

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

June 16, 1977

Following a public hearing on tentative allocations of Interstate, Rural Primary, and Urban Construction Funds for the Fiscal Year 1977-78, the Highway and Transportation Commission met in regular monthly meeting at 10:10 a.m., at the Central Highway Office in Richmond on June 16, 1977. The chairman, Mr. John E. Harwood, presided.

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

Absent: Mr. Janney.

On motion of Mr. Crowe, seconded by Mr. Landes, permits issued from May 19, 1977, to June 15, 1977, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Landes, that cancellation of permits from May 19, 1977, to June 15, 1977, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Hassell, seconded by Mr. Fralin, the Commission approved the purchase of Automobile Liability and Property Damage Insurance (Inquiry No. 3833-FL), based on the low bid submitted by Atlas Underwriters, Ltd., and Showo and Lineweaver and covering 6,500 licensed vehicles owned by the Department and the Central Garage.

Mr. Roos, chairman of the committee studying the Norfolk-Virginia Beach Expressway, presented the committee's report, a copy of which had previously been sent to each member of the Commission. He pointed out the report was not unanimous, in that the committee could not reach agreement on how best to handle a reduction in tolls. After some discussion, the Commission decided to defer action on the report until the August meeting, so the Commission will have more time to review it and the committee will have a chance to resolve its differences of opinion.

Mr. Harwood briefed the Commission on the status of I-66, stating that the Department had been successful in obtaining the desired wage rates from the appeals board of the Labor Department. On motion of Mr. Beeton, seconded by Mr. Roos, the Commission reaffirmed the authority of the Commissioner to award the contract on this project immediately upon receipt of a suitable bid.

6/16/77

Moved by Mr. Crowe, seconded by Mr. Landes,
that the Commission confirm letter ballot action on bids received
May 24, 1977, on the following projects:

Route 156, Project 0156-074-009, B-602 Contract 2

Replacement of two piers - Bridge over James River at Jordan Point,
Prince George County. Award of contract to low bidder, McLean Contracting
Company, Baltimore, Maryland.

Bid	\$819,043.00
10% for engineering and additional work	81,904.30
Amount chargeable to project	900,947.00

Project MR-1-77

Various Locations, Fairfax and Loudoun Counties. Award of contract to
low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$ 949,876.55
10% for engineering and additional work	94,987.65
Amount chargeable to project	1,044,864.00

To be financed from the Fairfax and Loudoun Counties Secondary Maintenance
Replacement Funds.

Project MR-10-77

Int. Routes 68 and 23 - Lee CL, Wise County. Award of contract to low
bidder, John A. Hall and Company, Inc., Roanoke, Virginia.

Bid	\$126,861.30
10% for engineering and additional work	12,686.13
Amount chargeable to project	139,547.00

To be financed from the Wise County Maintenance Replacement Funds.

Project MR-11-77

Various Locations, Wise County and Town of Wise. Award of contract to low
bidder, John A. Hall and Company, Roanoke, Virginia.

Bid	\$349,889.26
10% for engineering and additional work	34,988.92
Amount chargeable to project	384,878.00

To be financed from the Wise County Maintenance Replacement Funds.

6/16/77

Project MR-12-77

Int. Routes 643 and 83 - Int. Routes 643 and 653, Buchanan County. Award of contract to low bidder, Contee Sand and Gravel Company, Inc., and Affiliates, Laurel, Maryland.

Bid	\$255,349.92
10% for engineering and additional work	25,534.99
Amount chargeable to project	280,884.00

To be financed from the Buchanan County Maintenance Replacement Funds.

Project MR-13-77

Int. Routes 643 and 653 - Int. Routes 643 and 645, Buchanan County. Award of contract to low bidder, Contee Sand and Gravel Company, Inc., and Affiliates, Laurel, Maryland.

Bid	\$ 913,070.20
10% for engineering and additional work	91,307.02
Amount chargeable to project	1,004,377.00

To be financed from the Buchanan County Maintenance Replacement Funds.

Project MR-14-77

Int. Route 643 - Int. Route 645, Buchanan County. Award of contract to low bidder, Contee Sand and Gravel Company, Inc., and Affiliates, Laurel, Maryland.

Bid	\$495,603.85
10% for engineering and additional work	49,560.38
Amount chargeable to project	545,164.00

To be financed from the Buchanan County Maintenance Replacement Funds.

Project MR-15-77

Int. Routes 650 and 643 - Int. Routes 650 and 700, Buchanan County. Award of contract to low bidder, Contee Sand and Gravel Company, Inc., and Affiliates, Laurel, Maryland.

Bid	\$889,495.35
10% for engineering and additional work	88,949.53
Amount chargeable to project	978,444.00

To be financed from the Buchanan County Maintenance Replacement Funds.

6/16/77

Project MR-16-77

FROM: Int. Routes 637 and 649 TO: Int. Routes 637 and B3 and FROM: Wise
CL TO: Int. Routes 649 and 637, Dickenson County. Award of contract to
low bidder, Appalachian Construction Company, Inc., Wise, Virginia.

Bid	\$408,429.12
10% for engineering and additional work	40,842.91
Amount chargeable to project	449,272.00

To be financed from the Dickenson County Maintenance Replacement Funds.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Board of Supervisors
of Floyd County has 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:

Floyd County - Section 3 of old location Route 714 between Route 8 and Route 712	0.18 Mile
- Sections 5 and 13 of old location Route 751 between Route 787 and Route 619	0.12 Mile
- Section 3 of old location Route 705 between Route 8 and Route 730	0.35 Mile

MOTION CARRIED

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

WHEREAS, Route 257 in Rockingham County has been altered and
reconstructed as shown on plans for Project 0257-082-101; 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, 0.03 mile of old Route
257, shown in red and designated as Section 1 on the plat dated May 11, 1977,
Project 0257-082-101, be abandoned as a part of the state highway system.

MOTION CARRIED

6/16/77

Moved by Mr. Crowe, seconded by Mr. Beeton,
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 Danville for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Danville on additional streets totaling 1.22 miles and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payments are described as follows:

Mowbray Arch	- From 0.04 Mile north of Chadwick Drive to 0.04 Mile east of Chadwick Drive (loop)	0.21 Mile
Southern Street	- From 0.02 Mile north of Haynesworth Drive to Haynesworth Drive	0.02 Mile
Haynesworth Drive	- From Elizabeth Street west thence south to dead end	0.38 Mile
Fairway Drive	- From Haynesworth Drive to Haynesworth Drive	0.22 Mile
Lockerman Lane	- From Mimosa Street to Haynesworth Drive	0.07 Mile
Leslie Lane	- From Chester Drive south to dead end	0.12 Mile
Chester Drive	- From 400 feet west of Kirkwood Drive West to dead end	0.20 Mile

These "Other Streets" additions, totaling 1.22 miles, increase the total "Other Streets" mileage in the City of Danville from 166.95 miles to 168.17 miles of approved streets subject to payment.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Vinton on an additional street, length 0.28 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1977, for the quarterly payments due after June 30, 1977. The additional street mileage eligible for payment is described as follows:

Vineyard Road	- From Hardy Road southeast to Bowling Center	0.28 Mile
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This addition of 0.28 mile increases the total mileage in the Town of Vinton from 33.88 miles to 34.16 miles of approved streets subject to payment.

