Rte. 1046	60	24	0.60	No	No	Stone	PA	2
Canada Rd. (1024)	ECL Roke.	1025	50	18	0.22	"	"	"	ST	"
Maoca St. (1024)	Rte. 1025	DE	50	16	0.21	"	"	"	ST	"
Maoca St. (1025)	460	1024	50	17	0.20	"	"	"	ST	"
Arrington Dr. (1035)	1025	1036	50	18	0.11	"	"	"	ST	"
Goodland Dr. (1036)	1035	DE	50	18	0.07	"	"	"	ST	"
Mary Linda Dr. (1040)	0.05 ME 1023	0.10 MW 1023	50	24	0.15	"	"	"	PM	"
Nicholas Ave. (1046)	Rte. 1023	Rte. 1047	50	24	0.09	"	"	"	PM	"
Seibel Dr. (1047)	1046	0.04 MS 1046	60	24	0.04	"	"	"	PM	"
Chesterston St. (1301)	684	0.14 ME 1302	50	22	0.20	"	"	"	ST	"
Chesterston St. (1301)	0.14 ME 1302	0.09 ME 1302	50	16	0.05	"	"	"	ST	"
Chesterston St. (1301)	0.09 ME 1302	0.19 MW 1302	50	20	0.28	"	"	"	ST	"
Westchester Av. (1302)	Rte. 683	0.06 MW 1301	50	20	0.36	"	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of L available for peak hour Tr
Korwood St. (1305)	Rte. 920	DE	30	18	0.23	No	Stone	ST	2
Clairmont St. (1304)	683	DE	50	18	0.14	"	"	ST	"
Selford St. (1302)	1302	1318	50	20	0.70	"	"	ST	"
Walman Rd. (1307)	686	DE	50	18	0.15	"	"	ST	"
Gatewood Ave. (1308)	419	909	50	20	0.17	"	"	ST	"
Greenfield St. (1308)	909	1319	50	18	0.19	"	"	ST	"
Greenlee Rd. (1309)	899, Loop,	DE	50	20	0.79	"	"	PM	"
Hope Rd. (1310)	686	DE	50	20	0.16	"	"	ST	"
Medmont Cir. (1311)	685	Rte. 1311	50	18	0.63	"	"	ST	"
Coral Ridge Rd. (1312)	1311	DE	50	17	0.13	"	"	ST	"
Medmont Cir. (1313)	419	Rte. 1311	50	20	0.04	"	"	PM	"
Lytham Dr. (1318)	1376	1305	50	18	0.13	"	"	ST	"
Driftwood Lane (1318)	1305	DE	50	20	0.33	"	"	ST	"

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Dept. of Highways' Engineer

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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 _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 Ln available for peak hour Tra
DeKleugh Ave. (1319)	Rte. 1308	Rte. 909	50	18	0.14	No	Stone	ST	2
Amber St. (1322)	683	DE	50	20	0.16	"	"	ST	"
Southlawn Cir. (1322)	686	DE	50	18	0.06	"	"	ST	"
Brynmoor Rd. (1333)	683	DE	50	16	0.13	"	"	ST	"
Circle Dr. (1334)	686	Rte. 671	50	20	0.15	"	"	ST	"
Circle Dr. (1334)	671	DE	50	16	0.15	"	"	ST	"
Eastview Dr. (1335)	671	Rte. 684	30	18	0.14	"	"	ST	"
Barn Hill Ln. (1337)	671	DE	30	16	0.11	"	"	ST	"
Lytham Dr. (1340)	909	Rte. 1305	50	17	0.05	"	"	ST	"
Barn Hill Ln. (1342)	1337	686	30	16	0.04	"	"	ST	"
Winifrad Dr. (1346)	832	DE	50	30	0.15	"	"	PAV	"
Valentine Ave. (1349)	684	0.13 ME 684	50	12	0.13	"	"	ST	"
Keithwood Dr. (1351)	1364	DE	50	30	0.30	"	"	PAV	"

SIGNED _____

Dept. of Highways Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 available for p.-sk hour T
Bryant Rd. (1352)	Rte. 1373	Rte. 1364	50	30	0.22	No	Stone	PM	2
Laurelwood Dr. (1355)	1318	DB	50	18	0.34	"	"	ST	"
Foyelock Dr. (1356)	1318	Rte. 1357	50	20	0.20	"	"	ST	"
Redbud Rd. (1357)	1356	1303	50	20	0.03	"	"	ST	"
Dean Rd. (1363)	419	DR	30	19	0.15	"	"	PM	"
McVitty Rd. (1364)	1308	Rte. 419	30	19	0.40	"	"	PM	"
Mt. Holland Dr. (1373)	1352	DB	50	30	0.15	"	"	PM	"
Johns Is. (1374)	686	DE	50	20	0.05	"	"	ST	"
Woodruff Dr. (1376)	1318	Rte. 419	30	20	0.17	"	"	ST	"
Portland Ave. (1401)	780	829	50	17	0.52	"	"	ST	"
Zogler Dr. (1403)	1486	1486	50	32	0.27	"	"	ST	"
Fairhope Rd. (1405)	0.07 MN 1436	0.05 MS 1436	50	33	0.12	"	"	ST	"
Ben St. (1406)	Rte. 1401	Rte. 1432	40	16	0.16	"	"	ST	"

SIGNED _____

Dept. of Highway Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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)	LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of L available for peak hour tr
Ben St. (1406)	Rte. 1432	0.03 MN 1432	40	30	0.03	Mo	No	Stone	ST	2
Glenn Ridge Rd. (1407)	460	Rte. 1481	50	20	0.51	"	"	"	ST	"
Mowles Rd. (1408)	Rte. 1409	DE	50	18	0.20	"	"	"	ST	"
Silver Wood Rd. (1409)	1408	Rte. 1407	50	18	0.23	"	"	"	ST	"
Pine St. (1410)	1424	1425	30	14	0.10	"	"	"	ST	"
Thelma St. (1411)	1401	0.15 MN 1401	50	20	0.15	"	"	"	ST	"
Thelma St. (1411)	0.15 MN 1401	0.08 MN 1432	50	34	0.11	"	"	"	ST	"
Sloan Rd. (1412)	Rte. 1470	Rte. 1471	50	20	0.12	"	"	"	ST	"
Elva Rd. (1413)	1470	1471	50	20	0.15	"	"	"	ST	"
Lenna Dr. (1413)	1471	629	50	30	0.36	"	"	"	ST	"
Surrey Ave. (1414)	1416	DE	40	18	0.25	"	"	"	ST	"
Edgelawn Ave. (1415)	1474	Rte. 1416	50	14	0.18	"	"	"	ST	"
Gun Club Rd. (1416)	460	1462	40	14	0.18	"	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

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

Sheet 13 of 25
 January 1, 1976

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 L available for back hole T
Gum Club Rd. (1416)	Rte. 1462	DE	40	12	0.18	No	Stone	ST	2
Gilford Rd. (1417)	460	0.03 MW 460	40	27	0.03	"	"	ST	"
Gilford Rd. (1417)	0.02 MW 460	DE	40	22	0.22	"	"	ST	"
Ward St. (1418)	DE	Rte. 1454	30	16	0.12	"	"	ST	"
Ward St. (1418)	Rte. 1457	460	30	20	0.18	"	"	ST	"
Ward St. (1418)	460	DE	30	18	0.42	"	"	ST	"
Summit La. (1419)	1425	DE	50	16	0.43	"	"	ST	"
Westlake Rd. (1420)	1419	Rte. 1407	50	22	0.08	"	"	ST	"
Garretland Dr. (1421)	1497	0.02 MW 1497	50	30	0.06	"	"	ST	"
Garretland Dr. (1421)	0.02 MW 1493	Rte. 1422	50	20	0.09	"	"	ST	"
Garretland Dr. (1421)	Rte. 1422	0.07 MW 101	50	26	0.05	"	"	ST	"
Garretland Dr. (1421)	0.07 MW 101	Rte. 101	50	18	0.07	"	"	ST	"
High Acres Rd. (1422)	Rte. 1421	0.20 MW 1421	50	34	0.20	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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
High Acres Rd. (1422)	Rte. 1421	0.03 MS 1426	50	20	0.09	No	Stone	SE	2
High Acres Rd. (1422)	1494	Rte. 1496	50	20	0.12	"	"	SE	"
Mountain Rd. (1423)	1419	0.09 MS 1419	30	16	0.08	"	"	SE	"
Mountain Rd. (1423)	0.09 MS 1419	0.13 MS 1419	30	22	0.04	"	"	SE	"
Caldwell St. (1424)	Rte. 1419	Rte. 1431	30	20	0.55	"	"	SE	"
Peak St. (1425)	460	1453	30	18	0.48	"	"	SE	"
Mineral St. (1426)	1422	0.10 MN 1422	50	21	0.10	"	"	SE	"
Mineral St. (1426)	0.10 MN 1422	0.07 MN 1497	50	20	0.11	"	"	SE	"
Willis St. (1427)	Rte. 1425	Rte. 1418	30	14	0.09	"	"	SE	"
Springfield Blvd. (1428)	1418	1424	30	16	0.19	"	"	SE	"
Salem Turnpike (1431)	WCL Roke.	RCL Salem	50	21	0.79	"	"	PA	"
Millendale Dr. (1432)	Rte. 1406	Rte. 1707	50	34	0.16	"	"	SE	"
Flore Is. (1433)	1499	DE	30	34	0.07	"	"	SE	"

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Dept. of Highways' Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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
						Yes	No			
Oak Rd. (1434)	Rte. 767	DE	30	18	0.35	No	No	Stone	ST	2
Arrow Wood Rd. (1435)	Rte. 780	Rte. 1489	50	14	0.43	"	"	"	ST	"
Arrow Wood Rd. (1435)	1489	1473	50	24	0.07	Yes	Yes	"	ST	"
Black Oak Rd. (1436)	1473	1405	50	23	0.06	No	No	"	ST	"
Old State Rte. 1445	101	0.50 MW 101	30	27	0.50	Yes	Yes	"	ST	"
Burkellee St. (1446)	1431	Rte. 1454	50	30	0.15	No	No	"	ST	"
Autumn Ln. (1448)	767	DE	50	20	0.34	"	"	"	ST	"
Hortismood Dr. (1449)	1468	Rte. 1477	50	20	0.25	"	"	"	PA	"
Sigman Rd. (1449)	1477	1452	50	30	0.28	"	"	"	ST	"
Gemille Ave. (1450)	1466	1451	50	18	0.20	"	"	"	ST	"
Clovis St. (1451)	1450	1465	50	18	0.06	"	"	"	ST	"
Peachtree Dr. (1452)	117	0.04 MN 1468	50	20	0.98	"	"	"	ST	"
Peachtree Dr. (1452)	0.04 MN 1468	Rte. 1479	50	30	0.27	"	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

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

Sheet 17 of 25
January 1, 1976

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 L. available for peak hour Tr.
						No	No			
Victoria St. (1454)	ECL Salem 0.15 ME ECL Salem		50	24	0.15	No	No	Stone	ST	2
Victoria St. (1454)	015 ME ECL Salem RTE 1424		50	18	0.19	"	"	"	ST	"
Arwater St. (1455)	RTE 1484 RTE 1460		50	33	0.05	"	"	"	ST	"
Old State Route 1456	1418 1459		30	16	0.07	"	"	"	ST	"
Woodland Ave. (1457)	1418 1459		50	16	0.07	"	"	"	ST	"
North St. (1458)	1459 1418		50	16	0.07	"	"	"	ST	"
Grace St. (1459)	1456 DE		50	16	0.13	"	"	"	ST	"
Desi Road (1460)	0.09 MW RTE 1455 0.06 ME RTE 1455		50	33	0.15	"	"	"	ST	"
Renfor Blvd. (1462)	RTE 1416 DE		40	12	0.36	"	"	"	ST	"
Xt. View Rd. (1463)	117 DE		30	14	0.20	"	"	"	ST	"
Masters Cir. (1464)	1452 DE		50	30	0.07	"	"	"	PM	"
Christian Ave. (1465)	1451 / RTE 1466		50	18	0.20	"	"	"	ST	"
Gladies St. (1466)	1431 1450		50	18	0.14	"	"	"	ST	"

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Dept. of Highways' Engineer

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

Sheet 18 of 25
January 1, 1976

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 PROVIDED R.T. (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Ls. available for peak hour Trc
						NO	NO			
Morwanda St. (1467)	RTE 1424	DE	50	14	0.10	NO	NO	Stone	ST	2
Showalter Dr. (1468)	1452N	DE	50	20	0.42	"	"	"	SC	"
Meadowbrook Rd. (1470)	1534	DE	50	20	0.43	"	"	"	ST	"
Laura Rd. (1471)	1534 N	0.03 MN 1413	50	32	0.19	"	"	"	ST	"
Laura Rd. (1471)	0.03 MN 1413	DE	50	20	0.41	"	"	"	SC	"
Appleton Rd. (1472)	0.12 NE 1473	RTE 1473	50	33	0.12	"	"	"	SC	"
Appleton Rd. (1472)	RTE 1473	1496	50	21	0.06	"	"	"	SC	"
South Rd. (1473)	1435	780	50	44	0.16	"	"	"	ST	"
Barrington Rd. (1473)	780	1472	50	22	0.14	"	"	"	ST	"
Barrington Rd. (1473)	1472	0.11 MS 1472	50	33	0.18	"	"	"	ST	"
Pilot St. (1474)	460	RTE 1415	50	23	0.10	"	"	"	PM	"
Pilot St. (1474)	1462	DE	40	16	0.09	"	"	"	ST	"
Wilson Rd. (1475)	1452	DE	50	20	0.07	"	"	"	PM	"

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Dept. of Highway Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-1-43 OF THE CODES OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAND SURFACE WIDTH	LENGTH MILES	PROPOSED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of 1 available for peak hour
Signon Rd. (1477)	RTE 1449	ECL Salem	50	22	0.29	NO	Stone	PS	3
Youngwood Dr. (1478)	1449	DE	50	20	0.34	"	"	PM	"
Barnett Rd. (1479)	629	RTE 1477	50	29	0.28	"	"	ST	"
Barnett Rd. (1479)	1477	1478	50	22	0.06	"	"	ST	"
Old State Route 1480	101	0.04 MN 101	50	30	0.04	"	"	ST	"
Old State Route 1480	0.04 MN 101	RTE 1497	50	22	0.22	"	"	ST	"
Stonewall Rd. (1481)	RTE 1408	DE	50	19	0.41	"	"	ST	"
Deaner Dr. (1482)	767	DE	50	33	0.20	"	"	ST	"
Thrush Dr. (1483)	1434	RTE 1448	50	20	0.20	"	"	ST	"
Eugene Dr. (1484)	1431	DE	50	22	0.25	"	"	ST	"
Rowe Ridge Rd. (1485)	1431	DE	50	22	0.15	"	"	ST	"
Fenneroy Rd. (1486)	767	RTE 1484	50	32	0.38	"	"	ST	"
Desi Rd. (1487)	1482	1483	50	32	0.14	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 53.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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	FINANCIAL PROVIDED R.L. (Yes or No.)	FINANCIAL PROVIDED L.T. (Yes or No.)	TYPE OF BASE	TYPE OF SURFACE	Number of Ls. available for parking per hour T.
Gayton Dr. (1488)	RTE 1481	DE	50	16	0.03	NO	NO	Stone	ST	2
Highland Farm (1489)	1435	0.07 ^{MS} 1435	50	34	0.07	"	YES	"	ST	"
Highland Farm (1489)	0.07 ^{MS} 1435	RTE 1582	50	34	0.51	"	NO	"	ST	"
Springbrook Rd. (1491)	RTE 1493	DE	50	29	0.12	"	"	"	ST	"
Guernsey Lane (1493)	1421	RTE 1498	50	20	0.23	"	"	"	ST	"
Stamrock St. (1494)	101	1497	50	26	0.25	"	"	"	ST	"
Lancaster Dr. (1495)	1497	1422	50	20	0.12	"	"	"	ST	"
Fairhope Rd. (1496)	780	1497	50	26	0.24	"	"	"	ST	"
Fairhope Rd. (1496)	1497	0.06 ^{MS} 1497	50	30	0.06	"	"	"	ST	"
Fairhope Rd. (1496)	0.06 ^{MS} 1497	RTE 101	50	29	0.18	"	"	"	ST	"
Harvest Lane (1497)	RTE 1473	DE	50	33	0.12	"	"	"	ST	"
Harvest Lane (1497)	1473	RTE 1496	50	22	0.07	"	"	"	ST	"
Harvest Lane (1497)	1496	1494	50	20	0.12	"	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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