MOTION CARRIED

6/16/77

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

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 Town of Ashland for such payment; and

WHEREAS, due to annexation by the Town of Ashland, effective January 1, 1977, and through mutual agreement between the town and the Highway and Transportation Department, the town will take over maintenance of the streets within the area annexed from Hanover County, effective January 1, 1977; and

WHEREAS, the Town of Ashland has reestablished all primary route extensions and "Other Streets" mileage and has requested that the annexed 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, as amended, quarterly payments on 3.48 miles of the primary route extensions within the area annexed by the Town of Ashland be included in the town's mileage for maintenance payments, effective January 1, 1977, for quarterly payment due after March 31, 1977. The additional and reestablished mileage of primary route extensions eligible for payment is described on attached tabulation sheet 1, dated January 1, 1977.

This additional primary extension mileage, totaling 3.48 miles, increases the total primary extension mileage in the Town of Ashland from 1.51 miles to 4.99 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments be made to the Town of Ashland on additions of "Other Streets" annexed by the town, totaling 9.42 miles and meeting standards required by this section of the Code, effective January 1, 1977, for quarterly payments due after March 31, 1977. The additional and reestablished mileage of "Other Streets" eligible for payment is described on attached tabulation sheets numbered 1 through 6, dated January 1, 1977.

This additional "Other Streets" mileage, totaling 9.42 miles, will increase the total mileage of "Other Streets" in the Town of Ashland from 14.07 miles to 23.49 miles of approved streets subject to payment.

MOTION CARRIED

RE-ESTABLISHMENT OF STREET
INVENTORY DUE TO ANNEXATION
EFFECTIVE JANUARY 1, 1977

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

MUNICIPALITY ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED 4.99

12-8-76 (H.C. LEE & B.J. NEBLETT)

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-8-76)

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)	LI. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
U.S. RT. 1 N. WASHINGTON HWY.	NCL ROUTE 54 ENGLAND ST.	ROUTE 54 ENGLAND ST.	80-775'	40	1.51	YES	YES	CONC.	P.M.	4
U.S. RT. 1 S. WASHINGTON HWY.	ROUTE 54 ENGLAND ST.	SEC	75/80'	40	.96	YES	YES	CONC.	P.M.	4
VA. RT. 54 ENGLAND ST.	ECL	RT. 1	160'	48	.47	YES	YES	SOIL AGG	P.M.	4
VA. RT. 54 ENGLAND ST.	RT. 1	RF 6 PRR	55'	36	.57	YES	YES	CONC.	P.M.	2
VA. RT. 54 THOMPSON ST.	R F 6 P R R	WCL	55'	36	1.48	YES	YES	CONC.	P.M.	2

SIGNED 
Dept. of Highways Engineer
492

SECONDARY SYSTEM
 RE-ESTABLISHMENT OF STREET
 INVENTORY DUE TO ANNEXATION
 EFFECTIVE JANUARY 1, 1977
 SHEET 1 OF 6

MUNICIPALITY ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED ~~24.46~~ 23.49

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-8-76) (H.C. LEE & B.J. NEBLETT)

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
ARLINGTON ST.	S. CENTER ST.	RANDOLPH ST.	40'	16	.46	YES	SOIL AGG	S.T.	2
ASHCAKE ROAD	ECL	RT. 1 (S)	30'	18	.64	YES	SOIL AGG	S.T.	2
ASHCAKE ROAD	RT. 1 (S)	WCL	50'	22	.80	YES	SOIL AGG	S.T.	2
B STREET	.04 MI. S. LINDEN	.08 MI. N. LINDEN	33'	14	.12	YES	SOIL AGG	S.T.	2
BEVERLY ROAD	THOMPSON ST.	DEAD END AT SCL	50'	18	.54	YES	SOIL AGG	S.T.	2
CALHOUN ST.	ENGLAND ST.	CAROLINE ST.	40'	16	.17	YES	SOIL AGG	S.T.	2
CAROLINE ST.	RT. 1 (N)	HENRY ST.	40'	16	.33	YES	SOIL AGG	S.T.	2
CARTER RD. EXT.	RT. 54 NORTH	DEAD END.		24	.30	YES	SOIL AGG	P.M.	2
N. CENTER ST.	W. PATRICK ST.	ENGLAND ST.	50'	32	.43	YES	SOIL AGG	S.T.	2
S. CENTER ST.	ENGLAND ST.	SCL	50'	32'	.91	YES	SOIL AGG	S.T.	2
CHAPMAN ST.	RT. 54 (W)	RT. 54 (W)	33'	16	1.23	YES	SOIL AGG	S.T.	2
COLLEGE AVE.	N. CENTER ST.	RT. 1(N)	50/40	16	.51	YES	SOIL AGG	S.T.	2
COX LANE	DUNCAN ST.	S. CENTER ST.	30'	16	.10	YES	SOIL AGG	S.T.	2

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

SECONDARY SYSTEM
RE-ESTABLISHMENT OF STREET
INVENTORY DUE TO ANNEXATION
EFFECTIVE JANUARY 1, 1977

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 6

MUNICIPALITY ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-8-76) (H. C. LEE & B. J. NEBLETT)

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
CROSS ROAD	CHAPMAN ST.	NCL	30'	16	.05	YES	SOIL AGG	S.T.	2
DALE AVE.	W. FRANCIS ST.	RACE COURSE ST.	50'	16	.06	YES	SOIL AGG	S.T.	2
DEWEY ST.	THOMPSON ST.	JOHN ST.	40'	16	.21	YES	SOIL AGG	S.T.	2
DUNCAN ST.	EARLY ST.	THOMPSON ST.	45'	16	.66	YES	SOIL AGG	S.T.	2
EARLY ST.	S. ONEYER ST.	DUNCAN ST.	40'	16	.10	YES	SOIL AGG	S.T.	2
ELM ST.	N. TAYLOR RD.	DEAD END AT R F & P R	30'	16	.23	YES	SOIL AGG	S.T.	2
E. FRANCIS ST.	MAPLE ST. EXT.	S. CENTER ST.	40'	16	.18	YES	SOIL AGG	S.T.	2
W. FRANCIS ST.	S. CENTER ST.	DALE AVE.	40'	16	.27	YES	SOIL AGG	S.T.	2
HANOVER AVE.	NCL	THOMPSON ST.	40'	30	.61	YES	SOIL AGG	S.T.	2
HENRY GLAY ROAD	RT. 54 (W)	N. CENTER ST.	40'	16	.71	YES	SOIL AGG	S.T.	2
HENRY PLACE	RT. 1308	RT. 1309	50'	16	.06	YES	SOIL AGG	S.T.	2
HENRY ST.	ENGLAND ST.	N. TAYLOR RD.	40/33	16	1.25	YES	SOIL AGG	S.T.	2
HOWARD ST.	S. JAMES ST.	S. CENTER ST.	40'	16	.21	YES	SOIL AGG	S.T.	2

SIGNED

H. C. Lee

Dept. of Highways' Engineer

SECONDARY SYSTEM
 RE-ESTABLISHMENT OF STREET
 INVENTORY DUE TO ANNEXATION
 EFFECTIVE JANUARY 1, 1977

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 3 of 6

MUNICIPALITY ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED _____
 12-8-76 (H. C. LEE & B. J. NEBLETT)

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) 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
4. JAMES ST.	N. SNEAD ST. & W. PATRICK ST.	THOMPSON ST.	33'	16	.52 ✓	YES	SOIL AGG	S.T.	2
5. JAMES ST.	THOMPSON ST.	W. FRANCIS ST.	33'	16	.51 ✓	YES	SOIL AGG	S.T.	2
JAMESTOWN ROAD	RT. 1 (ND)	ECL.	30'	16	.23 ✓	YES	SOIL AGG	S.T.	2
JOHN ST.	N. SNEAD ST.	THOMPSON ST.	40'	16	.38 ✓	YES	SOIL AGG	S.T.	2
LEE AVENUE	BEVERLY ROAD	BEVERLY RD.	50'	18	.37 ✓	YES	SOIL AGG	S.T.	2
LEE STREET	S. CENTER ST.	MAPLE ST.	33'	16	.24 ✓	YES	SOIL AGG	S.T.	2
LINDEN AVE.	N. TAYLOR RD.	DEAD END RIFERR R/W	30'	14'	.21 ✓	YES	SOIL AGG	S.T.	2
LINDEN AVE.	HENRY ST.	B STREET	30'	14'	.06 ✓	YES	SOIL AGG	S.T.	2
LOUISIANA ST.	CAROLINE ST.	ENGLAND ST.	40'	16	.18 ✓	YES	SOIL AGG	S.T.	2
MAIDEN LANE	S. CENTER ST.	MAPLE ST.	40'	14	.14 ✓	YES	SOIL AGG	S.T.	2
MAPLE ST.	ENGLAND ST.	.04 S OF MCMURDO ST.	33'	16	.40 ✓	YES	SOIL AGG	S.T.	2
MAPLE ST. EXT.	SCL	E. FRANCIS ST.	33'	18	.35 ✓	YES	SOIL AGG	S.T.	2
ELMONT RD.	WCL	THOMPSON ST.	30'	16	.10 ✓	YES	SOIL AGG	S.T.	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

MUNICIPALITY ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-8-76) (H.C. LEE & B.J.J. NEBLETT)

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
MCMURDO ST.	S. CENTER (E)	DEAD END	50'	16	.34	YES	SOIL AGG	S.T.	2
MYRTLE ST.	RT. 1 (S)	DUNCAN St	40'	16	.66	YES	SOIL AGG	S.T.	2
MULLEN DR.	N. JAMES ST. (E)	DEAD END	50'	30	.13	YES	SOIL AGG	S.T.	2
NEW STREET	S. CENTER ST.	VIRGINIA ST.	40'	16	.11	YES	SOIL AGG	S.T.	2
NEW STREET	S. TAYLOR ST.	.16 MI. WEST	40'	16	.16	YES	SOIL AGG	S.T.	2
E. PATRICK ST.	CAROLINE	N. CENTER ST.	30'	16	.37	YES	SOIL AGG	S.T.	2
W. PATRICK ST.	N. CENTER ST.	N. TAYLOR RD.	35'	16	.23	YES	SOIL AGG	S.T.	2
PARK STREET	ELM STREET	M. PATRICK ST.	30'	16	.21	YES	SOIL AGG	S.T.	2
PLEASANTS ST.	S. TAYLOR ST.	RT. 1 (S)	33'	16	.16	YES	SOIL AGG	S.T.	2
QUARLES RD.	RT. 1 (N)	DEAD END	60'	20	.43	YES	SOIL AGG	S.T.	2
RACE COURSE ST.	DALE AVE.	S. CENTER ST.	40'	16	.27	YES	SOIL AGG	S.T.	2
RANDOLPH CIRCLE	RT. 1 (N)	MACON CIRCLE	50'	16	.14	YES	SOIL AGG	S.T.	2
MACON CIRCLE	RT. 1 (N)	CAROLINE	50'	16	.27	YES	SOIL AGG	S.T.	2

SIGNED _____

H.C. Lee
 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 ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Data 12-8-76 (H.C. LEE & B.J. NEBLETT))

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
RANDOLPH ST.	0.08 Mi. S. of S-CENTER ST.	RANDOLPH ST.	33'	16	.36	YES	SOIL AGG	S.T.	2
ROBINSON ST.	TAYLOR	S. CENTER ST.	33'	16	.28	YES	SOIL AGG	S.T.	2
SCHOOL RD.	HENRY ST.	RT. 1 (ND)	30'	16	.28	YES	SOIL AGG	S.T.	2
SHORT STREET	MYRTLE ST.	MI. S. OF MYRTLE	40'	16	.11	YES	SOIL AGG	S.T.	2
SMITH STREET	N. CENTER ST. EXT.	HENRY ST.	30'	16	.14	YES	SOIL AGG	S.T.	2
N. SNEAD ST.	W. PATRICK & N. TAYLOR RD.	THOMPSON ST.	33'	16	.66	YES	SOIL AGG	S.T.	2
S. SNEAD ST.	THOMPSON ST.	HANDOVER AVE.	55/45'	16	.27	YES	SOIL AGG	S.T.	2
STEBBINS ST.	S. CENTER ST	S. JAMES ST.	45'	16	.20	YES	SOIL AGG	S.T.	2
N. TAYLOR RD	N. JAMES ST. & W. PATRICK ST.	NCL	30'	16	.90	YES	SOIL AGG	S.T.	2
N. TAYLOR ST.	CAROLINE ST.	ENGLAND ST.	40'	16	.15	YES	SOIL AGG	S.T.	2
S. TAYLOR ST.	ENGLAND ST.	ECL	40'	16	.51	YES	SOIL AGG	S.T.	2
THOMAS ST.	ENGLAND ST.	ROBINSON	33'	16	.04	YES	SOIL AGG	S.T.	2
VIRGINIA ST.	ENGLAND ST.	E. FRANCIS ST.	40'	16	.53	YES	SOIL AGG	S.T.	2

SIGNED

[Handwritten 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

SECONDARY SYSTEM
RE-ESTABLISHMENT OF STREET
INVENTORY DUE TO ANNEXATION
EFFECTIVE JANUARY 1, 1977
Sheet 6 of 6

MUNICIPALITY ASHLAND

TOTAL ADDITIONAL MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 4-1-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12-B-76 (H.C. LEE & B.J. NEBLETT))

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	PARKING LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
WESLEY ST.	N. SNEAD ST.	N. JAMES ST.	40'	16'	.20 ✓	YES	YES	SOIL AGG	S.T.	2
YONELL ROAD	THOMPSON ST.	WCL	30'	16'	.07 ✓	YES	YES	SOIL AGG	S.T.	2
GANDY STREET	SCHOOL HOUSE RD., N.	DEAD END	30'	30'	.15 ✓	YES	YES	SOIL AGG	S.T.	2
WESLEY ST	THOMPSON ST.	N. SNEAD ST.	40'	16'	.43	Yes	Yes	SOIL AGG	S.T.	2
					23.49					

SIGNED [Signature]
Dept. of Highways Engineer

6/16/77

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

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 Town of Front Royal for such payment; and

WHEREAS, due to annexation by the Town of Front Royal, effective January 1, 1977, and through mutual agreement between the town and the Highway and Transportation Department, the town will take over maintenance of the streets within the area annexed from Warren County, effective January 1, 1977; and

WHEREAS, the Town of Front Royal 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, as amended, quarterly payments on 2.98 miles of the primary route extensions within the area annexed by the Town of Front Royal be included in the town's mileage for maintenance payments, effective January 1, 1977, for quarterly payment due after March 31, 1977. The additional mileage of primary route extensions eligible for payment is described on attached tabulation sheet 1, dated January 1, 1977.