NAME OF STREET	FROM (if widths vary list each change)	TO (if widths vary list each change)	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
Harvest Lane (1497)	RTE 1494	0.03 ^{ME} 1426	50	24	0.12	No	Stone	ST	2
Harvest Lane (1497)	0.03 ^{ME} 1426	RTE 1421	50	30	0.08	"	"	ST	"
Angus Road (1498)	RTE 1493	0.12 ^{MN} 1717	50	34	0.31	"	"	ST	"
Appleton Ave. (1499)	117	0.15 ^{ME} 117	60	34	0.15	"	"	ST	"
Appleton Ave. (1499)	0.15 ^{ME} 117	0.07 ^{ME} 1433	60	32	0.22	"	"	ST	"
Belms Lane (1501)	RTE 605	0.12 ^{MN} 605	30	16	0.12	"	"	ST	"
Belms Lane (1501)	0.12 ^{MN} 605	DE	30	24	0.23	"	"	ST	"
Cherry Hill Rd. (1502)	742	RTE 1507	50	31	0.64	"	"	PM	"
Frances Dr. (1503)	1502	DE	50	31	0.18	"	"	PM	"
Hiller St. (1504)	WCL Roke.	0.03 ^{MW} WCL Roke.	50	24	0.03	"	"	PM	"
Prescline Cir. (1505)	RTE 1502	DE	50	31	0.04	"	"	PM	"
Norbin Cir. (1506)	1502	DE	50	31	0.04	"	"	PM	"
Frances Dr. (1507)	1502	RTE 1502	50	31	0.45	"	"	PM	"

SIGNED _____

Dept. of Highways' Engineer

January 1, 1976

ADDITIONS TO LIST OF CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 1,500
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 1,500
 SECTION 35.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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

NAME OF STREET	FROM (If widths vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RE. (Yes or No)		TYPE OF NAME	TYPE OF SURFACE	Number of available parking spaces
						Yes	No			
Monterey Rd. (1508)	RTE 605	DE	30	16	0.75	NO	NO	Stone	ST	2
Nancy Cir. (1509)	1507	DE	50	31	0.28	"	"	"	PM	"
Cherry Hill Cir (1510)	1509	DE	50	31	0.04	"	"	"	PM	"
Tinker Creek La (1512)	605	0.40 MS 605	30	18	0.40	"	"	"	PH	"
Columbia St. (1513)	ECL Roke.	RTE 1596	50	22	0.06	"	"	"	PH	"
Kingston Rd. (1515)	RTE 1534S	1534N	50	32	0.15	"	"	"	SP	"
Pennsylvania Av (1519)	605	1528	30	17	0.17	"	"	"	SP	"
Pennsylvania Av (1519)	1528	DE	30	12	0.41	"	"	"	SP	"
Bermuda Dr. (1527)	1534S	RTE 1534N	50	32	0.17	"	"	"	ST	"
Virginia Ave. (1528)	1519	DE	30	16	0.27	"	"	"	ST	"
Arcadia Dr. (1534)	1527	DE	50	32	0.62	"	"	"	SP	"
Embassy Dr. (1526)	629	1471	50	30	0.20	"	"	"	ST	"
Embassy Dr. (1526)	629	1471	50	30	0.15	"	"	"	ST	"

SIGNED _____ Dept. of Highways Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 Test
						NO	NO			
Roy Dr. (1550)	RTE 1646	DE	50	14	0.10	NO	NO	Stone	ST	2
Laurel Ridge Rd (1575)	1582	RTE 829	50	33	0.54	"	"	"	ST	"
Partridge La. (1580)	1579	DE	50	33	0.06	"	"	"	ST	"
Palmer Ave. (1591)	0.08 1596S	RTE 1596N	40	16	0.35	"	"	"	PA	"
Old State Route 1582	1489	117	I-581	18	0.94	"	"	"	ST	"
Sioux Ridge Rd. (1583)	1579	DE	50	33	0.09	"	"	"	ST	"
Van Winkle Rd. (1593)	1656	RTE 1594	50	20	0.09	"	"	"	ST	"
Joplin Road (1594)	1593	DE	50	20	0.10	"	"	"	ST	"
Lela Avenue (1596)	1581S	RTE 1581N	40	16	0.32	"	"	"	PA	"
June Dr. (1598)	0.05 1413	0.07 1413	50	30	0.12	"	"	"	ST	"
Griffin Rd. (1646)	RTE 935	DE	50	18	0.55	"	"	"	ST	"
Southern Hills Dr. (1656)	722	DE	50	16	0.47	"	"	"	ST	"
Dodson Rd. (1706)	1499	DE	50	34	0.10	"	"	"	ST	"

SIGNED _____

Dept. of Highways' Engineer

ADDITIONS TO CITY STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 5,000
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date _____) 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 REQUIREMENTS (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Ls available for parking ft.
Cleve St. (1707)	RTE 140L	0.03 MN 1432	50	34	0.22	NO	Stops	ST	2
Hedgewood Dr. (1716)	1423	West DE	50	29	0.06	"	"	ST	"
Tellico Rd. (1717)	1498	0.07 MN 1718	50	34	0.16	"	"	ST	"
Tellico Rd. (1717)	0.07 MN 1718	RTE 117	50	16	0.16	"	"	ST	"
Lynn St. (1718)	RTE 1717	DE	50	34	0.07	"	"	ST	"
Barnett Cir. (1723)	1479	DE	50	30	0.06	"	"	PM	"
Pinewood Dr. (1755)	RTE 1423	West DE	50	29	0.06	"	"	ST	"
Old State Route 1846	118	0.02 MN 118	30	18	0.02	"	"	ST	"
Dwight St. (1858)	113	0.32 MW 528	30	18	0.45	"	"	ST	"
Old State Route 1889	101	0.64 MN 101	30	24	0.64	"	"	PM	"
Trevino Dr. (1916)	605	RTE 1917	60	40	0.13	"	"	PM	"
Trevino Dr. (1916)	1917	0.01 MS 1919	50	34	0.11	"	"	ST	"
Casper Dr. (1917)	1916	RTE 1919	50	28	0.22	"	"	ST	"

SIGNED _____

Dept. of Highways Engineer

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

MUNICIPALITY _____

TOTAL ADDITIONAL MILEAGE REQUESTED _____

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

NAME OF STREET	FROM (If widths vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PAVING RECOMMENDED RT. (Type of Pav.)	TYPE OF BASE	TYPE OF SURFACE	Number of available for back haul
Sanders Dr. (1918)	RTE 1916	RTE 1919	50	28	0.22	No	Stone	ST	2
Player Dr. (1919)	1916	0.02 MN 1920	50	28	0.42	"	"	ST	"
Jacklin Dr. (1920)	1919	0.07 MS 1916	50	32	0.35	"	"	ST	"
Arnold Dr. (1921)	1919	RTE 1920	50	28	0.17	"	"	ST	"
Northwood Dr. (1969)	117	1452	50	20	0.53	"	"	ST	"

SIGNED _____
 Dept. of Highway Engineer

6/17/76

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

WHEREAS, on May 29, 1976, more than four inches of rain fell in the Boones Mill area of Franklin County causing flash flooding and extraordinary damages to the secondary system in the area; and

WHEREAS, Section 33.1-74 of the Code of Virginia of 1950, as amended, authorizes the Highway and Transportation Commission to provide for allocation of funds for exceptionally heavy expenditures during the prior year for repair or replacements occurring as a result of highway damage from extremely severe weather conditions or acts of God;

NOW, THEREFORE, BE IT RESOLVED, that extraordinary storm damage funds in the amount of \$250,000 be allocated to repair the secondary system in Franklin County; and

BE IT FURTHER RESOLVED, that whereas it is currently estimated that highway revenues will exceed estimates for the fiscal year 1975-76, that the funds for the above mentioned extraordinary damage be financed from such revenue, if any, which exists at the close of the fiscal year 1975-76; and

BE IT ALSO FURTHER RESOLVED, that if no funds are available from this source, that funds be provided prior to allocating funds to the secondary system in the 1977-78 fiscal year.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Portsmouth on additional streets, totaling 3.47 miles, and meeting required standards under the aforementioned section of the Code, effective April 1, 1976, for the quarterly payment due after June 30, 1976. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 3, dated April 1, 1976.

These "Other Streets" additions, totaling 3.47 miles, increase the total "Other Streets" mileage in the City of Portsmouth from 346.47 miles to 349.94 miles of approved streets subject to payment.

MOTION CARRIED

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



MUNICIPALITY City of Portsmouth

TOTAL ADDITIONAL MILEAGE REQUESTED 2.37
Total Additional Lane Miles 4.74

SUBMITTED BY THE CITY OR TOWN (Date 2-6-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-20-76)

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 Tra
Roosevelt Blvd.	Lakeview Dr. east to box culvert		60'	36'	.17	No	Stone	S-5	2
Lakeview Drive	Roosevelt Blvd. to Pump Sta.		50'	30'	.08	No	Stone	S-5	2
Gort Court	Lakeview Dr. to cul-de-sac		50'	30'	.13	No	Stone	S-5	2
Holt Drive	Gort Ct. to Carrington Cres.		50'	50'	.32	No	Stone	S-5	2
Quiet Court	Holt Dr. to cul-de-sac		50'	30'	.09	No	Stone	S-5	2
Carrington Sq. Cres.	Roosevelt Blvd. to Alcindor Rd.		50'	30'	.22	No	Stone	S-5	2
Alcindor Road	Carrington Sq. Cres. to back to So. Carrington		50'	30'	.22	No	Stone	S-5	2
Red Barn Road	Old Farm to Towne Point Road		50'	30'	.26	No	Stone	S-5	2
Two Oaks Road	Red Barn Rd. to cul-de-sac		50'	30'	.27	No	Stone	S-5	2
Kenny Lane	Two Oaks Rd. south .13 miles		50'	30'	.13	No	Stone	S-5	2
Pecan St.	Two Oaks Rd. north .03 miles		50'	30'	.03	No	Stone	S-5	2
Old Farm Road	Kenny Lane west to cul-de-sac		50'	30'	.13	No	Stone	S-5	2

SIGNED

[Signature]
Dept. of Highways' Engineer

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

Sheet 2 of 3
April 1, 1976

MUNICIPALITY City of Portsmouth

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 2-6-76) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-20-76)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAIR SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Old Farm Road	Kenny Lane to Red Barn Road		50'	30'	.15	No	Stone	S-5	2
Old Farm Court	Old Farm Rd. to cul-de-sac		100'	30'	.02	No	Stone	S-5	2
Little Church Road	Red Barn Rd. to cul-de-sac		50'	30'	.06	No	Stone	S-5	2
Red Barn Court	Red Barn Rd. to cul-de-sac		50'	30'	.06	No	Stone	S-5	2
Two Oaks Court	Two Oaks Rd. to cul-de-sac		50'	30'	.03	No	Stone	S-5	2
	Note: Streets were constructed prior to the Commonwealth of Virginia adopting the code requiring provision for ramps on curbs.								

SIGNED _____
Dept. of Highways, Engineer

6/17/76

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Accomack, Campbell, Carroll, Dinwiddie and Montgomery 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:

Accomack County	- Section 2 of old location Route 705 beginning 0.31 mile north of Route 706, extending 150' in a northerly direction; Budget Item 6058.	0.03 Mile
Campbell County	- Sections 1 and 2 of old location Route 646 and Section 3 of old location Route 913 between Station 16+00 and Station 24+00; Project 0646-015-154, C-501.	0.20 Mile
Carroll County	- Route 608 from Route 715 to Route 714.	0.50 Mile
	- Route 716 from 1.60 miles south of Route 715 to 2.10 miles south of Route 715.	0.50 Mile
	- Route 602 from 1.10 miles north of Route 736 to north Intersection Route 736.	0.60 Mile
Dinwiddie County	- Section 1 of old location Route 650, from Route 1 to 0.06 mile east; Project 0650-026-173, C-502.	0.06 Mile
Montgomery County	- Sections 4, 5, 8 and 9 of old location Route 659 from Station 124+30 to Station 176+84.34; Project 0659-060-141, C-501.	0.56 Mile

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal year 1975-76 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

6/17/76

WHEREAS, the Board of Supervisors of Chesterfield County has by resolution requested the use of industrial access funds to assist in providing access to the proposed new facility of Hetra Corporation, to be located in the Chesterfield Airport Industrial Park east of Route 10 in Chesterfield County, estimated to cost \$150,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$150,000 from the 1975-76 industrial access fund be allocated to assist in providing adequate access to the proposed new facility of Hetra Corporation, to be located in the Chesterfield Airport Industrial Park east of Route 10 in Chesterfield County, Project 0701-020-185, 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. Beeton,
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 and bikeways to public recreational areas and historical sites be provided by using highway funds ..."; provides highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

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

WHEREAS, the Board of Supervisors of Accomack County has by resolution requested the use of recreational access funds to provide a bikeway access from Chincoteague to the Assateague Island National Seashore and Chincoteague National Wildlife Refuge, a distance of 0.92 mile, and estimated to cost \$18,000; and

6/17/76

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 bikeway access;

NOW, THEREFORE, BE IT RESOLVED, that \$18,000 from the 1975-76 recreational access fund be allocated to provide bikeway access from Chincoteague to the Assateague Island National Seashore and Chincoteague National Wildlife Refuge, on each side of Route 2113 between Route 2102 (Ridge Road) and the end of State maintenance, in Accomack County, Project 2113-001-176, M-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the recreational access fund.

MOTION CARRIED

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

WHEREAS, Route 460 in Nottoway County has been altered and reconstructed as shown on plans for Project 7460-067-101, C-501; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.24 mile of old Route 460 shown in blue and designated as Section 1 on the plat dated October 15, 1975, Project 7460-067-101, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

Mr. Harwood brought to the attention of the Commission a number of violations of our permit regulations assessed by Daily Express, Inc., of Carlisle, Pennsylvania. Mr. Robert H. Wertz, Vice President - Operations of the company, and their attorney, Mr. Hamill Jones, appeared before the Commission to comment on these violations. Mr. Hall moved that no action be taken against the company at this time and that their record between now and July 22nd, the date of the next Commission meeting, be kept under close surveillance; and a decision will be made at that time as to whether a penalty will be imposed. The motion was seconded and carried.