This primary extension mileage, totaling 2.98 miles, increases the total primary extension mileage in the Town of Front Royal from 5.70 miles to 8.68 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments be made to the Town of Front Royal on additions of "Other Streets" annexed by the town, totaling 2.77 miles and meeting standards required by this section of the Code, effective January 1, 1977, for quarterly payment due after March 31, 1977. The additional mileage of "Other Streets" eligible for payment is described on attached tabulation sheet 2, dated January 1, 1977.

These "Other Streets" additions, totaling 2.77 miles, will increase the total mileage of "Other Streets" in the Town of Front Royal from 38.13 miles to 40.90 miles of approved streets subject to payment.

NOTION 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
4/

Sheet 1
January 1, 1977

Note: Existing Primary Road
Annexed by the Town of Front Royal
January 1, 1977

MUNICIPALITY Town of Front Royal

TOTAL ADDITIONAL MILEAGE REQUESTED 2.98

SUBMITTED BY THE CITY OR TOWN (Date 3/29/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date Apr. 1977)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Rt. 55 (East) John Marshall Hwy	From: Old E.C.L. To: New E.C.L.		80 Var.	20	1.04	No	Gravel	Asphalt	Two
Rt. 55 (West) Strubshurg Road	From: Int. Rt. 522 To: New M.C.L.		60 Var.	18	0.87	No	Gravel	Asphalt	Two
Rt. 522 (South) Remount Road	From: Old S.C.L. To: New S.C.L.		110 Var.	22	0.54	No	Gravel	Asphalt	Two
Rt. 522 (North) Shenandoah Ave.	From: Old N.C.L. To: .23 M.N. Old N.C.L.		80 Var.	40	0.23	Yes	Gravel	Asphalt	Four
Rt. 522 (North) Shenandoah Ave.	From: .23 M.N. Old N.C.L. To: New N.C.L.		80 Var.	36	0.31	Yes	Gravel	Asphalt	Three
					<i>Totals</i>				
					<i>2.98 miles = 6.73 lanes</i>				

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
January 1, 1977

MUNICIPALITY Town of Front Royal

TOTAL ADDITIONAL MILEAGE REQUESTED 4.12 2.77

SUBMITTED BY THE CITY OR TOWN (Date 3/29/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12/14/77)

Dedicated Date	NAME OF STREET	FROM (if widths vary list each change)	TO	ROW 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
1947	Rt. 647 Happy Creek Rd.	From: Front Royal Old E.C.L. To: Front Royal New E.C.L.		30	18	1.50	No	Gravel	S.T.	Two
1947	Rt. 1001 Walker Lane	From: Int. Rt. 55 East To: Anderson St.		50	24	0.07	No	Gravel	S.T.	Two
1947	Rt. 1002	From: Walker lane East To: Dead end		50	18	0.06	No	Gravel	S.T.	Two
1947	Rt. 1002 Anderson St.	From: Walker lane To: West to Dead end		50	18	0.09	No	Gravel	S.T.	Two
	Rt. 1103 Riverside Drive	From: Winchester Pike To: East-to-Dead end		40	12	0.17	No	Gravel	Gravel	Two
	Rt. 1101 Winchester Pike	From: Riverside Drive To: North to Duck St.		40 Var.	16	0.37	No	Gravel	S.T.	Two
	Rt. 1101 Duck St.	From: Int. Rt. 522 To: 0.41 M. W. Int. Rt. 522		50	20	0.41	No	Gravel	S.T.	Two
	Rt. 1101 Duck St.	From: Int. Rt. 522 To: 0.07 M. E. Int. Rt. 522		40	18	0.07	No	Gravel	S.T.	Two
	Rt. 645 Old Belmont Rd.	From: Int. Griser Rd. To: 0.77 M. S. Int. Griser Rd.		50	12	0.77	No	Gravel	Gravel	Two
	Rt. 653 Fox Drive	From: Int. Old Belmont Road To: 0.50 M. E. Int. Old Belmont Road		50	12	0.43	No	Gravel	Gravel	Two
	Rt. 1102 Stubsburg Road	From: Int. Rt. 522 To: Old Winchester Pike		60 Var.	22	0.20	No	Gravel	S.T.	Two
				<u>70 ft/s</u>		<u>2.77</u>	<u>miles = 5.54</u>	<u>total miles</u>		

SIGNED L. J. P. [Signature]
Dept. of Highways' Engineer

6/16/77

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Christiansburg on additional streets totaling 0.60 mile and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for the quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payment are described as follows:

Boxwood Drive	- From Palmer Street to Redwood Drive	0.14 Mile
Applewood Drive	- From Palmer Street to Redwood Drive	0.13 Mile
Hill Street	- From Colhoun Street to Stone Street	0.09 Mile
Reading Road	- From 1157.5 feet southeast of Southview Terrace to Glen Court	0.24 Mile

These additions, totaling 0.60 mile, increase the total mileage in the Town of Christiansburg from 46.50 miles to 47.10 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held in the Henry County Courthouse, Martinsville, Virginia, on April 25, 1977, at 10 a.m., pursuant to a formal request by resolution adopted by the Henry County Board of Supervisors, to consider the restriction of truck traffic on Route 944 from Route 57 to Route 662 and Route 1141 from Route 220 to Route 667; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that Route 944 from Route 57 to Route 662 and Route 1141 from Route 220 to Route 667 be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

MOTION CARRIED

6/16/77

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Blacksburg Municipal Building on May 26, 1977, at 2 p.m., for the purpose of considering the proposed construction of an interchange at the intersection of Route 460 and Prices Fork Road (Route 685) in the Town of Blacksburg, Montgomery County, State Project 6460-150-105, C-501, B-602; Federal Project APD-023-1 (); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's engineers, amended to construct a loop in the northeast quadrant and curb cut ramps for bike trails.

MOTION CARRIED, Mr. Hall abstaining.

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a Location Public Hearing was held in the Patrick County Courthouse, Stuart, Virginia, on May 9, 1977, at 1 p.m., for the purpose of considering the proposed location of Route 58 from 1.67 miles west of the intersection of Route 8 at Cruzes Store to 3.98 miles west of the intersection of Route 8 at Cruzes Store in Patrick County, State Project 0058-070-104, PE-102; and

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

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

6/16/77

NOW, THEREFORE, BE IT RESOLVED, that the location of this project be approved in accordance with Line "B" as proposed and presented at the said Location Public Hearing by the Department's engineers.

MOTION CARRIED

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

WHEREAS, the Accomack-Norhampton Transportation District ("District") must provide ten percent (10%) of the subsidy provided by the Federal Railroad Administration to cover losses resulting from the operation of the rail line, designated by USRA as Lines No. 165 and 166, for the period beginning April 1, 1977, and ending March 31, 1978; and

WHEREAS, legislation passed by the 1977 Virginia General Assembly (House Bill 2079) authorized the expenditure of certain secondary road system funds in support of the continuation of the existing rail transportation system within the District; and

WHEREAS, the Commission has received resolutions from Accomack County and Northampton County requesting that the sum of \$75,000 for each county be made available for payment to the Accomack-Norhampton Transportation District from the construction funds of the secondary road system allocation to each of these counties; and these funds totaling up to \$150,000 may be made available to the Accomack-Norhampton Transportation District at the request of both counties to be expended by the District only to defray rail capital, administrative, and maintenance of trackage necessary to provide a minimum safe level of service;

NOW, THEREFORE, BE IT RESOLVED, that the sum of \$25,000 for each of the counties from the aforementioned funds be made available immediately to the Accomack-Norhampton Transportation District upon the presentation of a request from the District to defray initial capital and administrative costs incurred by the District. Thereafter, payment will be made on an as-needed basis only upon receipt of a bill from the District assuring that the funds requested are necessary for the purposes authorized herein; and

BE IT FURTHER RESOLVED, that the Commissioner of Highways and Transportation be authorized to process these funds as described herein in the amount not to exceed a total of \$75,000 for each county.

MOTION CARRIED

6/16/77

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Bocock Elementary School located at the intersection of Routes 501 and 884 south of Lynchburg on March 24, 1977, at 7 p.m., for the purpose of considering the proposed improvement of Route 501 from 0.606 mile north of the South Corporate Limits of Lynchburg to 2.448 miles north of Rustburg and of Route 685 from the intersection of Route 501 to 0.21 mile east of the intersection of Route 501 in the City of Lynchburg and Campbell County, State Projects 0501-118-101, C-501; 0501-015-103, C-501, C-502; 0665-015-149, C-501; Federal Projects F-041-1 (); RS-1558 (2); RS-1558 (3); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's engineers, amended to adjust some crossovers and extend Project 0501-015-103, C-501, to include the north intersection of Route 680.

MOTION CARRIED

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

WHEREAS, in accordance with Department Policy, a firm proposal has been received from the consulting firm of Hayes, Seay, Mattern and Mattern, Roanoke, Virginia, for Stage I (Preliminary Design and Estimates), Stage II (Final Plans and Estimates), and Stage III (Review of Shop Drawings) for Route I-66 structures. This work is from Sycamore Street to Bon Air Park and is identified as:

Route I-66, Project 0066-000-102, PE-101, C-501
Arlington County

6/16/77

WHEREAS, due to the urgency of commencing, the magnitude, and the time limit to complete this design, work requires augmentation of the Department's design staff; and

WHEREAS, the consulting firm of Hayes, Seay, Mattern and Mattern, who performed the original preliminary engineering for this project, is in the best position to provide the service more expediently and economically than other engineering firms; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of a Memorandum of Agreement with Hayes, Seay, Mattern and Mattern which establishes a lump sum fee of \$163,100.

MOTION CARRIED

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

WHEREAS, in accordance with Department Policy a firm proposal has been received from the consulting firm of Hardesty and Hanover for technical inspection of the Reconstruction Contract to restore the lift span, north tower and truss, and the electrical and mechanical work attendant thereto of the Benjamin Harrison Bridge. This work is identified as highway project Route 156, Project D156-074-009, B-602, Prince George and Charles City Counties; and

WHEREAS, the highly specialized nature of this type of moveable bridge requires augmentation of the Department's field forces by specialized engineers not normally maintained on the Department staff, such as electrical and mechanical engineers; and

WHEREAS, the consultants for design of the bridge, Hardesty and Hanover, are in the best position to provide a service more expediently and economically than other engineering firms; and

WHEREAS, the total service provided includes a man on the project for field consultation during the contract, electrical inspectors and mechanical inspectors as needed, and shop drawing review and consultation from their New York office as needed. These services are to be provided until the construction work is completed, which is estimated to be September, 1978; and

6/16/77

WHEREAS, after careful consideration of these required services and just compensation for same as established and set forth in the Memorandum of Agreement for Technical Inspection of Construction;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of a Memorandum of Agreement with Hardesty and Hanover which establishes a fixed fee of \$21,325 with a maximum total compensation not to exceed \$235,000.

MOTION CARRIED

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

WHEREAS, for many years there has been considerable local interest for improved transportation service between Scotland Point in Surry County and the existing dock at Glass House Point in James City County, which is currently provided by the Jamestown Ferry; and

WHEREAS, some preliminary studies have been performed in this area by the Department, and it has been determined that the magnitude of the study effort required is beyond the Department's capability in view of the current workload; and

WHEREAS, a proposal has been prepared by the consulting firm, Howard, Needles, Tammen and Bergendoff, for an overall study which is more specifically known as Route 31, Project 0031-090-104, PE-101, James City and Surry Counties, from Scotland Point (Surry County) to the existing dock at Glass House Point (James City County); and

WHEREAS, the consultant has agreed to perform the work for a fixed fee of \$40,000 with the maximum total compensation not to exceed \$380,000; and

WHEREAS, after careful consideration and evaluation of both the Scope of Work and Schedule of Compensation submitted by the consultant, the Department has determined the Scope of Work is adequate and the Schedule of Compensation is reasonable;

NOW, THEREFORE, BE IT RESOLVED, that this agreement be approved which establishes a fixed fee of \$40,000 and a maximum compensation not to exceed \$380,000 as stipulated in the Memorandum of Agreement for the study.

MOTION CARRIED

6/16/77

that Moved by Mr. Landes, seconded by Mr. Beeton,

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 Town Council of New Market and the Board of Supervisors of Shenandoah County have by resolutions requested the use of recreational access funds to provide adequate access to the New Market Recreational Park, located off Route 17 in the Town of New Market in Shenandoah County, estimated to cost \$25,000; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that \$25,000 from the 1976-77 recreational access fund be allocated to assist in providing adequate access to the New Market Recreational Park, located off Route 17 in the Town of New Market in Shenandoah County, Project 1003-269-181, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

that Moved by Mr. Landes, seconded by Mr. Beeton,

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

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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 Frederick County has by resolution requested the use of recreational access funds to provide access to the Frederick County Park, located off Route 277 east of the Town of Stephens City in Frederick County, estimated to cost \$86,000; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that \$86,000 from the 1976-77 recreational access fund be allocated to provide access to the Frederick County Park, located off Route 277 east of the Town of Stephens City in Frederick County, Project 0726-034-168, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 to ". . . be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities, and towns to industrial sites on which manufacturing, processing, or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Chesterfield County has by resolution requested the use of industrial access funds to provide adequate access to the new facility of Adamson Company, Incorporated, located off Route 617 in Chesterfield County, estimated to cost \$50,000; and

6/16/77

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 \$50,000 from the 1976-77 industrial access fund be allocated to assist in providing access to the new facility of Adamson Company, Incorporated, located off Route 617 in Chesterfield County, Project 0617-020-190, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

Moved by Mr. Landes, seconded by Mr. Beaton,
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 Chesterfield County has by resolution requested the use of recreational access funds to provide adequate access to the Pocahontas State Park, located off Route 655 in Chesterfield County, estimated to cost \$400,000; and