6/17/76

It was decided to defer action approving the construction of a new building for the Materials Division, since the Commission would be in a better position at the start of the fiscal year to determine how much is available in unappropriated funds. Mr. Fugate appointed a committee comprised of Mr. Hassell, chairman, Mr. Landes and Mr. Fralin to study the design and the estimated cost of this construction.

Mr. L. A. Bell, Jr., who was president of the Employees' Benefit Association when Mr. Fugate was appointed Commissioner, presented Mr. Fugate with a tray on behalf of the Association and expressed best wishes for health and happiness during his retirement, which becomes effective July 1st.

In the absence of Mr. Al Uzel, president of the Employees' Benefit Association, Mr. Ralph Smiley, vice-president, presented Mr. Fugate with a resolution adopted by the Association commending him for his support of the EBA and wishing him many years of much deserved retirement.

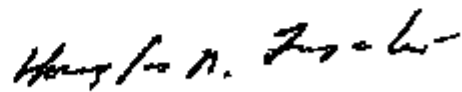
On motion of Mr. Crowe, seconded by Mr. Landes, the Commission approved final allocation of Interstate, Rural Primary and Urban Construction funds for the fiscal year 1976-77, as shown by the attached tabulation.

The dates for the Fall Conference have been changed to November 3, 4 and 5, 1976.

The next meeting of the Commission will be held in Richmond on July 22, 1976, at 10 a.m.

The meeting adjourned at 11:20 a.m.

Approved:



Chairman

Attested:


Secretary

FISCAL YEAR 1976-77



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

**Commonwealth of Virginia
Department of Highways
and Transportation**

COMMONWEALTH OF VIRGINIA
 DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, RICHMOND, VIRGINIA
 June 17, 1976
 INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS - FISCAL YEAR 1976-77

F I N A L Allocation of State Funds----- \$110,403,633
 Federal-aid Funds for Interstate System (Excludes HPR Funds)----- 141,312,711
 Federal-aid Funds for Primary System (Excludes HPR Funds)----- 4,450,557
 Federal-aid Funds for Urban System (Excludes HPR Funds)----- 27,403,791

Total Funds----- \$317,570,692

District	Interstate	Primary	Urban	Total Funds
Bristol	\$ 6,804,000	\$ 12,112,000	\$ 1,715,000	\$ 20,631,000
Salem	5,294,000	13,640,000	5,760,000	24,694,000
Lynchburg	174,000	12,612,000	3,110,000	15,896,000
Richmond	40,174,000	12,270,000	9,000,000	61,444,000
Suffolk	53,829,800	13,777,886	27,153,006	94,760,692
Fredericksburg	4,753,000	8,061,000	1,000,000	13,814,000
Culpeper	39,617,000	19,069,000	6,775,000	65,461,000
Staunton	8,331,000	9,339,000	3,200,000	20,870,000

TOTAL \$158,976,800 \$100,880,886 \$57,713,006 \$317,570,692*

*Excludes that portion of Aid to Mass Transportation as provided by \$126, Item 826 of Chapter 779, 1976 Appropriations Act.

STATE WIDE
SUMMARY OF CONSTRUCTION ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$158,726,800
Arterial and Other Primary Construction	95,654,386
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	57,488,006
Highway Safety Improvements (Primary System)	3,241,500
Highway Safety Improvements (Urban System)	225,000
New Signs and Signals (Primary System)	1,385,000
New Signs (Interstate System)	250,000
Strengthening and Widening of Bridges	400,000
Guardrail	200,000
	<hr/>
Total	\$317,570,692*
	<hr/> <hr/>

*Excludes that portion of Aid to Mass Transportation as provided by § 126, Item 826 of Chapter 779, 1976 Appropriations Act.

BRISTOL DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$ 6,804,000
Arterial and Other Primary Construction	11,747,000
Urban Construction	1,695,000
Highway Safety Improvements (Primary System)	190,000
Highway Safety Improvements (Urban System)	20,000
New Signs and Signals (Primary System)	100,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
	<hr/>
Total	<u>\$20,631,000</u>

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11 & 19	Abingdon	MAIN STREET: West Corporate Limits - Russell Road (Supplemental Allocation)	\$ 800,000
11	Marion	NORTH MAIN STREET: Snaveley Street - North Corporate Limits (Supplemental Allocation)	285,000
11	Wythe	Smyth County Line - North (Asphaltic Concrete Surfacing)	70,800
19	Russell & Tazewell	Alternate Route 58 at Hansonville - East (Supplemental Allocation to Continue Dual-laning)	1,500,000
19 & 460	Tazewell	Between Bluefield and Claypool Hill (Supplemental Allocation for Rights of Way Acquired and Construction)	175,000
19 & 460	Tazewell	Bluefield Bypass (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	500,000
21	Grayson	North of North Carolina State Line - North (Initial Allocation for Spot Improvement)	75,000

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
21 & 221	Grayson	Town of Independence (Supplemental Allocation for Widening, Curb and Gutter Between Route 58 and South Corporate Limits)	\$ 125,000
21	Grayson	North of Independence - North (Supplemental Allocation for Spot Improvement)	225,000
21 & 52	Wythe	Bridge and Approaches Stony Fork Creek (Supplemental Allocation for Construction)	25,000
23	Wise	Modify Grade Crossing Protective Devices at Interstate Railroad East of Route 1306 in Appalachia (Supplemental Allocation for Safety Improvement)	3,000
23	Wise & Norton	Scott County Line - North (Supplemental Allocation for New Construction)	600,000
23	Wise	Norton - North (Supplemental Allocation for Right of Way Acquisition)	100,000
23 Bus.	Wise	Town of Pound Indian Creek Bridge - South of Route T-749 (Cooperative Project with Town for Sidewalk)	7,000

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Bland	South Intersection Routes 21 & 52 - West (Supplemental Allocation to Continue Spot Improvement)	\$ 50,000
42	Smyth	Route 16 - East and West (Supplemental Allocation for Right of Way Acquired and Construction)	300,000
58	Grayson	Between Galax and Independence (Supplemental Allocation for Construction of Two Lanes for Ultimate Four Lanes on New Location)	1,500,000
58 & 421	Washington	Reconstruct Route 633 Intersection at Three Springs (Safety Improvement)	8,000
58	Lee	Between Jonesville and Cumberland Gap (Supplemental Allocation for Reconstruction of Sections)	100,000
Alt. 58	Lee	Between Jonesville and Pennington Gap (Supplemental Allocation for Dual-laning)	900,000
Alt. 58	Norton	KENTUCKY AVENUE: Replace Three Structures over Guest River (Supplemental Allocation)	115,000

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
Alt. 58	Norton & Wise	Norton - East (Supplemental Allocation for Right of Way Acquisition)	\$ 100,000
Alt. 58	Wise	East Corporate Limits Saint Paul - West (Supplemental Allocation for Rights of Way Acquired and Construction)	2,600,000
Alt. 58	Russell	Banners Corner - East (Supplemental Allocation for Rights of Way Acquired and Construction)	20,000
61	Town of Tazewell	ROUTE 61; Signalization of Intersection at Routes 19 & 460 Business	15,000
63	Dickenson	Modify Grade Crossing Protective Devices Clinchfield Railroad at McClure River (Initial Allocation for Safety Improvement)	30,000
63	Russell	Spot Improvement at North Route 769 South of Dickenson County Line (Safety Improvement)	25,000
65	Scott	Bridges and Approaches Clinchfield Railroad and Clinch River at Dungannon (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	600,000

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
67	Richlands	RAILROAD AVENUE: Modify Grade Crossing Protective Devices at N & W Railroad in Richlands (Safety Improvement)	\$ 20,000
72	Scott	Wise County Line - South (Asphaltic Concrete Surfacing)	66,400
72	Wise	Modify Grade Crossing Protective Devices at N & W Railroad in Coeburn (Supplemental Allocation for Safety Improvement)	4,000
75	Washington	Route 81 - South (Supplemental Allocation for Rights of Way Acquired and Construction)	50,000
77	Bland & Wythe	West Virginia State Line - Route 81 (Wytheville) (Supplemental Allocation)	3,000,000
77	Wythe	Route 81 (Fort Chiswell) - Carroll County Line (Supplemental Allocation)	3,500,000
80	Washington	Bridge and Approaches Wolf Creek South of Hayters Gap (Supplemental Allocation for Construction)	11,000
80	Washington	Between Route 11 and Meadowview (Supplemental Allocation for Reconstruction)	100,000

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, 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)	\$ 304,000
83	Buchanan & Dickenson	Between Vansant and Haysi (Supplemental Allocation for Construction)	300,000
83	Dickenson & Wise	Clintwood - East and West (Supplemental Allocation for Right of Way Acquired and Construction)	750,000
91	Tazewell	Between Routes 19 & 460 and Smyth County Line (Supplemental Allocation to Continue Improvement)	50,000
91	Smyth	Route 107 - West (Asphaltic Concrete Surfacing)	37,600
91	Washington	Route 11 - South (Supplemental Allocation for Reconstruction and Safety Improvement)	100,000
91	Washington	Smyth County Line - South (Asphaltic Concrete Surfacing)	31,700
94	Wythe	Route 52 - South (Supplemental Allocation for Reonstruction of Sections)	100,000
94	Grayson	Fries - South (Asphaltic Concrete Surfacing)	93,500

FISCAL YEAR 1976-77

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Buchanan	Town of Grundy (Supplemental Allocation for Four-laning)	\$ 500,000
--	Bristol	FRONT, SPENCER AND RANDALL STREETS: State Street - Oakview Avenue (Supplemental Allocation)	265,000
--	Big Stone Gap	WOOD AVENUE: South of 1st Street and 9th Street (Initial Allocation for Drainage Structure Replacement)	15,000
--	Wytheville	PEPPERS FERRY ROAD, EAST MONROE STREET AND ELEVENTH STREET: Intersection Routes 11 and 52 (Main Street) - 1972 East Corporate Limits (Supplemental Allocation)	200,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	175,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	104,000
Total, Bristol District Allocations			<u>\$20,631,000</u>

SALEM DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$ 5,244,000
Arterial and Other Primary Construction	13,046,000
Urban Construction	5,760,000
Highway Safety Improvements (Primary System)	269,000
New Signs and Signals (Primary System)	250,000
New Signs (Interstate System)	50,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
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Total	\$24,694,000
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FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
8	Patrick	Improve Channelization at Route T-631 in Stuart (Safety Improvement)	\$ 10,000
8	Patrick	Construct Left-turn Lane at Entrance to Patrick County High School (Safety Improvement)	10,000
8	Floyd & Montgomery	Between Floyd Court House and Christiansburg (Supplemental Allocation for Construction)	900,000
8	Montgomery	Improve Sight Distance at Route 602 North of Floyd County Line (Safety Improvement)	10,000
8	Montgomery	Improve Sight Distance at Route 616 Near Riner (Safety Improvement)	10,000
11	Montgomery	Construct Crossover and Left-turn Lane at Shawsville Elementary School	12,000
24	City of Roanoke	DALE AVENUE: 11th Street - 19th Street (Supplemental Allocation)	100,000
24	Bedford	Bridge and Approaches Big Otter River (Initial Allocation for Bridge Replacement)	200,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
40	Franklin	Bridge and Approaches at Shooting Creek (Supplemental Allocation for Construction)	\$ 45,000
40	Rocky Mount	PELL AVENUE: West of East Corporate Limits - Tanyard Road (Supplemental Allocation)	100,000
42	Craig	Improve Alignment East of Route 660 North of Sinking Creek (Supplemental Allocation)	6,000
43	Bedford	Bridge and Approaches Ninninger and Machine Creeks (Supplemental Allocation for Construction)	20,000
43	Bedford	North of Bedford - North (Asphaltic Concrete Surfacing)	92,500
43	City of Bedford	RELOCATED ROUTE 43: East Main Street - North Bridge Street (Supplemental Allocation)	75,000
43	Botetourt	Between Eagle Rock and Buchanan (Supplemental Allocation for Construction)	90,000
52	Carroll	Improve Sight Distance Near Route 865 North of Hillsville (Safety Improvement)	5,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
57	Henry	Extend Left-turn Lane at Route 666 West of Alternate Route 57 (Safety Improvement)	\$ 13,000
57	Henry	Between Pittsylvania County Line and Martinsville (Supplemental Allocation for Right of Way Acquired and Construction)	175,000
57	Henry	Modify Grade Crossing Protective Devices at N & W Railroad East of Bassett (Supplemental Allocation for Safety Improvement)	10,000
58	Patrick	Stuart - West (Supplemental Allocation for Reconstruction Including Safety Improvement)	400,000
58	Galax	EAST STUART DRIVE: Between Caldwell Street and East Corporate Limits (1950) (Supplemental Allocation)	185,000
58 & 221	Carroll	Between Hillsville and Galax (Supplemental Allocation for Dual-laning)	500,000
61 & 100	Giles	Town of Narrows (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter and Sidewalk)	12,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
77	Carroll	Wythe County Line - North Carolina State Line (Supplemental Allocation)	\$ 5,244,000
100	Pulaski & Giles	North of Dublin - South of Pearisburg (Supplemental Allocation to Continue Dual-laning)	300,000
103	Patrick	Route 8 - West (Supplemental Allocation for Construction)	50,000
114	Pulaski & Montgomery	Route 11 - East (Supplemental Allocation for Right of Way Acquired and Construction)	350,000
115	Roanoke	Construct Right-turn Lane at West Intersection Route 11 North of North Corporate Limits of Roanoke (Safer Roads Demonstration Project)	20,000
118	City of Roanoke	AIRPORT ROAD: Old North Corporate Limits - Route 11 (Supplemental Allocation)	270,000
220	Botetourt	Route 81 Interchange - North (Supplemental Allocation to Continue Dual-laning)	1,300,000
220	Roanoke	Construct Left-turn Lane at Four Locations Between North Route 715 and North Route 615 North of Franklin County Line (Safety Improvement)	32,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Roanoke	Overpass and Approaches N & W Railroad North of Franklin County Line (Supplemental Allocation for Construction)	\$ 50,000
220	City of Roanoke & Roanoke County	Southwest Freeway: Elm Avenue - South (Supplemental Allocation to Continue New Construction)	3,200,000
220	Franklin	Construct Left-turn Lane at Four Locations Between Route 755 and Henry County Line (Safety Improvement)	24,000
220 & 58	Henry	Martinsville Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	3,800,000
220	Henry	Extend Turn Lane at Route 966 South of Route 58 (Safety Improvement)	5,000
221	Roanoke	Roanoke - South (Supplemental Allocation for Dual-laning Including Climbing Lane on Bent Mountain)	100,000
221	Floyd	Relocation at Route 647 (Copper Hill) (Supplemental Allocation for Construction)	51,000
311	Roanoke	Craig County Line - South (Supplemental Allocation for Improvement of Sections)	100,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
311	Craig	Roanoke County Line - North (Supplemental Allocation for Construction)	\$ 100,000
346	Patrick	Route 57 - Entrance to Fairystone State Park (Supplemental Allocation for Right of Way Acquired and Asphaltic Concrete Surfacing)	40,000
419	Roanoke County & Salem	Between Route 220 South of Roanoke and Lynchburg Turnpike (Supplemental Allocation for Construction)	175,000
460	Bedford	Construct Left-turn Lane East of Route 697 at Montvale (Safety Improvement)	8,000
460	Botetourt	Bedford County Line - West (Asphaltic Concrete Surfacing)	82,500
460	Salem	WEST MAIN STREET TRAFFIC SIGNAL SYSTEM: Route 112 - Thompson Memorial Drive (Initial Allocation)	100,000
460	Salem	WEST MAIN STREET: Intersection Improvement at Mill Lane (Initial Allocation)	100,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Christiansburg	NORTH FRANKLIN STREET: Depot Street - Cambria Street (Supplemental Allocation)	\$ 500,000
460	Giles	Narrows - East and West (Supplemental Allocation to Continue Dual-laning)	500,000
460	Montgomery	Blacksburg Bypass - East and West (Supplemental Allocation for Interchange at Prices Fork)	400,000
501	Bedford	Between Amherst County Line and Lynchburg (Supplemental Allocation for Improvement of Structures)	150,000
--	Blacksburg	PRICES FORK ROAD: Route 460 Bypass - Main Street (Supplemental Allocation)	700,000
--	Martinsville	BROOKDALE STREET: East Church Street - Spruce Street (Supplemental Allocation)	550,000
--	Town of Pulaski	MEMORIAL DRIVE: (Formerly Allison Lane) Route 11 - Bobwhite Boulevard (Supplemental Allocation)	250,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Radford	ROCK ROAD: Wadsworth Street - East Corporate Limits (Supplemental Allocation)	\$ 200,000
--	City of Roanoke	13TH STREET AND BENNINGTON STREET: Dale Avenue - Riverdale Road (Supplemental Allocation)	1,250,000
--	City of Roanoke	10TH STREET: Patterson Avenue - Moorman Avenue (Supplemental Allocation)	280,000
--	City of Roanoke	24TH STREET AND MELROSE AVENUE: Shaffers Crossing - Lafayette Boulevard (Supplemental Allocation)	50,000
--	City of Roanoke	JEFFERSON STREET: McClanahan Street - Reserve Avenue (Supplemental Allocation)	500,000
--	City of Roanoke	CENTRAL BUSINESS DISTRICT: Coordinated Signal System (Supplemental Allocation)	200,000
--	Vinton	VINTON MILL ROAD: North Corporate Limits - Pollard Street (Supplemental Allocation)	200,000