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

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

6/16/77

NOW, THEREFORE, BE IT RESOLVED, that \$200,000 from the 1976-77 recreational access fund be allocated to assist in providing adequate access to the Pocahontas State Park, located off Route 655 in Chesterfield County, Project 0655-020-189, C-501, contingent upon (1) the necessary right of way and adjustment of utilities being provided at no cost to the recreational access fund, and (2) the concurrence of the Board of Supervisors of Chesterfield County in supplementing this allocation with the necessary additional regular secondary construction funds to finance the project.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 to ". . . be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities, and towns to industrial sites on which manufacturing, processing, or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Chesterfield County has by resolution requested the use of industrial access funds to assist in providing access to several industrial facilities located in the Chesterfield Airport Industrial Park, east of Route 10 in Chesterfield County, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$100,000 from the 1976-77 industrial access fund be allocated to assist in providing access to the Goodall Rubber Company; Custom Metal Fabricators, Incorporated; Applied Fluid Power, Incorporated; and Marco Machine & Design, Incorporated; located within the Chesterfield Airport Industrial Park east of Route 10 in Chesterfield County, Project 0701-020-185, C-502, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

6/16/77

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 to " . . . be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities, and towns to industrial sites on which manufacturing, processing, or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of Roanoke has by resolution requested the use of industrial access funds to assist in providing access to the proposed new facility of Collegiate Pacific Company, located off Rockland Avenue Northwest in the City of Roanoke, estimated to cost \$45,000; 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 \$36,000 from the 1976-77 industrial access fund be allocated to assist in providing access to the proposed new facility of Collegiate Pacific Company, located off Rockland Avenue Northwest in the City of Roanoke, Project 9999-128-105, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) the City of Roanoke's bearing all costs attributable to the additional 6-foot width necessary over and above the normal 24-foot width in order to qualify for maintenance payments under Section 33.1-43 of the Code of Virginia, as amended.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 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

6/16/77

WHEREAS, the Board of Supervisors of Amherst County has by resolution requested the use of industrial access funds to provide adequate access to the expanding facility of Carolina Steel Corporation, located in the Elon Industrial Park off Route 766 west of Martins Store in Amherst County, estimated to cost \$50,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the 1976-77 industrial access fund be allocated to provide adequate access to the expanding facility of Carolina Steel Corporation, located in the Elon Industrial Park off Route 766 west of Martins Store in Amherst County, Project 0766-005-161, C-501.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 to ". . . be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities, and towns to industrial sites on which manufacturing, processing, or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Augusta County has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Degesch America, Incorporated, to be located off Route 256 near Weyers Cave in Augusta 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 1976-77 industrial access fund be allocated to provide access to the proposed new facility of Degesch America, Incorporated, to be located off Route 256 near Weyers Cave in Augusta County, Project 2011-007-211, C-501, contingent upon the industry's entering into a firm contract for

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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. Hooper, seconded by Mr. Glass,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1976-77 to " . . . be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities, and towns to industrial sites on which manufacturing, processing, or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of industrial access funds to assist in providing access to the proposed new facility of Bato Company Newsprint Mill, to be located off Route 738 east of Gum Tree in Hanover County, estimated to cost \$645,000; 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 \$250,000 from the 1976-77 industrial access fund be allocated to assist in providing access to the proposed new facility of Bato Company Newsprint Mill, to be located off Route 738 east of Gum Tree in Hanover County, Project 0738-042-193, C-503, B-623, contingent upon (1a) the industry's entering into a firm contract for the construction of its facility, or (1b) the posting of a bond in the amount \$645,000 for a period of one year from the date of the Commission's allocation, after which date the bond shall be forfeited to the Department if the industry has not entered into a contract in accordance with (1a); (2) the right of way and adjustment of utilities being provided at no cost to the industrial access fund; (3) the contribution of \$100,000 toward the project from nonpublic sources; and (4) the industrial access allocation being supplemented with regular secondary funds to the extent necessary for a complete project; said allocation to be chargeable against Hanover County eligibility for the 1977-78 fiscal year due to previous allocation.

MOTION CARRIED

6/16/77

Moved by Mr. Glass,

seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 60, State Highway Project 0060-121-104, RW-201 the Commonwealth acquired certain land from United Virginia Bank/Citizens and Marine, and Stuart R. Moore by Certificate No. C-20057, case for which has been completed, and recorded in Deed Book 759, Page 394 in the Office of the Clerk of the Hustings Court of the City of Newport News; and

WHEREAS, on the west side of Route 60, there exists a surplus parcel of land, so acquired lying in the center of the triangle formed by Culpeper Avenue, Haughton Avenue, and the connection to Haughton Avenue; and

WHEREAS, the former owners of the land have requested that the Commonwealth convey the parcel to them in accordance with a prior commitment which was made, should the property become available for sale; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land bounded by the southwest proposed right of way line of Haughton Avenue, the north proposed right of way line of Culpeper Avenue and the east proposed right of way line of the connection to Haughton Avenue from a point 25.0 feet opposite Station 10+64 (centerline Haughton Avenue) to a point 25.0 feet opposite Station 11+54 (centerline connection Haughton Avenue) 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 provisions of §33.1-149 of the 1950 Code of Virginia as amended, to the former owners of record, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite; and

FURTHER, THAT the resolution pertaining to the proposed sealed bid sale of the aforementioned lands, passed by the State Highway and Transportation Commission on June 19, 1975, is hereby rescinded.

Motion carried.

Moved by Mr. Glass,

seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 28, now Route 29, State Highway Project 503, now Project 6029-056-109, RW-201, the Commonwealth acquired certain lands from J. W. Johnson, et al by deed dated September 19, 1927 and recorded in Deed Book 48, Page 220 and is recorded in the Office of the Clerk of the Circuit Court of Madison County; and

6/16/77

WHEREAS, under Project 6029-056-109, RW-201, a section of Route 29 was relocated in a western direction, which serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the County Board of Supervisors at its meeting held on April 29, 1977 abandoned the section of old Route 29 from a point opposite approximate Station 1010+00 to the center of Rapidan River; and at its meeting held on May 19, 1977 the State Highway and Transportation Commission concurred in the abandonment of the old location of Route 29; and

WHEREAS, the owners of the adjoining land are agreeable to conveying the land necessary for the relocation of Route 621 in exchange for the land comprising the old location of Route 29; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the old location of Route 29 lying southeast of the southeast right of way line of present Route 29 from a point in the center of the Rapidan River opposite approximate survey Station 1004+30 (centerline Route 29) to a point opposite approximate survey Station 1010+00 (centerline Route 29) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowners of record in exchange for the land needed for Route 621 and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-091-101, RW-201, the Commonwealth acquired certain lands, including a dwelling from George E. Maryland by Certificate No. C-19600 case for which has been settled by Agreement, as recorded in Deed Book 75, Page 554 in the Office of the Clerk of the Circuit Court of Sussex County; and

WHEREAS, in order to relocate Mr. Maryland and family, last resort housing was deemed necessary after an exhaustive search was made in the area for an existing home; and

6/16/77

WHEREAS, the Commonwealth has since acquired from Milton E. Trimm and Lucy H. Trimm approximately one acre of land lying adjacent to Route 610 in Sussex County, on which a new home has been constructed and is now ready for occupancy; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land acquired from Milton E. Trimm and Lucy H. Trimm by deed dated February 18, 1977 and recorded in Deed Book 86, Page 582 in the Office of the Clerk of the Circuit Court of Sussex County does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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 a deed in the name of the Commonwealth conveying same, without warranty, to Mr. George E. Maryland, a displacee on the aforesaid project, for no consideration and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass, seconded by Mr. Frañin,

that

WHEREAS, in connection with Route 33, State Highway Project 0033-059-102, C-501, the Commonwealth acquired certain lands from Richard Carlton Conley and Mary H. Conley by deed dated January 29, 1963 as recorded in Deed Book 82, Page 146; from Paul T. Hopkins by deed dated December 17, 1962 as recorded in Deed Book 82, Page 164; and from Maud E. Hurd by deed dated December 17, 1962 and recorded in Deed Book 81, Page 305. These deeds are recorded in the Office of the Clerk of the Circuit Court of Middlesex County; and

WHEREAS, under Project 0033-059-102, C-501, a section of Route 33 was relocated in a southern direction, serving the same citizens as the old location; and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at its regular meeting held on May 19, 1977, the State Highway and Transportation Commission abandoned the old section of Route 33 from a point opposite Station 107+90 to a point opposite Station 111+20; and

WHEREAS, the adjacent landowner has requested that the Commonwealth convey to her the excess land lying north of and adjacent to the north normal right of way limits of present Route 33 in order that she may more fully develop her lands; and

6/16/77

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying north of and adjacent to the north normal right of way limits of present Route 33 from a point approximately 35 feet opposite approximate Station 108+06 (centerline Route 33) to a point approximately 35 feet opposite approximate Station 111+00 (centerline Route 33) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass,

seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-000-101, RW-201, the Commonwealth acquired by donation a perpetual easement for the proposed extension of Army-Navy Drive from John A. Stone and Phyllis M. Stone by deed dated December 31, 1970 as recorded in Deed Book 1743, Page 598 in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, the County of Arlington has abandoned its proposal to extend Army-Navy Drive and the owners of the underlying fee have requested that the perpetual easement, so acquired be returned to them in order that they may more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the perpetual easement acquired from John A. Stone and Phyllis M. Stone by deed dated December 31, 1970 as recorded in Deed Book 1743, Page 598 in the Office of the Clerk of the Circuit Court of Arlington County, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the perpetual easement, so certified, 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 to the owners of the underlying fee for no consideration and subject to such restrictions as may be deemed requisite.

Motion carried.

6/16/77

Moved by Mr. Glass, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 460, State Highway Project 1913-04, the Commonwealth negotiated for certain lands needed from F. H. Combs and wife, Harriette, and C. H. Combs and wife, Marion S; and

WHEREAS, an agreement was reached whereby the Commonwealth would convey a strip of existing right of way in the Town of Grundy in exchange for the lands required from the Combs; and

WHEREAS, recently, it was brought to the attention of the Department that the exchange of lands has never been consummated, and the Heirs at Law of F. H. Combs and C. H. Combs now wish to bring this matter to a conclusion; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the south existing right of way line of Route 460 and the south revised right of way line from a point approximately 23 feet opposite approximate Station 12+64 (office revised centerline) to a point approximately 25 feet opposite approximate Station 15+45 (office revised centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed of quitclaim in the name of the Commonwealth conveying same to the adjoining landowners of record, the Heirs at Law of F. H. Combs and C. H. Combs, subject to such restrictions as may be deemed requisite and in exchange for a deed to the lands required for Route 460.

Motion carried.

Moved by Mr. Glass, seconded by Mr. Fralin,

that

WHEREAS, in connection with Tidewater Drive, Hampton Roads Bridge Tunnel Project (Contract D-2), the Commonwealth acquired all the lands of Mirrie Krauss by deed dated August 24, 1955 as recorded in Deed Book 706, Page 419 in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, a portion of the land, so acquired, lies outside the east limited access line of Tidewater Drive and the adjoining landowner has requested that any of the land which can be declared surplus be conveyed to him in order that he may more fully develop his property; and

6/16/77

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the east side of and adjacent to the east limited access line of Tidewater Drive from a point approximately 40 feet opposite approximate Station 1132+23 (construction centerline) to a point approximately 39 feet opposite approximate Station 1133+33 (construction 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, so certified, 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, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 10, State Highway Project 7010-046-101, RW-201 and Route 626, State Highway Project 1346-08, the Commonwealth acquired certain lands from Willard Epps, et al by deed dated May 12, 1970 as recorded in Deed Book 201, Page 612 and from Isabelle T. Dalk and Merritt A. Dalk as recorded in Deed Book 149, Page 279 in the Office of the Clerk of the Circuit Court of Isle of Wight County; and

WHEREAS, under State Highway Project 7010-046-101, RW-201, a section of Route 626 was relocated in a northeastern direction from Station 12+00 (centerline Conn. Route 626) to Station 30+00 (centerline Conn. Route 626) which serves 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 Isle of Wight County at its meeting held on June 3, 1976; and

WHEREAS, the adjoining landowner of record is interested in acquiring any surplus land lying outside the southwest normal right of way limits of present Route 626 including certain portions of old Route 626 in order that she may more fully develop her property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southwest of and adjacent to the southwest normal right of way limits of present Route 626 from a point approximately 50 feet opposite approximate Station 191+00 (construction centerline Route 10) to a point approximately 35 feet opposite approximate Station 28+10 (centerline Conn. Route 626) 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 and the State Highway System.

NOW, THEREFORE, the conveyance of the land, so certified, to the adjoining landowner of record in accordance with the provisions of §33.1-154 and §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, without warranty, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass, seconded by Mr. Fralin,

that

WHEREAS, the Commonwealth acquired the lands and improvements of the Chesapeake Ferry Company by instrument dated June 5, 1948 as recorded in Deed Book 515, Page 415 and June 16, 1948 as recorded in Deed Book 516, Page 520; and

WHEREAS, in connection with the Hampton Roads Bridge Tunnel Project (Contract D-1), the Commonwealth also acquired in the City of Norfolk certain lands from Joseph F. McSweeney and Helen M. McSweeney by Certificate dated March 26, 1956, case for which was settled by award of Commissioners on December 2, 1958; and

WHEREAS, the property was used for several years as the old ferry terminal site at Willoughby Spit and in recent years has been used as a staging area for the construction of the second Hampton Roads tunnel and the retrofit operations in the first tunnel; and

WHEREAS, as there has been much interest shown in the residue of the property, particularly from the City of Norfolk and the Virginia Port Authority, it is recommended that the land be made available for sale as soon as possible; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land delineated on the plans for Route 64, State Highway Project 0064-122-101, RW-203 and lying on the southwest side of and adjacent to the southwest existing right of way line of Little Bay Ave. from a point 30 feet opposite Station 12+21.44 (centerline Relocated Little Bay Ave.) to a point 30 feet opposite Station 13+71.91 (centerline Relocated Little Bay Ave.) 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 as of the date the property is vacated by the contractor presently using it.