FISCAL YEAR 1976-77

SALEM DISTRICT

INTERSTATE, 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)	\$ 375,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	107,000
Total, Salem District Allocations			<u>\$24,694,000</u>

LYNCHBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$ 174,000
Arterial and Other Primary Construction	11,805,000
Urban Construction	3,110,000
Highway Safety Improvements (Primary System)	607,000
New Signs and Signals (Primary System)	125,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
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Total	<u>\$15,896,000</u>

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Buckingham	Between James River Bridge and Dillwyn (Supplemental Allocation for Reconstruction)	\$ 300,000
15	Buckingham	Grade Crossing Protective Devices C & O Railroad at Dillwyn (Supplemental Allocation for Safety Improvement)	1,000
15	Prince Edward	Reconstruct Route 133 Intersection (Safety Improvement)	11,000
15 & 360 Bus.	Charlotte	Area Improvements at Route 360 Bypass North of Keysville (Safety Improvement)	20,000
15 & 460	Farmville	WEST THIRD STREET: N & W Railroad Underpass - Buffalo Creek (Supplemental Allocation)	75,000
24	Campbell	Modify Grade Crossing Protective Devices Southern Railroad in Evington (Supplemental Allocation for Safety Improvement)	5,000
24	Campbell	Modify Grade Crossing Protective Devices N & W Railroad West of Route 501 (Supplemental Allocation for Safety Improvement)	20,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Nelson	Between South Intersection Route 6 at Woods Mill and Albemarle County Line (Supplemental Allocation to Continue Dual-laning)	\$ 1,100,000
29	Nelson	Reduce Crossover Width North of Route 651 Near Lovington (Safety Improvement)	1,000
29	Amherst	Reconstruct Southbound Lane South of Amherst (Initial Allocation for Safety Improvement)	75,000
29	Amherst	Construct Turn Lane at Route 1310 and Route 1301 South of Route 130 (Safety Improvement)	14,000
29 Bus. & 210	Amherst	Modification of Intersection at Route 210 in Madison Heights (Supplemental Allocation for Safety Improvement)	2,000
29	Amherst	Bridge and Approaches James River at North Corporate Limits Lynchburg (Supplemental Allocation for Construction)	100,000
29	Lynchburg	LYNCHBURG EXPRESSWAY: Interchange Improvement at Main Street (Supplemental Allocation)	85,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
Alt. 29 & 501	Lynchburg	MEMORIAL AVENUE/5TH STREET: Bridge and Approaches N & W and Southern Railroads (Supplemental Allocation)	\$ 850,000
29	Campbell	Construct Turn Lane at Route 683 and Near Route 679 South of Route 368 (Safety Improvement)	32,000
29	Campbell & Pittsylvania	South of Lynchburg - South (Supplemental Allocation for Rights of Way Acquired and Construction)	1,200,000
29	Pittsylvania	South of Chatham - South (Supplemental Allocation to Improve Sight Distance for Safety Improvement at Route 703-Tightsqueeze)	100,000
29	Pittsylvania	Construct Turn Lane at Route 794, Route 649 and Route 903 South of Route 29 Business (Safety Improvement)	11,000
40	Campbell	Town of Brookneal (Supplemental Allocation for Construction)	3,000
40	Campbell	Reconstruct Route 605 Intersection East of Brookneal (Safety Improvement)	15,000
47	Appomattox	Underpass and Approaches N & W Railroad in Pamplin City (Supplemental Allocation for Construction)	100,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
47	Charlotte	Improve Sight Distance at Route 713 North of Routes 15 & 360 (Safety Improvement)	\$ 7,000
47	Charlotte	Bridge and Approaches Horsepen Creek South of Drakes Branch (Supplemental Allocation for Construction)	50,000
56	Nelson	New Bridge over Tye River at Route 680 (Supplemental Allocation for Bridge Replacement)	50,000
56	Nelson	Improve C & O Railroad Grade Crossing at Wingina (Supplemental Allocation for Safety Improvement)	12,000
57	Pittsylvania	Chatham - West (Supplemental Allocation for Right of Way Acquired)	10,000
58	Pittsylvania	Construct Turn Lanes at Various Locations Between Henry County Line and Halifax County Line (Initial Allocation for Safety Improvement)	60,000
58	Halifax	Improvements at Route 501 (Initial Allocation for Safety Improvement)	30,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Halifax	Construct Left-turn Lane East of Route 501 (Supplemental Allocation for Safety Improvement)	\$ 2,000
58	Halifax	Mecklenburg County Line - West (Supplemental Allocation for Rights of Way Acquired and Construction)	850,000
60	Amherst	Drainage Structure at Franklin Creek West of Route 631 (Supplemental Allocation for Safety Improvement)	50,000
60	Amherst	Nelson County Line - West (Asphaltic Concrete Surfacing)	130,000
60	Nelson	Improve Sight Distance at Route 657 East of Amherst County Line (Supplemental Allocation for Construction)	75,000
60	Buckingham	Sprouses Corner - West (Supplemental Allocation for Dual-laning)	300,000
60	Cumberland	Cumberland Court House - West (Initial Allocation for Preliminary Engineering)	75,000
62	Pittsylvania	Approaches to Dan River Bridge (Supplemental Allocation for Construction of Cooperative Project with North Carolina)	50,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
64	Nelson	Augusta County Line - Aibemarle County Line (Supplemental Allocation)	\$ 174,000
86	Danville	RELOCATED ROUTE 86: Watson Street - Randolph Street (Supplemental Allocation)	1,300,000
133	Prince Edward	Reconstruct Route 692 Intersection West of Route 15 (Safety Improvement)	4,000
265	Pittsylvania	Danville Expressaway, Phase I (Supplemental Allocation for New Construction from Route 29 South to Route 58 East)	2,000,000
291	Campbell (Lynchburg)	Northwest Expressway, Phase I (Supplemental Allocation for Rights of Way Acquired and Construction Between Route 460 and Route 221)	400,000
344	Halifax	Scottsburg - East (Supplemental Allocation for Cooperative Recreational Access Project to Continus Improvement)	35,000
360	Charlotte	Improve Route 630 Connection North of Route 47 (Supplemental Allocation for Construction)	2,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, 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)	\$ 65,000
368	Campbell	Route 29 South of Lynchburg - West (Asphaltic Concrete Surfacing)	10,000
460 & 128	Campbell & Lynchburg	Lynchburg Bypass, Phase I (Supplemental Allocation for Construction Between Routes 460 and 501 East of Lynchburg and Route 29 in Lynchburg)	1,500,000
460	Campbell	Interchange and Approaches with Route 726 Near Kelly (Supplemental Allocation for Construction)	250,000
460	Appomattox & Prince Edward	East of Appomattox - Nottoway County Line (Supplemental Allocation to Continue New Construction)	3,000,000
501	Campbell	Modify Grade Crossing Protective Devices N & W Railroad at Route 40 in Brookneal (Supplemental Allocation for Safety Improvement)	20,000
501	Halifax	Construct Turn Lanes Near Route 129 (Safety Improvement)	11,000

FISCAL YEAR 1976-77

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
501	Halifax	Bridges and Approaches NF&D Railroad, Coleman Creek and Hycro River South of South Boston (Supplemental Allocation for Construction)	\$ 150,000
--	Lynchburg	LEESVILLE ROAD: Route 460 - Old Route 678 (Initial Allocation)	600,000
--	Lynchburg	CITY WIDE: Channelize and Signalize Eleven Intersections (Supplemental Allocation)	35,000
--	South Boston	WOLF TRAP ROAD: Route 501 (Wilborn Avenue) - Route 304 (Supplemental Allocation)	165,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	200,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvement)	104,000
Total, Lynchburg District Allocations			<u>\$15,896,000</u>

RICHMOND DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$40,124,000
Arterial and Other Primary Construction	11,408,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	9,000,000
Highway Safety Improvements (Primary System)	522,000
New Signs and Signals (Primary System)	265,000
New Signs (Interstate System)	50,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
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Total	<u>\$61,444,000</u>

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Chesterfield	<u>Aid to Mass Transit</u> <u>Fringe Parking Lot at Bon</u> <u>Air</u> (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	\$ 200,000
1	Hanover	Widen Pavement for Turn Lane at Route 656 North of Henrico County Line (Initial Allocation for Safety Improvement)	30,000
1	Henrico	Extend Turn Lanes at Route 73 (Parham Road) (Initial Allocation for Safety Improvement)	30,000
1 & 301	Richmond	BELVIDERE STREET: Cary Street - Broad Street (Supplemental Allocation to Reconstruct to Six Lanes with Curb and Gutter)	60,000
1 & 301	Richmond	ROBERT E. LEE BRIDGE AND APPROACHES: (Supplemental Allocation)	1,785,000
1 & 301	Chesterfield	Southbound Lane Bridge over Falling Creek (Initial Allocation for Bridge Replacement)	200,000
1 & 301	Chesterfield	Improvement of Drainage Between Route 1602 and Route 1610 South of Bensley (Supplemental Allocation)	30,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Dinwiddie	Construct Turn Lane at Central State Hospital (Safety Improvement)	\$ 7,000
1	Petersburg	SHEPHERD AND LAWRENCE STREETS: Bayard Street - Sycamore Street (Supplemental Allocation)	1,000,000
5	Charles City	West of Chickahominy River Bridge - West (Asphaltic Concrete Surfacing)	9,000
6	Goochland	West of Richmond - West (Supplemental Allocation for Rights of Way Acquired and Construction)	700,000
6	Goochland	Between Route 522 Near Maidens and Genito Creek (Continue Asphaltic Concrete Surfacing of Sections)	32,700
6	Goochland	West of Goochland Court House - West (Supplemental Allocation for Right of Way Acquired and Construction)	210,000
10	Richmond	BROAD ROCK ROAD: Belt Boulevard - 1970 South Corporate Limits (Supplemental Allocation)	1,700,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10	Chesterfield	Between Chesterfield Court House and Chester (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 156,000
10	Chesterfield	Widen Pavement for Turn Lanes at Route 604 and Route 655 North of Route 145 (Initial Allocation for Safety Improvement)	25,000
10	Chesterfield	Construct Left-turn Lane at Route 616 and Route 609 in Chester	10,000
10	Prince George	East Corporate Limits of Hopewell - East (Supplemental Allocation for Construction)	275,000
15	Mecklenburg	Construct Left-turn Lane at Route 722 South of Clarksville (Supplemental Allocation for Safety Improvement)	20,000
15	Mecklenburg	Between Route 58 North of Clarksville and Blue Stone Creek (Supplemental Allocation for Right of Way Acquired)	26,000
33	Henrico	Modify Grade Crossing Protective Devices Southern Railroad at Route 156 (Initial Allocation for Safety Improvement)	30,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Henrico	Route 250 (Broad Street) - North (Supplemental Allocation for Widening)	\$ 750,000
33	Henrico	Village of Highland Springs (Supplemental Allocation for Right of Way Acquired and Construction)	230,000
36 & 156	Hopewell	WINSTON CHURCHILL DRIVE: Miles Avenue - Hopewell Street (Supplemental Allocation)	135,000
40	Dinwiddie	Modify Grade Crossing Protective Devices at SCL Railroad in McKenney (Supplemental Allocation for Safety Improvement)	5,000
40	Dinwiddie & Nottoway	Between McKenney and Blackstone (Supplemental Allocation for Reconstruction of Sections)	200,000
40	Lunenburg	Overpass and Approaches N & W Railroad Between Victoria and Kenbridge (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	50,000
46 & 137	Brunswick	Overpass and Approaches N & W Railroad at Danieltown (Supplemental Allocation for New Construction)	225,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
46	Brunswick	South of Route 58 - North Carolina State Line (Supplemental Allocation for Construction)	\$ 200,000
46	Nottoway	Between Route 40 and Brunswick County Line (Cooperative Project for Maintenance Rehabilitation)	10,000
49	Nottoway	Reconstruct Connection to Route 460 in Crewe (Initial Allocation)	150,000
49	Lunenburg	Route 40 at Lunenburg Court House - South (Asphaltic Concrete Surfacing)	40,500
49	Mecklenburg	Between Halifax County Line and Averett (Supplemental Allocation for Construction)	35,000
54	Hanover	Widen Pavement for Turn Lanes at Route 810 and Route 9761 West of Ashland (Initial Allocation for Safety Improvement)	25,000
58	Mecklenburg	Halifax County Line - East (Supplemental Allocation for Right of Way Acquired and Construction)	300,000
58	Mecklenburg	Boydton Bypass - East and West (Supplemental Allocation for New Construction)	300,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Mecklenburg	Between Brodnax and LaCrosse (Asphaltic Concrete Surfacing on Eastbound Lane)	\$ 29,500
60	New Kent	Bridge over Diascund Creek (Initial Allocation for Joint Bridge Replacement with Suffolk District)	150,000
60	Henrico	Eastern Connection to Route 95 (295) Interchange (Initial Allocation for New Construction)	200,000
60	Chesterfield	West Corporate Limits Richmond - West (Initial Allocation for Widening)	300,000
60	Chesterfield	Extend Turn Lane at Route 150 (Initial Allocation for Safety Improvement)	20,000
60	Chesterfield & Powhatan	West of Midlothian - West (Supplemental Allocation for Right of Way Acquired and Construction)	375,000
60	Powhatan	Cumberland County Line - East (Asphaltic Concrete Surfacing of Sections)	40,400
64	City of Richmond & Henrico, Goochland & New Kent Counties	West Richmond - East Bottoms Bridge (Supplemental Allocation)	2,500,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
76	Chesterfield	Powhite Parkway Extension: Route 150 (Chippenham Parkway) - Route 60 (Supplemental Allocation for Right of Way Acquisition)	\$ 200,000
85	Mecklenburg, Brunswick & Dinwiddie	North Carolina State Line - North (Supplemental Allocation)	1,000,000
92	Mecklenburg	Between Boydton and Chase City (Supplemental Allocation for Rehabilitation)	75,000
95	Henrico & Hanover	Routes 95 & 295 North of Richmond - North (Supplemental Allocation)	1,124,000
95 (Old 295)	Hanover, Henrico & Chesterfield	Routes 95 & 295 North of Richmond - South (Supplemental Allocation)	20,000,000
95	Prince George	Petersburg - South (Supplemental Allocation)	1,000,000
106	Prince George	Route 156 - West of Prince George Court House (Supplemental Allocation for Improvement)	200,000
137	Lunenburg	Modify Grade Crossing Protective Devices N & W Railroad at Dundas (Initial Allocation for Safety Improvement)	25,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
144	Prince George	Temple Avenue Extension: East Corporate Limits of Colonial Heights - Route 36 (Supplemental Allocation for Preliminary Engineering)	\$ 100,000
144	Colonial Heights	TEMPLE AVENUE: Route 1 & 301 - East Corporate Limits (Supplemental Allocation)	570,000
147	Henrico	Modification of Intersection at River Road (Supplemental Allocation for Safety Improvement)	10,000
150	Chesterfield	Chippenham Parkway (Supplemental Allocation for Construction)	2,800,000
153	Nottoway	Route 460 - North (Supplemental Allocation for Reconstruction)	300,000
155	New Kent	Route 60 at Providence Forge - North (Supplemental Allocation to Continue Asphaltic Concrete Surfacing)	28,900
156	Hanover	Route 519 at Old Cold Harbor - South (Cooperative Project for Maintenance Rehabilitation)	25,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
156	Henrico & Hanover	Bridge and Approaches Chickahominy River (Supplemental Allocation for Bridge Replacement Construction)	\$ 40,000
157	Henrico	Route 33 - South (Cooperative Project for Maintenance Rehabilitation)	17,000
157	Henrico	Improvement of Curves on Quioccasin Road (Supplemental Allocation for Safety Improvement)	60,000
161	Henrico	North of Richmond - North (Supplemental Allocation for Cooperative Project with County for Correction of Drainage)	25,000
195	Richmond	Route 64 Near Bryan Park - Vicinity of McCloy Street and Idlewood Avenue (Supplemental Allocation)	5,500,000
195 (Old 88)	Richmond	DOWNTOWN EXPRESSWAY: South of Idlewood Avenue Near McCloy Street - Meadow Street (Supplemental Allocation)	2,250,000
226	Dinwiddie	Routes 1 & 460 West of Petersburg - West (Asphaltic Concrete Surfacing)	52,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
250	Henrico	Construct Turn Lanes Between West Corporate Limits of Richmond and Libby Avenue (Initial Allocation for Safety Improvement)	\$ 10,000
250	Henrico	Glenside Drive - West (Supplemental Allocation for Widening to Six Lanes)	200,000
295	Henrico	Route 64 West of Richmond - Route 95 North of Richmond (Supplemental Allocation)	9,000,000
301	Petersburg	CRATER ROAD: Morton Avenue - South Corporate Limits (Initial Allocation)	200,000
301	Prince George	Construct Turn Lanes at Service Road South of Route 95 (Safety Improvement)	10,000
301 & 2	Hanover	North of Henrico County Line - North (Supplemental Allocation for Dual-laning Including Joint Bridge Replacement Project over Pamunkey River with Fredericksburg District)	950,000
356	Henrico	Route 33 - Galaxie Road (Initial Allocation for Preliminary Engineering Including Supplemental Allocation for Safety Improvement at RF&P Overpass)	65,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Chesterfield	Improvements at Route 150 (Initial Allocation for Safety Improvement)	\$ 20,000
360	Chesterfield	Improve Route 651 Connection (Supplemental Allocation for Safety Improvement)	6,000
360	Chesterfield	Improve Vertical Sight Distance at Route 647 (Hicks Road) (Supplemental Allocation for Safety Improvement)	70,000
360	Richmond	HULL STREET ROAD: Woodhaven Drive - Greystone Avenue (Supplemental Allocation)	700,000
360	Amelia	Improve Intersection at Route 656 South of Southern Railroad Overpass (Safety Improvement)	4,000
360	Amelia	Route 360 Business Near Amelia - West (Cooperative Maintenance Project for Asphaltic Concrete Surfacing of Sections)	9,000
460	Nottoway & Dinwiddie	Blackstone Bypass and East (Supplemental Allocation for Preliminary Engineering, Right of Way Acquired and Construction)	750,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Dinwiddie	West of Route 85 Interchange - West (Supplemental Allocation for Right of Way Acquired and Construction)	75,000
522	Goochland	Between Route 250 at Gum Spring and Goochland Court House (Supplemental Allocation to Continue Rehabilitation)	75,000
--	Hopewell	LAPRADE AVENUE AND 6TH STREET: Churchill Drive - Poythress Street (Supplemental Allocation)	400,000
--	Petersburg	WYTHE STREET EXTENSION: Route 95 - East of Amelia Street (Supplemental Allocation)	50,000
--	Richmond	HAMILTON STREET: Broad Street - Route 195 (Supplemental Allocation)	80,000
--	South Hill	CHAPTICO ROAD: North Corporate Limits - Graymont Avenue (Supplemental Allocation)	60,000
--	South Hill	SIGNAL MODIFICATION: Intersection of Routes 1, 47 & 58	10,000

FISCAL YEAR 1976-77

RICHMOND DISTRICT

INTERSTATE, 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)	\$ 390,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	102,000
			<hr/>
Total, Richmond District Allocations			<u><u>\$61,444,000</u></u>

SUFFOLK DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$53,764,800
Arterial and Other Primary Construction	13,047,386
Urban Construction	26,988,006
Highway Safety Improvements (Primary System)	425,500
Highway Safety Improvements (Urban System)	165,000
New Signs and Signals (Primary System)	230,000
New Signs (Interstate System)	65,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
Total	<u>\$94,760,692</u>

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
5	James City	Route 199 - Powhatan Creek (Initial Allocation for Pavement Widening)	\$ 90,000
10	Isle of Wight & Suffolk	Benns Church - North and South (Supplemental Allocation to Continue Dual-laning)	600,000
10 & 258	Isle of Wight	New Bridge over Cypress Creek (Supplemental Allocation for Construction)	135,000
13	Accomack	Maryland State Line - South (Asphaltic Concrete Surfacing on Sections)	100,000
13	Accomack	Construct Left-turn Lanes at New Church (Supplemental Allocation for Safety Improvement)	1,000
13	Accomack	Construct Left-turn Lane at Route 176 North of Accomac (Safety Improvement)	7,500
13	Accomack	Spot Improvements Near Route T-620 at Keller (Supplemental Allocation for Safety Improvement)	32,000
13	Accomack & Northampton	Between Maryland State Line and Chesapeake Bay Bridge Tunnel (Initial Allocation for Pavement Widening and Shoulder Stabilization at Various Locations)	75,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13	Suffolk	Modify Grade Crossing Protective Devices NF&D Railroad Near Old South Corporate Limits of Suffolk (Supplemental Allocation for Safety Improvement)	\$ 33,000
13	Suffolk	Between Route 32 Near Nurneysville and North Carolina State Line (Supplemental Allocation for Rehabilitation of Sections)	60,000
17	Isle of Wight & Newport News	New Bridge over James River (Supplemental Allocation for Construction)	3,000,000
17 & 143	Newport News	JEFFERSON AVENUE: Main Street - J. Clyde Morris Boulevard (Supplemental Allocation)	1,550,000
31	Surry	Town of Dendron (Cooperative Project with Town for Sidewalk and Pavement Widening)	9,000
31	Surry	Between Route 10 and Route 460 (Initial Allocation for Spot Reconstruction and Rehabilitation)	50,000
32 & 258	Isle of Wight	Benns Church - Route 17 at Bartlett (Supplemental Allocation for Dual-laning)	300,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
32	Suffolk	Widen Bridge over Cypress Swamp (Supplemental Allocation for Construction)	\$ 1,000
32	Suffolk	RELOCATED ROUTE 32: Grant Street - Washington Street (Supplemental Allocation)	1,000,000
35	Southampton	Modify Grade Crossing Protective Devices SCL Railroad in Boykins (Supplemental Allocation for Safety Improvement)	10,000
40	Surry	Spot Reconstruction North of Otterdam Swamp Bridge (Supplemental Allocation for Right of Way Acquired)	3,000
40	Sussex	Correction of Drainage East of Stony Creek (Initial Allocation)	45,000
40	Sussex & Surry	Between East Corporate Limits Waverly and Route 10 at Spring Grove (Supplemental Allocation for Construction)	100,000
58	Virginia Beach	VIRGINIA BEACH BOULEVARD: West Corporate Limits - Farmington Road (Supplemental Allocation)	2,200,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58 & 13	Chesapeake & Suffolk	Bowers Hill - East End Suffolk Bypass (Supplemental Allocation for Construction and New Interchange at Belleville Connector; Phase I)	\$ 2,750,000
58 & 460	Suffolk	Suffolk Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	200,000
58	Suffolk	Construct Left-turn Lane at Route 1819 Near Magnolia (Supplemental Allocation for Safety Improvement)	1,000
58	Suffolk, Isle of Wight & Southampton	Holland - Franklin Bypass (Supplemental Allocation for New Construction)	2,000,000
58	Southampton	Courtland Bypass (Supplemental Allocation for Right of Way Acquisition)	500,000
58 & 258	City of Franklin	ROUTES 58 AND 258: High Street to East Corporate Limits and Main Street to West Corporate Limits (Pavement Strengthening)	60,000
58	Greensville	Between Route 95 Interchange and Brunswick County Line (Supplemental Allocation for Right of Way Acquired and Construction)	19,386

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Greensville	Emporia Bypass (Supplemental Allocation for Right of Way Acquisition)	\$ 900,000
58	Greensville & Southampton	Between Emporia and Courtland (Supplemental Allocation to Continue Shoulder Rehabilitation for Safety Improvement)	100,000
60	James City	Construct Left-turn Lanes Near Route 708 West of Williamsburg (Safety Improvement)	10,000
60	James City	Bridge over Diascund Creek (Initial Allocation for Joint Bridge Replacement with Richmond District)	150,000
60	Williamsburg	BYPASS ROAD: Richmond Road - East Corporate Limits (Supplemental Allocation)	200,000
60	James City	Provide Continuous Left-turn Lane from West Corporate Limits of Williamsburg to Beginning of Divided Highway (Safety Improvement)	15,000
60	York	West Corporate Limits of Williamsburg - East Corporate Limits of Williamsburg (Supplemental Allocation for Right of Way Acquisition)	200,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, 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 of Williamsburg - East (Supplemental Allocation for Right of Way Acquired and Preliminary Engineering to Continue Dual-laning)	\$ 75,000
60	Newport News	WARWICK BOULEVARD: Menchville Road - Sherwood Place (Supplemental Allocation)	1,200,000
60	Newport News	WARWICK BOULEVARD: Interchange Route 60 and Route 105 (Supplemental Allocation)	300,000
60	Newport News	INTERSECTION IMPROVEMENT: Shoe Lane and Harpersville Road with Route 60 (Initial Allocation)	300,000
60 & 143	Hampton	SETTLERS LANDING ROAD: Wine Street - Emancipation Drive (Supplemental Allocation)	800,000
64	Chesapeake, Virginia Beach, Norfolk, Hampton, Newport News, York & James City	Bowers Hill (Route 264) - New Kent County Line (Supplemental Allocation)	20,764,800
95	Greenville & Sussex	North Carolina State Line - Prince George County Line (Supplemental Allocation)	1,000,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
143	York	Provide Left-turn Lane and Intersection Improvement for Service Road East of Camp Perry at York County High School (Initial Allocation)	\$ 10,000
164	Portsmouth	WESTERN FREEWAY: West Norfolk Bridge over Western Branch of Elizabeth River (Supplemental Allocation)	3,173,006
165	Norfolk	KEMPSVILLE ROAD: Newtown Road - Virginia Beach Boulevard (Route 58) (Supplemental Allocation)	600,000
165	Virginia Beach	PRINCESS ANNE ROAD: Newtown Road - Parliament Drive (Supplemental Allocation)	500,000
168	York	Construct Left-turn Lane at Route 645 North of Williamsburg (Safety Improvement)	5,000
168	York	Construct Right-turn Lane at West Intersection of Route 602 West of James City County Line (Safety Improvement)	5,000
168	Chesapeake	GREAT BRIDGE BYPASS: Hillwell Road - Battlefield Boulevard (Supplemental Allocation)	3,200,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
168	Chesapeake	BATTLEFIELD BOULEVARD: Albemarle Drive - Johnston Road (Supplemental Allocation)	\$ 200,000
168	Chesapeake	BATTLEFIELD BOULEVARD: Intersections of Battlefield Boulevard, Atlantic Avenue and Campostella Avenue (Supplemental Allocation)	15,000
171	York	West Corporate Limits Poquoson - West (Supplemental Allocation for New Construction and Reconstruction)	400,000
172	Poquoson	BRIDGE AND APPROACHES AT WYTHE CREEK: (Initial Allocation)	100,000
175	Accomack	Construct Two Pull-out Bays on Chincoteague Causeway (Supplemental Allocation for Safety Improvement)	1,000
175	Accomack	Spot Improvement at Entrance to National Oceanic Atmospheric Administration (Safety Improvement)	15,000
179 & 178	Accomack	Town of Onley and West (Supplemental Allocation for Reconstruction Including Cooperative Project with Town)	300,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
180	Accomack	Between Keller and Wachapreague (Supplemental Allocation for Construction)	\$ 30,000
182	Accomack	Town of Painter (Supplemental Allocation to Widen Existing Penn Central Railroad Grade Crossing)	5,000
189	Suffolk	Modify Grade Crossing Protective Devices NF&D Railroad at Holland (Supplemental Allocation for Safety Improvement)	17,000
199	James City, York & Williamsburg	Williamsburg Artery (Supplemental Allocation for Rights of Way Acquired and Construction)	700,000
258	Ile of Wight	Spot Improvements at Route 620 South of Smithfield (Supplemental Allocation for Safety Improvement)	2,000
258	Southampton	South of Franklin - South (Initial Allocation for Spot Improvement)	15,000
264	Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64 South of Virginia Beach Boulevard (Supplemental Allocation)	2,000,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
301	Sussex	Correction of Drainage North of Stony Creek (Initial Allocation)	\$ 75,000
301	Emporia	SOUTH MAIN STREET: South Corporate Limits - Bridge over Meherrin River (Initial Allocation)	150,000
312	Newport News	J. CLYDE MORRIS BOULEVARD: Warwick Boulevard - Jefferson Avenue (Supplemental Allocation)	25,000
337	Suffolk	Intersection Improvements at Route 125 (Safety Improvement)	15,000
337	Norfolk	HAMPTON BOULEVARD: 49th Street - 38th Street (Initial Allocation)	1,000,000
337	Norfolk	DUKE STREET AND BRAMBLETON STREET INTERCHANGE: (Initial Allocation)	700,000
337	Portsmouth	PORTSMOUTH BOULEVARD: Melvin Drive - Bridge over Western Branch of Elizabeth River (Initial Allocation)	50,000
460	Suffolk	Bridge over Nansemond River at Old North Corporate Limits of Suffolk (Supplemental Allocation for Widening)	100,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Sussex	Spot Construction in Wakefield (Supplemental Allocation for Safety Improvement)	\$ 50,000
460	Sussex, Southampton, Isle of Wight & Suffolk	Between Prince George County Line and Suffolk Bypass (Supplemental Allocation to Continue Strengthening and Widening of Bridges)	50,000
464	Chesapeake & Norfolk	Route 64 - Norfolk - Portsmouth Bridge Tunnel (Supplemental Allocation)	8,000,000
564	Norfolk	Entrance to Norfolk Naval Operating Base - Route 64 at Granby Street (Supplemental Allocation)	2,000,000
664	Hampton, Newport News & Suffolk	Route 64 Interchange - South (Supplemental Allocation)	20,000,000
--	Franklin	SIGNALIZATION: Modify Railroad Protective Devices at Various Locations (Safety Improvement)	85,000
--	Hampton	BUTLER FARM ROAD: Big Bethel Road - Magruder Boulevard (Supplemental Allocation)	2,000,000
--	Hampton	MAGRUDER CONNECTOR: Magruder Boulevard Interchange - Cunningham Drive	800,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Newport News	YORKTOWN ROAD AND ELMHURST STREET: Modify Two Grade Crossing Protective Devices C & O Railroad (Safety Improvement)	\$ 80,000
--	Newport News	23RD STREET: West Avenue - Warwick Boulevard (Supplemental Allocation)	250,000
--	Newport News	OYSTER POINT ROAD: Harpersville Road and Saunders Road (Supplemental Allocation to Improve Intersections)	150,000
--	Norfolk	INTERNATIONAL TERMINAL BOULEVARD: Hampton Boulevard - West of Route 564 (Supplemental Allocation)	40,000
--	Norfolk	COLLEY AVENUE: Bridge and Approaches over Lafayette River (Supplemental Allocation)	250,000
--	Norfolk	BERKLEY AVENUE: State Street - N & W Railroad Crossing on Indian River Road (Supplemental Allocation)	2,000,000
--	Norfolk	WESTSIDE DRIVE: 49th Street - Midtown Tunnel (Initial Allocation for Location Study)	500,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Norfolk	CHESAPEAKE BOULEVARD; Norland Circle - Wayne Court (Supplemental Allocation)	\$ 165,000
--	Virginia Beach	INDIAN RIVER ROAD: Chesapeake Corporate Limits - Route 64 (Supplemental Allocation)	1,210,000
--	Virginia Beach	NEWTOWN AND HAYGOOD ROADS: Virginia Beach Boulevard - Independence Boulevard (Supplemental Allocation for Four Lanes Divided)	600,000
--	Virginia Beach	GREAT NECK ROAD: North of First Colonial Road - Shore Drive (Supplemental Allocation)	500,000
--	Virginia Beach	WITCHDUCK ROAD: Virginia Beach Expressway - Pembroke Boulevard (Supplemental Allocation for Four Lanes Divided)	600,000
--	Virginia Beach	BIRDNECK ROAD: Laskin Road - Southern Boulevard (Supplemental Allocation)	600,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	370,000

FISCAL YEAR 1976-77

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	\$ 106,000
Total, Suffolk District Allocations			<u>\$94,760,692</u>

FREDERICKSBURG DISTRICT

SUMMARY OF ALLOCATIONS

FISCAL YEAR 1976-77

Interstate System Construction	\$ 4,733,000
Arterial and Other Primary Construction	7,701,000
Urban Construction	1,000,000
Highway Safety Improvements (Primary System)	160,000
New Signs and Signals (Primary System)	125,000
New Signs (Interstate System)	20,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
Total	<u>\$13,814,000</u>

FISCAL YEAR 1976-77

FREDERICKSBURG DISTRICT

INTERSTATE, 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 (Supplemental Allocation for Reconstruction)	\$ 75,000
1	Spotsylvania	Improve Intersection at Route 17 Bypass South of Fredericksburg (Supplemental Allocation for Safety Improvement)	1,000
3	Spotsylvania	West of Chancellorsville - Wilderness (Supplemental Allocation for Right of Way Acquired and Construction)	36,000
3 Bypass	Stafford & Fredericksburg	East-West Connector: Route 1 and 3 - Route 3 East of Fredericksburg (Supplemental Allocation for New Construction)	1,500,000
3	Stafford & King George	East End Chatham Bridge - East (Supplemental Allocation to Continue Dual-laning)	300,000
3	King George	King George Court House (Supplemental Allocation for Curb and Gutter and Sidewalk)	100,000
3	Westmoreland	Between Route 202 and Route 214 (Supplemental Allocation for Dual-laning)	200,000

FISCAL YEAR 1976-77

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Richmond	Between Emmerton and Totuskey Creek (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 8,000
3	Lancaster	Between Kilmarnock and Lively (Supplemental Allocation for Dual-laning)	300,000
3	Lancaster	Reconstruction at Kamps and Carters Mill (Supplemental Allocation for Right of Way Acquired)	5,000
3 & 14	Gloucester & Mathews	Between Route 17 at Gloucester Court House and Fort Nonsense (Supplemental Allocation for Rights of Way Acquired and Construction)	500,000
14	King & Queen	Between Route 360 and King & Queen Court House (Supplemental Allocation for Construction)	200,000
14	King & Queen	Relocation at Corbins Mill (Supplemental Allocation for Construction)	100,000
14	Mathews	Mathews Court House - North (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	250,000
17	Gloucester	Route 14 at Adner - South (Supplemental Allocation for Right of Way Acquired and Construction)	250,000

FISCAL YEAR 1976-77

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Middlesex	Construct Left-turn Lanes at Three Locations South of Saluda (Safety Improvement)	\$ 18,000
17	Essex & Middlesex	South of Tappahannock - South (Supplemental Allocation for Rights of Way Acquired and Construction)	1,200,000
17	Essex	Caroline County Line - South (Asphaltic Concrete Surfacing)	54,000
17	Stafford	Relocation of Route 670 Connection West of Route 95 (Initial Allocation for Safety Improvement)	60,000
17	Stafford	Route 95 Interchange - North (Supplemental Allocation for Rights of Way Acquired and Construction)	500,000
30	King William	Between Central Garage and West Point (Supplemental Allocation to Continue Improvements)	250,000
33 & 14	King & Queen & Gloucester	East of Lord Delaware Bridge - East (Supplemental Allocation for Rights of Way Acquired and Construction)	250,000

FISCAL YEAR 1976-77

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Middlesex	Saluda - East (Supplemental Allocation for Dual-laning)	\$ 100,000
33	Middlesex	Between Route 3 at Harmony Village and Deltaville (Supplemental Allocation for Construction)	110,000
95	Caroline, Spotsylvania & Stafford	Hanover County Line - Prince William County Line (Supplemental Allocation)	4,733,000
202	Westmoreland	Bridge and Approaches Nomini Creek (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	100,000
202	Westmoreland	Improve Vertical Sight Distance at Route 611 East of Hague (Supplemental Allocation for Safety Improvement)	5,000
205	King George	Route 301 - East and West (Supplemental Allocation for Right of Way Acquired and Construction)	70,000
207	Caroline	Route 95 Interchange - North (Supplemental Allocation for Rights of Way Acquired and Construction)	50,000
208	Spotsylvania	Route 1 at Four Mile Fork - West (Supplemental Allocation for Preliminary Engineering)	50,000

FISCAL YEAR 1976-77

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
218	Stafford	Route 3 - East (Initial Allocation for Four-laning)	\$ 50,000
218	King George	Between Route 301 and Route 206 (Initial Allocation for Pavement Widening)	40,000
218	King George	Route 301 - South (Asphaltic Concrete Surfacing)	20,000
301 & 2	Caroline	Bridge and Approaches Pamunkey River (Initial Allocation for Joint Bridge Replacement Project with Richmond District)	50,000
301 & 2	Caroline	Bridge and Approaches Mattaponi River (Initial Allocation for Preliminary Engineering)	50,000
301	Caroline	Route 17 - South (Asphaltic Concrete Surfacing)	56,000
301	Caroline & King George	Bridge and Approaches Rappahannock River at Port Royal (Supplemental Allocation for Bridge Replacement)	850,000
301	King George	Spot Improvement at Route 533 Connection (Supplemental Allocation for Right of Way Acquired)	2,000

FISCAL YEAR 1976-77

FREDERICKSBURG DISTRICT

INTERSTATE, 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 Right of Way Acquired and Construction)	\$ 900,000
360	Northumberland	Construct Left-turn Lane at Route 624 West of Lottsburg (Supplemental Allocation for Safety Improvement)	9,000
360	Northumberland	Village of Burgess (Supplemental Allocation for Construction)	125,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	220,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	67,000
Total, Fredericksburg District Allocations			<hr/> \$13,814,000

GULPEPER DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$39,552,000
Arterial and Other Primary Construction	17,995,000
Including Aid to Mass Transit (B 33.1-46.1)	
Urban Construction	6,735,000
Highway Safety Improvements (Primary System)	719,000
Highway Safety Improvements (Urban System)	40,000
New Signs and Signals (Primary System)	280,000
New Signs (Interstate System)	65,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
	<hr/>
Total	<u>\$65,461,000</u>

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Arlington & Fairfax	Aid to Mass Transit Aid to Washington Metropolitan Area Transit Authority for Construction of Fringe Parking Facilities (Supplemental Allocation)	\$ 3,500,000
1	Arlington	Jefferson Davis Highway: North Corporate Limits Alexandria - Route 233 (Supplemental Allocation for Six-laning Including Bridge over Four Mile Run)	600,000
1	Fairfax	Route 495 - South (Supplemental Allocation for Rights of Way Acquired and Construction Including Drainage Improvement at North Fork Dogue Creek)	1,000,000
3	Orange & Culpeper	Route 20 (Wilderness) - Lignum (Supplemental Allocation for Reconstruction)	250,000
6	Fluvanna	Hardware River Bridge - East (Asphaltic Concrete Surfacing)	65,000
7	Alexandria	KING STREET: West Corporate Limits - Route 95 (Supplemental Allocation)	800,000
7 & 123	Fairfax	Improvements to Interchange at Tysons Corner (Supplemental Allocation)	250,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7 & 244	Fairfax	Interchange at Baileys Cross Roads (Supplemental Allocation for Construction)	\$ 1,500,000
7	Loudoun	Construct Acceleration Lane from Route 15 Bypass Off Ramp to Route 7 Eastbound (Supplemental Allocation for Safety Improvement)	15,000
7	Leesburg	MARKET STREET: Catoctin Circle - Sycolin Road (Supplemental Allocation)	25,000
7	Leesburg	MARKET STREET: Channelize Intersection with Loudoun Street and Morven Park Road (Supplemental Allocation)	65,000
7	Loudoun	Leesburg Bypass and West (Supplemental Allocation for Rights of Way Acquired and Construction)	2,700,000
7	Loudoun	Installation of Traffic Control Devices at Route 637 (Supplemental Allocation for Safety Improvement)	10,000
7	Loudoun	Clarke County Line - East (Supplemental Allocation for Right of Way Acquired and Construction)	5,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Leesburg	KING STREET: Route 7 Bypass - Catoctin Circle (Supplemental Allocation)	\$ 245,000
15	Prince William	Modify Grade Crossing Protective Devices at Southern Railroad West of Route 55 Near Haymarket (Supplemental Allocation for Safety Improvement)	7,000
15	Prince William	Construct Turn Lanes at Route 234 and Route 601 North of Haymarket (Initial Allocation for Safety Improvement)	23,000
15	Orange	South of Orange - South (Supplemental Allocation for Rights of Way Acquired and Construction)	250,000
15	Orange	South Corporate Limits Orange - North and South (Supplemental Allocation to Reconstruct Gap Including Cooperative Project with Town from South Corporate Limits North)	75,000
17	Fauquier	Modify Grade Crossing Protective Devices Southern Railroad South of Route 623 at Delaplane (Supplemental Allocation for Safety Improvement)	8,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, 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)	\$ 10,000
17	Fauquier	Stafford County Line - West (Supplemental Allocation for Construction)	450,000
20	Albemarle	Between Scottsville and Charlottesville (Supplemental Allocation for Rights of Way Acquired and Construction)	125,000
20	Albemarle & Orange	Between Charlottesville and Route 33 at Barboursville (Supplemental Allocation for Rehabilitation of Sections)	35,000
20	Orange	Improvement North and South of Route 639 (Initial Allocation for Joint Project with Secondary Roads)	75,000
20	Orange	Mine Run Bridge - East (Asphaltic Concrete Surfacing)	75,000
22 & 208	Louisa	Improve Intersection at Route 623 West of Mineral (Supplemental Allocation for Safety Improvement)	25,000
28	Prince William	Improvements at Route 1006 South of Manassas (Initial Allocation for Safety Improvement)	40,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
28	Manassas	CENTERVILLE ROAD: Quarry Road - East Corporate Limits (Supplemental Allocation)	\$ 350,000
28	Prince William & Fairfax	Manassas - North (Supplemental Allocation for Dual-laning)	750,000
28	Fairfax	Improvement of Intersection Routes 29 & 211 at Centreville (Supplemental Allocation for Safety Improvement)	26,000
28	Fairfax	Construct Left-turn Lanes at North Intersection Route 620 at Centreville (Supplemental Allocation for Safety Improvement)	37,000
29 & 211	Arlington	Lee Highway: Spout Run Parkway - West of Route 56 (Supplemental Allocation for Rights of Way Acquired and Construction)	300,000
29 & 211	Fairfax	Installation of Traffic Control Devices at Route 699 (Supplemental Allocation for Safety Improvement)	10,000
29 & 211	Fairfax	Construct Turn Lanes at Various Locations Between Route 621 and West Corporate Limits Fairfax (Initial Allocation for Safety Improvement)	20,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29, 211 & 50	City of Fairfax	LEE HIGHWAY: Bridges over Accotink Creek and Central Fork (Supplemental Allocation)	\$ 440,000
29	Fairfax	Improve Drainage Capacity at Holmes Run (Supplemental Allocation)	20,000
29 & 211	Fairfax	West Corporate Limits Falls Church - West (Supplemental Allocation for Right of Way Acquired and Construction)	20,000
29 & 211	Prince William	Installation of Traffic Control Devices at Route 234 (Supplemental Allocation for Safety Improvement)	2,000
29 & 211	Prince William	Modify Grade Crossing Protective Devices Southern Railroad West of Route 55 at Gainesville (Supplemental Allocation for Safety Improvement)	3,000
29 & 211	Prince William	Improve Vertical Sight Distance at Route 622 East of Gainesville (Supplemental Allocation for Safety Improvement)	10,000
29 & 211	Fauquier	Construct Turn Lane at Three Locations Between Route 600 and Prince William County Line (Safety Improvement)	8,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29 & 15	Culpeper & Fauquier	Culpeper Bypass and North (Supplemental Allocation for Rights of Way Acquired and Construction)	\$ 1,500,000
29	Culpeper	Improvement of Intersection at Route 29 Business South of Culpeper (Safety Improvement)	10,000
29	Albemarle	Construct Turn Lane at Route 1403 North of Charlottesville (Safety Improvement)	3,000
29 & 250 Bypass	Albemarle	Charlottesville Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	650,000
29	Albemarle	Charlottesville - South (Supplemental Allocation for Rights of Way Acquired and Construction)	400,000
33	Greene	Swift Run Gap - East (Supplemental Allocation to Supplement Public Land Funds for Construction)	300,000
33	Greene	Construct Turn Lane at Entrance to Greene County School Complex West of Stanardsville (Safety Improvement)	10,000
33	Louisa	Improve Connection at West Intersection Route 522 (Supplemental Allocation for Safety Improvement)	50,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Arlington	Arlington Boulevard: Interchange at George Mason Drive (Supplemental Allocation)	\$ 350,000
50	Fairfax	Construct Crossover and Turn Lane at Route 3573 East of Fairfax	10,000
50	Loudoun	Fairfax County Line - West (Supplemental Allocation to Continue Dual-laning)	500,000
50	Loudoun	Town of Middleburg (Supplemental Allocation for Right of Way Acquired and Construction)	5,000
50	Fauquier	Construct Turn Lane at Route 611 East of Loudoun County Line (Initial Allocation for Safety Improvement)	30,000
55	Fauquier	Modify Two Grade Crossing Protective Devices at Southern Railroad West of Route T-804 in The Plains and East of Route 1001 at Marshall (Supplemental Allocation for Safety Improvement)	27,000
55	Prince William	Modify Grade Crossing Protective Devices Southern Railroad West of Route 682 at Thoroughfare (Supplemental Allocation for Safety Improvement)	7,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
64	Albemarle, Fluvanna & Louisa	Nelson County Line - Goochland County Line (Supplemental Allocation)	\$ 2,000,000
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	7,552,000
95	Alexandria, Arlington, Fairfax & Prince William	Washington, D. C. Line - Stafford County Line (Supplemental Allocation)	12,500,000
123	Prince William	Installation of Traffic Control Devices at Route 639 West of Route 1 (Supplemental Allocation for Safety Improvement)	16,000
123	Prince William	Widen Pavement North and South of Route 641 South of Occoquan (Supplemental Allocation for Safety Improvement)	12,000
123	Prince William & Fairfax	Approaches to Bridge over Occoquan Creek (Supplemental Allocation for Right of Way Acquired and Modifications for Permanent Pedestrian Crossing)	50,000
123	Fairfax	Between South Corporate Limits Vienna and Route 56 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	300,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
193	Fairfax	Improve Sight Distance on Route 495 Off Ramps (Supplemental Allocation for Safety Improvements)	\$ 7,000
208	Louisa	Between Route 33 at Louisa Court House and Route 64 (Supplemental Allocation for Reconstruction of Sections)	200,000
211	Warrenton, Fauquier, Culpeper & Rappahannock	Warrenton - West (Supplemental Allocation for Rights of Way Acquired and Construction)	500,000
230	Greene	Stanardsville - Madison County Line (Asphaltic Concrete Surfacing)	60,000
231	Albemarle & Louisa	Between Route 22 and Gordonsville (Supplemental Allocation for Structure Widening within Existing Right of Way for Safety Improvement)	50,000
231	Orange	Modify Grade Crossing Protective Devices Southern Railroad at Somerset (Supplemental Allocation for Safety Improvement)	8,000
231	Madison	Route 230 - Orange County Line (Supplemental Allocation for Rehabilitation)	75,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
231	Rappahannock	Between Route 522 and Madison County Line (Supplemental Allocation for Spot Reconstruction)	\$ 75,000
234	Prince William	South Corporate Limits Manassas - South (Supplemental Allocation for Right of Way Acquisition)	200,000
234	Prince William	Extend Left-turn Lane at Four Locations Between Manassas and Route 66 (Safety Improvement)	14,000
234	Prince William	North Corporate Limits Manassas - Route 66 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	400,000
236	Alexandria	DUKE STREET: Van Dorn Street Interchange (Supplemental Allocation)	900,000
236	Alexandria	DUKE STREET: Roberts Lane - Diagonal Road (Supplemental Allocation)	1,600,000
236	Fairfax	Installation of Traffic Control Devices at Route 3412 (Supplemental Allocation for Safety Improvement)	5,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
236	Fairfax	Installation of Traffic Control Devices at Route 712 (Safety Improvement)	\$ 20,000
237	City of Fairfax	OLD LEE HIGHWAY: Fairfax Circle - Accotink Creek (Supplemental Allocation)	160,000
244	Fairfax	Modification to Existing Traffic Control Devices at Route 1845 (Carlin Road) Near Arlington County Line (Safety Improvement)	30,000
250	Albemarle	Construct Raised Median at Route 809 West of Charlottesville (Safety Improvement)	12,000
250	Charlottesville	PRESTON AVENUE: 10th Street - McIntire Road (Supplemental Allocation)	1,200,000
309	Arlington	Installation of Traffic Control Devices at Rock Spring Road West of Route 120 (Supplemental Allocation for Safety Improvement)	5,000
309	Fairfax	Installation of Traffic Control Devices at Route 1898 West of McLean (Supplemental Allocation for Safety Improvement)	5,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
495	Alexandria & Fairfax	Capital Beltway (Supplemental Allocation)	\$12,500,000
522	Louisa	Between Route 33 at Cuckoo and Route 64 (Supplemental Allocation for Reconstruction of Sections Including Asphaltic Concrete Surfacing)	130,000
522	Culpeper & Orange	Route 3 - South (Supplemental Allocation for Construction)	60,000
595	Arlington	Route 95 - Airport Connector (Supplemental Allocation)	5,000,000
--	Arlington	16th-17th Street Connector: North Scott Street - North Rhodes Street (Supplemental Allocation)	25,000
--	Arlington	Computerized Signal System (Initial Allocation for Preliminary Engineering)	75,000
--	Arlington	Relocated 18th Street and Hayes Street: South Fern Street - 15th Street (Initial Allocation)	75,000
--	Town of Culpeper	PROPOSED NEW ROAD: Route 29 (Madison Road) - Routes 15, 29 & 229 (Main Street) (Supplemental Allocation)	200,000

FISCAL YEAR 1976-77

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Herndon	ELDEN STREET: East Corporate Limits - Spring Street (Supplemental Allocation)	\$ 450,000
--	Manassas	FAIRVIEW AVENUE: Grade Crossing Protective Devices Southern Railroad (Initial Allocation for Safety Improvement)	40,000
--	Vienna	PARK AVENUE: Route 123 (Maple Avenue) - East Corporate Limits (Supplemental Allocation)	300,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	420,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvement)	154,000
Total, Culpeper District Allocations			<u><u>\$65,461,000</u></u>

STAUNTON DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1976-77

Interstate System Construction	\$ 8,331,000
Arterial and Other Primary Construction	8,905,000
Urban Construction	3,200,000
Highway Safety Improvements (Primary System)	349,000
New Signs and Signals (Primary System)	10,000
Strengthening and Widening of Bridges	50,000
Guardrail	25,000
	<hr/>
Total	<u>\$20,870,000</u>

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, 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 (Supplemental Allocation for Curb and Gutter)	\$ 100,000
7	Frederick & Clarke	East of Route 81 Interchange - East (Supplemental Allocation for Right of Way Acquired and Construction)	400,000
7	Frederick	Improve Sight Distance at West Intersection Route 656 (Safety Improvement)	6,000
11	Frederick	Grade Crossing Protective Devices Penn Central Railroad at Clearbrook (Safety Improvement)	30,000
11	Winchester	VALLEY PIKE: Weems Lane - Bellview Avenue (Supplemental Allocation)	100,000
11	Shenandoah	Town of Woodstock (Supplemental Allocation for Cooperative Curb and Gutter Project)	160,000
11	Harrisonburg	SOUTH MAIN STREET: South Corporate Limits - Grattan Street (Supplemental Allocation)	1,000,000
11	Rockingham	South Corporate Limits of Harrisonburg - South (Supplemental Allocation for Preliminary Engineering)	75,000

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Rockingham	Town of Mount Crawford (Initial Allocation for Cooperative Drainage Project with Town)	\$ 25,000
11	Augusta	Alternate Route 11 - Route 275 (Add Additional Lane for Safety Improvement)	60,000
11	Augusta	Improve Vertical Sight Distance North of Route 275 (Supplemental Allocation for Rights of Way Acquired and Construction)	10,000
11	Augusta	Improve Sight Distance at Route 654 South of Staunton (Supplemental Allocation for Safety Improvement)	1,000
11	Staunton	GREENVILLE AVENUE: South of Route 250 - South Corporate Limits (Supplemental Allocation)	1,100,000
18	Covington	SOUTH CARPENTER DRIVE: Bridge and Approaches over Jackson River (Supplemental Allocation)	35,000
37	Frederick	Winchester Bypass (Phase II) (Supplemental Allocation for Construction)	3,700,000
39	Bath	Bridge and Approaches Little Back Creek (Initial Allocation for Preliminary Engineering)	5,000

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Rockingham	Town of Bridgewater (Supplemental Allocation for Cooperative Project with Town for Drainage Improvement)	\$ 230,000
50	Frederick	Modify Grade Crossing Protective Devices W & W Railroad East of Hayfield (Initial Allocation for Safety Improvement)	30,000
50	Frederick	Modify Grade Crossing Protective Devices W & W Railroad East of Gore (Initial Allocation for Safety Improvement)	30,000
50	Frederick	Gore - West (Supplemental Allocation for Right of Way Acquired and Construction)	375,000
50	Frederick	Extend Acceleration Lane Between Route 81 Off Ramp and Route 522 (Safety Improvement)	6,000
50 & 17	Frederick & Clarke	East of Winchester - East (Supplemental Allocation for Rights of Way Acquired and Construction)	1,400,000
55	Shenandoah	Modify Grade Crossing Protective Devices Southern Railroad East of Route 11 in Strasburg (Supplemental Allocation for Safety Improvement)	8,000

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
55	Front Royal	SOUTH STREET AND JOHN MARSHALL HIGHWAY: Route 340 - East Corporate Limits (Supplemental Allocation)	\$ 100,000
64	Clifton Forge, Alleghany & Rockbridge	West Virginia State Line - Route 81 (Lexington) (Supplemental Allocation)	5,331,000
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	2,000,000
81	Rockbridge, Augusta, Rockingham, Shenandoah, Warren & Frederick	Botetourt County Line - West Virginia State Line (Supplemental Allocation)	1,000,000
159	Alleghany	Bridge and Approaches Ogle Creek (Initial Allocation for Reconstruction)	25,000
211	Page	Luray Bypass and West (Supplemental Allocation for Right of Way Acquired)	300,000
220	Highland	Route 250 at Monterey - South (Supplemental Allocation to Continue Asphaltic Concrete Surfacing)	136,000
250	Augusta	Waynesboro - Staunton (Supplemental Allocation for Widening)	100,000

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, 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 Construction)	\$ 170,000
250	Highland	Augusta County Line - West (Supplemental Allocation for Rehabilitation of Sections Including Asphaltic Concrete Surfacing)	14,000
251	Rockbridge	Improve Route 764 Connection South of Lexington (Initial Allocation for Safety Improvement)	60,000
254	Augusta	Route 275 - East of Christian Creek (Supplemental Allocation for Right of Way Acquired and Construction)	500,000
257	Rockingham	West of Dayton - West (Supplemental Allocation for Spot Improvement)	25,000
262	Augusta	Southern Route: Route 81 - West (Supplemental Allocation for New Construction)	400,000
311	Alleghany	Replace Bridge over Mountain Branch (Supplemental Allocation for Construction)	5,000

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Page	Spot Improvement at Route 9878 South of Newport (Supplemental Allocation for Safety Improvement)	\$ 25,000
340	Page	Town of Stanley (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter, Sidewalk and Pavement Widening Between West Corporate Limits and West Intersection Route T-638)	50,000
340	Augusta	West Corporate Limits Waynesboro - West (Supplemental Allocation for Dual-laning)	200,000
340	Waynesboro	NORTH DELPHINE AVENUE: 4th Street - Faber Avenue (Supplemental Allocation)	365,000
501	Rockbridge	Reconstruct Intersection at Route 130 Near Glasgow (Safety Improvement)	17,000
522	Frederick	West of Winchester - West (Supplemental Allocation for Right of Way Acquired and Construction)	500,000
--	Front Royal	SIXTH STREET: Commerce Avenue - Crosby Road (Initial Allocation)	250,000

FISCAL YEAR 1976-77

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Harrisonburg	CANTRELL AVENUE: South Mason Street - Paul Street (Supplemental Allocation)	\$ 100,000
--	Winchester	CENTRAL BUSINESS DISTRICT TRAFFIC SIGNAL SYSTEM:	150,000
--	--	Guard Rail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	85,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	76,000
 Total, Staunton District Allocations			 \$20,870,000

**PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1976-77 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
HOTEL ROANOKE
JUNE 9, 1976**

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Salem, Bristol, Lynchburg and Staunton Districts on June 9, 1976 at 9 a.m. in the Shenandoah Room of Hotel Roanoke.

Commissioner Douglas B. Fugate called the hearing to order and introduced the members of the Highway and Transportation Commission present and Mr. J. E. Harwood. He expressed gratitude for support the people of Virginia have given the Highway program during his more than 12 years as Commissioner. The Commission has tentatively allocated \$317,570,000 which is about \$22 million more than was allocated in the current year.

Salem District

Botetourt County

Mrs. Mary Pauley, Vice Chairman of the Botetourt County Board of Supervisors, read a resolution from the board expressing appreciation for tentative allocations to primary roads in Botetourt County. (resolution enclosed)

Carroll County and Galax

Willard Stoneman, representing GLFRA, expressed appreciation to the Commission for its recognition in meeting the needs in Great Southwest Virginia. Perry Davis, Director of GLFRA, urged (1) the upgrading of Route 58 from Hillsville to the west from Galax into Independence, and (2) help in keeping Route 52 from Hillsville to Fort Chiswell as safe as possible until I-77 is opened. Raleigh Cooley, Mayor of Hillsville, is anxious to get I-77 completed as soon as possible; interested in upgrading Route 58 to the Interstate and between Hillsville and Galax and whatever improvement can be made on Route 52.

Floyd County

W. L. Whitlock, Chairman of the Floyd County Board of Supervisors, expressed thanks for the allocations on Route 8 from Stuart to Christiansburg, and especially for the allocations on Route 8 in Floyd County; appreciative of the allocations for the dual-laning and climbing lane on Route 221 at Bent Mountain. J. P. Weeks, Vice Chairman of the Board, spoke in the interest of continued improvement of Route 8 and expressed thanks for the improvement on Bent Mountain on Route 221. Senator Madison Marye expressed appreciation of the people of Floyd County for the projected work on Route 8; also appreciative of the continued work on I-77; concerned about the dissatisfaction of the Secondary System in Montgomery County as well as other counties, particularly Grayson County; he also spoke of Route 58 between Independence and Galax. Lawrence Wood of Floyd spoke in the interest of Route 8.

Giles County

C. J. Neely, member of the Board of Supervisors of Giles County, expressed appreciation for work on Route 460 and Route 100. Enclosed is copy of notes of Mr. Neely's presentation. Also enclosed is letter from Del. Stafford (presented by Mr. Neely) concerning the need for Route 42 to be upgraded and widened. Senator Daniel W. Bird, Jr. echoed what was presented by Mr. Neely.

Henry County

Marshall Hall, member of the Board of Supervisors of Henry County, submitted a statement (enclosed) concerning Route 58 west of Stuart and Routes 103, 8 and 40.

Roanoke County, City of Roanoke, Vinton

Sam McGhee, Assistant City Manager of Roanoke, expressed appreciation for the three highway projects that are under way in the City; pleased that construction is imminent on the new Downtown Traffic Signal System, 13th Street and Route 24 project in southeast, and 24th Street northwest project. He presented resolution no. 22976 from City Council and requested that the Department divert and use such funds as may be necessary toward an Auto-restricted zone or zones in the downtown area of the City in fiscal year 1977, and to permit allocation of construction funds for such project or projects in fiscal years 1978 and 1979. Asked that all highway projects except the three previously mentioned, which are in a bidding document or right-of-way stage at this time, be delayed.

Delegate Ray Robrecht asked for more information on Vinton Mill Road (J. G. Ripley gave him the details); spoke of petition from citizens on Route 646 in Roanoke County concerning a bridge that is in bad condition; he quoted from letter dated June 4, 1976 from District Engineer M. E. Wood, Jr. concerning the bridge (copy of letter enclosed).

Delegate Vic Thomas expressed thanks for the eight (8) projects scheduled for the City of Roanoke; stated that the Hershberger Road area is a problem.

Bristol District

Grayson County

Carl Richardson, representing the U.S. 21, 221 and 58 Highway Association, spoke in the interest of (1) Route 21 between Independence and Wytheville, (2) Route 21 south of Independence and curve on road that goes into sanitary landfill, (3) continued allocations to Route 58 between Galax and Independence, and (4) improvement to Route 58 west of Route 21 in the Town of Independence (statement enclosed). Jeff Jefferson representing Grayson County, Mt. Rogers and White Top expressed appreciation for anything you can do for them.

Washington County

Jon Bart Rhea, President of Citizens Club in Damascus, requested that the wild roses on I-81 be removed; asked for additional allocations on Route 91; thinks Route 58 from Norfolk to Cumberland Gap should be in the Arterial System.

Senator Frederick (Rick) G. Boucher spoke in the interest of improvement of Route 91 south of Route 11; read excerpt from resolution dated April 7, 1976 from Washington County Board of Supervisors; read letter from Del. W. L. Lemmon and Del. Joseph A. Johnson on the same matter. (statement, resolution and letters enclosed).

Jim McCall, Vice Chairman of the Washington County Board of Supervisors, asked that work on Route 91 be speeded up.

J. A. Williams, President of Great Lakes to Florida Highway Association, expressed gratitude and sincere appreciation for the services rendered to this great State by Mr. Douglas B. Fegate. The Association strongly favors the southern route for I-81 where it may leave Wytheville going behind the Wytheville Hospital and swinging back to reach Route 81 and Route 77 near the State Police Headquarters; interested in construction of Rest Area on I-77 in Bland County along with the Information Center.

Wythe County

J. Elmo Davis, former member of the Board of Supervisors of Wythe County, and Senator Bird both echoed what J. A. Williams had to say. George James, Chairman of the Board of Supervisors of Wythe County, spoke of (1) problem of a service road that is joined at Route 52 and Route 121 at Fort Chiswell, (2) proposed routing of I-81 connecting at Wytheville with the ending and east of Wytheville near Fort Chiswell, and (3) resolution concerning I-77 and I-81 passed by Wythe County Board of Supervisors on June 8, 1976 (copy enclosed).

Staunton District

Alleghany County, Rockbridge County, Clifton Forge, Lexington, Covington

Ben Moonaw from Covington introduced persons from Clifton Forge, Lexington and Rockbridge County. He asked that the allocations be made permanent; also submitted 10 copies of letter dated June 8, 1976 from Delegate William T. Wilson. (letter enclosed)
(the letter also concerns Route 220, Botetourt County - Salem District)

Lynchburg District

City of Lynchburg

Bobby Taylor, representing the Chamber of Commerce, expressed thanks for the allocations for Lynchburg.

Nelson County

Richard Sperry, County Administrator of Nelson County, would like to see Route 29 completed; spoke of deteriorated surface on Route 56 east of Route 29 (between there and the James River).

Danville and Pittsylvania County

William E. Anderson, First Vice President of the Chamber of Commerce, and Chairman of the Chamber's Transportation Committee, is vitally concerned with Route 86 and Route 29 Bypass projects; would like a section of Piney Forest Road to be 4-laned; spoke of the secondary road to Miller Brewing that should be upgraded. *

Senator Coleman Yeatts expressed appreciation for the tentative allocations to Danville and Pittsylvania and Campbell Counties.

Delegate Calvin Fowler thanked Mr. Fugate and Mr. Glass for the tremendous job they have done in Mr. Fowler's area.

* (statement by William E. Anderson enclosed)

Meeting adjourned at 10:30 a.m.

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PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1976-77 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
RICHMOND, FREDERICKSBURG, CULPEPER & SUFFOLK DISTRICTS

RICHMOND, VIRGINIA
JUNE 17, 1976

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Richmond, Fredericksburg, Culpeper and Suffolk Districts on June 17, 1976 at 9:00 a.m. in the auditorium of the Virginia Department of Highways and Transportation Building in Richmond, Virginia.

Mr. Douglas B. Fugate, Chairman of the Virginia Department of Highways and Transportation Commission, presided. Commissioner Fugate called the hearing to order and introduced the members of the Highway and Transportation Commission present and Mr. John E. Harwood, who will be his successor, along with Mr. Britton, who will become Deputy Commissioner and Chief Engineer, and Mr. Busser, the new Director of Administration. Mr. Fugate expressed his deep personal gratitude for the support which the people of Virginia have given the highway program during his years as Commissioner.

Mr. Fugate informed those present that the financial situation had been critical but is now improving. It has been trapped in a "Double Jeopardy" between rising costs and revenues which did not come up to expectations but more recently costs have declined rather dramatically and revenues have increased with more travel.

For the coming fiscal year (1976-77), the Commission has allocated approximately \$317,570,000 for the Interstate, Arterial, Primary, Urban Road Systems and for limited assistance to Transit. This is approximately \$22,400,000 more than was allocated for the current year, but is about \$24,000,000 less than was allocated in the Biennium Budget for the two years 1972-74 and a good bit less than was anticipated in the Ten Year Plan which covered the ten year period from 1972-82. Of the overall total, about one-half is designated for the Interstate System.

RICHMOND DISTRICT

Mr. Jerry Taylor, Officer and Director of the Hopewell Iron-Metal Company, expressed his interest in the bypass project proposed for the City of Hopewell. He was primarily concerned with the route proposed and its status. Mr. Fugate suggested that our Urban Engineer, Mr. J. G. Ripley, confer with Mr. Taylor in this regard.

Ms. Muriel McCauley of Hanover County stated that her main concern was the bypass being planned for the Court House area. The citizens need to know where the bypass will be so that it may be included in the plans for the Court House area. She stated that it would be preferred that it go east of the Court House.

Mr. Bruce V. English stated he was in agreement with Ms. McCauley on the bypass being built for the Hanover Court House area.

FREDERICKSBURG DISTRICT

Mr. B. J. Skinner, Chairman of the King William County Board of Supervisors, made a statement on behalf of the Board concerning the primary roads in King William County. He stated that of the three primary roads, Route 360 and Route 33 were considered to be real assets to the county. It was also brought out, however, that Route 30 had been discussed at each primary preallocation hearing for the past several years and is not constructed to the high standards of Route 360.

Mr. Skinner noted that \$250,000 had been allocated to continue improvements on Route 30, and this action is appreciated. He further stated that he had been informed by the Resident Engineer that since the preallocation hearing that several improvements will be made on Route 30 from Central Garage to the West Point Town Line. It was stressed that these improvements be made as quickly as possible, since the road surface and shoulders are continually deteriorating due to the large number of trucks that travel Route 30 twenty-four hours a day.

Again, Mr. Skinner thanked the Commission for the consideration given Route 30 and stressed the Board's hope that these improvements will be continued until Route 30 is indeed a primary highway worthy of being in the Virginia System of Primary Highways.

CULPEPER DISTRICT

Mr. H. S. Hulme, Jr., Director of Arlington County Department of Transportation, submitted the attached statement.

Mr. D. French Slaughter, Jr., Member of the House of Delegates, representing Culpeper, Madison, Rappahannock & Orange Counties was pleased to see the allocation to Route 3 from Wilderness West. It was hoped that substantial allocations would be made for the four-laning of Route 3.

In Orange County, Mr. Slaughter noted that there were a couple of small allocations for Route 20. There is no allocation for the reconstruction of Route 20, which is some 3 or 4 miles from north of Barboursville to Route 231 near Somerset. He stated this is an old road which is two lanes, very narrow and very much in the need of reconstruction. It was hoped that the Commission could begin allocating money for that project. The Board of Supervisors of Orange County has consistently asked for the reconstruction of this road; and the member for that particular district, Colonel Hooper, could not be present to speak on their behalf.

Mr. Slaughter also stated that it was hoped that allocations could be made for the additional four-laning of Route 211 in Rappahannock, a four-lane arterial road.

In Madison County, he advised that the allocation for Route 231 for spot reconstruction and rehabilitation is needed very much and is greatly appreciated and also for Route 231 in Rappahannock County.

In the Town of Culpeper, he stated there is an allocation of \$200,000 for New Road which has been the subject of quite a bit of discussion and controversy; and he urged the Highway Department to allocate money for surveys on a possible road around the western side of the town, but not on the location as previously proposed. The latest action by the Town Council in Culpeper would move New Road and its location as now shown on the plans from the comprehensive plan, and also they have asked that any future expenditures be made in surveying and considering a possible alternative road and route.

Mr. Slaughter introduced Mr. T. W. Ross, on the Town Council from Gordonsville, who is also a retired Right of Way Engineer from the Culpeper District, Mr. James W. Green, Jr., Editor & Owner of the Orange Review and also Mr. James N. Cortada from the Town Council of Orange.

Mr. Cortada expressed gratitude to the Highway Department for the attention given to the light problem at the railroad crossing in the middle of town which is well underway.

Mr. Cortada also stated that the construction is well underway at the juncture of Routes 15 and 20. He requested that the Department give serious consideration to installing some sort of a light situation there because it is again an extremely troublesome and heavily trafficked area.

From within the town, he stated his concern that something be done to Byrd Street at the earliest opportunity.

Mr. Slaughter mentioned the project at the south end of town and stated that they had been looking forward to it for some time but that there is still a high priority for Byrd Street.

He also mentioned a small allocation of \$10,000 in Culpeper which he was grateful for at the south intersection of old Route 29 and the Culpeper Bypass. This intersection is proven to be quite dangerous. An allocation was made in the way of safety improvements, such as blinking lights. He recommended night lighting which would help to improve the situation and stressed that this be taken into consideration when the money is expended.

Mr. Charles J. Colgan, Member of the Senate, representing Prince William County and the Cities of Manassas and Manassas Park, stated that the most critical problem in his area is the Dale City Interchange at Route 642 and I-95.

In addition, the Marriott Interchange which would help to bring the Marriott Theme Park to Prince William County, which would be an expenditure in the County of some \$100 million by the Marriott Corporation and which would be beneficial not only to the County and the two cities but also to the state was also mentioned. He stated that this would also involve a bypass around the City of Manassas.

Mr. Colgan stated that there was interest in the extension of I-66 both ways but especially from 495 into the District of Columbia.

Mr. Colgan introduced Mrs. Virginia Young, Assistant County Executive, who spoke in behalf of the Interchange at Dale City in more detail.

Mrs. Young stated that a two stage program for highway improvements had been developed. 1) Immediate short term improvements that would minimize the problems existing there now. Mrs. Young presented the attached map which shows what this first stage would involve. 2) Long term stage which involves a major construction program which would be extensive interchange and feeder road improvements. This is designed to accommodate the eventual traffic in the area and is of tremendous magnitude. Mrs. Young expressed her appreciation for the work the Department is doing in connection with trying to correct this problem.

SUFFOLK DISTRICT

Mr. Linwood Gardner appeared to make comments on the planning and development of major thoroughfares in the City of Newport News, specifically the widening of U. S. 60 (Warwick Boulevard) through Hilton Village.

Mr. Gardner recommended four items to be considered when revising the overall Peninsula area transportation study.

1. The construction of Busch Gardens in James City County.
2. The North-South Expressway which included vital connections between Route 60 (Warwick Boulevard) and Route 143 (Jefferson Avenue). This area includes several at-grade railroad crossings, and he urged the Department to start funding these projects immediately.
3. Removal of tolls from all the facilities on the peninsula is another factor involving the daily traffic movements; Mr. Gardner stated that any future traffic study should incorporate this information in reference to the James River Bridge.
4. Mr. Gardner urged the Department and the Commission to initiate a comprehensive revision to the earlier transportation plan as well as the major thoroughfare plan for the City of Newport News.

Once again, Mr. Gardner stressed that the Commission and the Department of Highways and Transportation carefully consider priorities when considering the Hilton project or any funding of new construction and improvement within the city limits of Newport News.

Mr. Fenton Jordan, Director of Public Works for the City of Suffolk, stated that he felt the number 1 project in the area is the South Suffolk Bypass, and the second improvement to and widening of Carolina Road from the foot of the proposed N & W Overpass and the old city limits at the NF&D Railroad Crossing, which he hopes will be put underway soon.

Mr. J. Richard Andrews, member of the Board of Supervisors for Surry County, stated that in light of the recent statistics which show that Surry County has the highest death rate per mile traveled of any county in the state of Virginia, he would appreciate any further consideration that could be given towards allocations for the highways in Surry in order to rectify this situation. Mr. Andrews introduced Mr. Terry Lewis, the Surry County Planner.

Mr. Lewis submitted the attached resolution from the Surry County Board of Supervisors. Mr. Lewis stressed that he would like the Commission, if possible, to increase the appropriations to Surry County so that a greater level of improvement can be made to the public roads in the county.

Mr. Lewis recommended the following steps on all primaries:

1. The reconstruction of all improper curves and grades.
2. Pavements to be widened to 12'.
3. Shoulders to be increased to a width of no less than 6 feet.
4. Route 10 to be repaved with a mixture better than the standard slurry seal treatment.
5. Improvement of poor intersections such as Route 10 West and Route 31 South just around the south end of Surry Town.

Mr. Lewis reemphasized that a different order of priorities should be placed on improvements to the primary roads in the county. He stated that the first priority should be Route 31, the second Route 10 and the third Route 40 in accordance with the level of deterioration of the roadways, safety hazard potential and service to the county.

The meeting was adjourned at 10:00 a.m.