NOW, THEREFORE, the conveyance of the said land, so certified, 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 a deed or deeds in the name of the Commonwealth conveying same, when it is vacated by the contractor, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

6/16/77

that Moved by Mr. Crows, seconded by Mr. Landes,

WHEREAS, on February 24, 1977, the Benjamin Harrison Bridge on Virginia Route 156, a vital link in this Commonwealth's highway system, was heavily damaged when struck by a commercial ship; and

WHEREAS, the accident and necessary repairs caused the bridge to be closed, disrupting normal traffic service between the Hopewell area and Charles City County; and

WHEREAS, Major General Alton G. Post, Commanding General of Fort Eustis, Virginia, and his staff and men came to the aid of the Commonwealth and its people with high levels of leadership and responsiveness, providing an emergency ferry service during the spring of 1977 and until other ferry arrangements could be made; and

WHEREAS, the 10th Transportation Battalion, under the direction of Lieutenant Colonel William P. Pagonis, excelled in its operation of the emergency ferry through dependable service and by demonstrating understanding and patience toward the public; and

WHEREAS, Captain William T. Washo, on-site commander of the emergency operation, and his landing craft crews served with enthusiasm and excellence, and developed a spirit of friendliness and confidence with the public; and

WHEREAS, throughout this period the cooperation between the military personnel and the Virginia Department of Highways and Transportation was exemplary in every respect, resulting not only in high levels of public service but also in extensive economic benefit to the Hopewell and Charles City County areas;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Commission by unanimous vote on this 16th day of June, 1977, extends to General Post, his staff and men its deep and lasting gratitude and hearty congratulations for a difficult job performed with exceedingly great competence and with deep commitment to the public good.

MOTION CARRIED

6/16/77

Moved by Mr. Crowe, seconded by Mr. Landes,
that the Commission confirm letter ballot action on bids received
May 24, 1977, on the following projects:

Project 0000-128-102, C-501, C-502, B-604, B-605; 0024-128-103, C-501

FROM: Riverdale Road TO: Dale Avenue and FROM: 11th Street TO: 19th Street,
City of Roanoke. Award of contract to low bidder, McDowall & Wood, Inc.,
Salem, Virginia.

Bid	\$3,972,201.83
10% for engineering and additional work	397,220.18
Amount chargeable to project	4,369,422.00

\$1,549,422 to be provided from future Urban Allocations.

Project 0001-042-703, M-400; 0054-042-706, M-400

FROM: 0.013 Mi. N. Henrico-Hanover CL TO: 0.263 Mi. N. Henrico-Hanover
CL and FROM: 0.326 Mi. W. Int. 810 TO: 0.032 Mi. W. Int. 810, Hanover
County. Award of contract to low bidder, Lee Hy Paving Corporation,
Richmond, Virginia.

Bid	\$69,646.66
10% for engineering and additional work	6,964.66
Work by State Forces	19,250.11
Amount chargeable to project	95,861.00

\$44,161 to be provided from Primary Construction Allocations.

Project 0001-127-103, C-501

W. Cary Street - W. Broad Street, City of Richmond. Award of contract
to low bidder, Lee Hy Paving Corporation, Richmond, Virginia.

Bid	\$696,631.37
10% for engineering and additional work	69,663.13
Work by State Forces	21,945.00
Amount chargeable to project	788,239.00

\$88,257.47 to be provided from future Urban Allocations.

6/16/77

Project 0005-047-106, N-501

East End Bridge over Chickahominy River - 5.924 Mi. E. East End Bridge over Chickahominy River, James City County. Award of contract to low bidder, Blakemore Construction Corporation, Richmond, Virginia.

Bid	\$373,444.00
10% for engineering and additional work	37,344.40
Work by State Forces	11,000.13
Amount chargeable to project	421,788.00

\$336,788 to be provided from future Primary Construction Allocations.

Project 0006-062-1036

Bridge over Rockfish River, Nelson County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Virginia.

Bid	\$221,726.80
10% for engineering and additional work	22,172.68
Amount chargeable to project	243,899.00

Project 6017-030-105, C-501

5.660 Mi. W. Stafford CL - 3.106 Mi. S. Southern Railroad (Bealeton), Fauquier County. Award of contract to low bidder, Bero Construction Corporation, Waterloo, New York.

Bid	\$1,498,904.19
10% for engineering and additional work	149,890.41
Work by State Forces	2,099.90
Amount chargeable to project	1,650,894.00

\$1,456,377 to be provided from Primary Construction Allocations.

Project 0017-099-104, N-501

6.66 Mi. Shoulder Widening and Stabilization - 0.5 Mi. N. Int. 636 - Underpass at 134, York County. Award of contract to low bidder, Rea Construction Company, Charlotte, North Carolina.

Bid	\$132,287.00
10% for engineering and additional work	13,228.70
Amount chargeable to project	145,515.00

\$145,515 to be provided from future Primary Construction Allocations.

6/16/77

Project 0028-076-701, M-400

Right-Turn and Accel. Lane - 0.156 Mi. W. Int. Route 1006 - 0.246 Mi. E. Int. Route 1006, Prince William County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$68,516.65
10% for engineering and additional work	6,851.66
Work by State Forces	2,466.73
Amount chargeable to project	77,835.00

\$53,335 to be provided from Primary Construction Allocations.

Project 0060-014-101, C-503

0.531 Mi. W. Int. 15 - 0.341 Mi. E. Int. 15, Buckingham County. Award of contract to low bidder, Marvin V. Templeton & Sons, Inc., Lynchburg, Virginia.

Bid	\$811,562.54
10% for engineering and additional work	81,156.25
Work by State Forces	9,212.50
Amount chargeable to project	901,931.00

\$901,931 to be provided from future Primary Construction Allocations.

Project 0060-063-101, C-501, B-601; 0060-047-107, C-501

0.376 Mi. E. James City-New Kent CL - 0.069 Mi. W. James City-New Kent CL, New Kent and James City Counties. Award of contract to low bidder, Abernathy Construction Corporation, Farmville, Virginia.

Bid	\$332,702.15
10% for engineering and additional work	33,270.21
Work by State Forces	7,302.67
Amount chargeable to project	373,275.00

\$90,362 to be provided from future Primary Construction Allocations.

Project 0064-003-104, S-901; 0064-081-101, S-901, S-902, S-903, S-904, S-905, S-906

15.227 Mi. Permanent Traffic Signs - 5.788 Mi. W. Alleghany-Rockbridge CL - 6.657 Mi. W. Int. 81, Alleghany and Rockbridge Counties. Award of contract to low bidder, Lewhite Construction Company, Inc., Richmond, Virginia.

Bid	\$84,734.00
10% for engineering and additional work	8,473.40
Amount chargeable to project	93,207.00

\$93,207 to be provided from future Interstate Construction Allocations.

6/16/77

Route 64, Project 0064-099-1818

Bridge Route 173 over C&O Railroad and 64, City of Newport News. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid	\$286,032.00
10% for engineering and additional work	28,603.20
Amount chargeable to project	314,635.00

To be financed from the Suffolk District Interstate Maintenance Replacement Fund.

Route 65, Project 0065-084-103, C-501, B-601, B-602

Int. 72 (Dungannon) - 0.643 Mi. E. Int. 72, Scott County. Award of contract to low bidder, Pendleton Construction Corporation, Wytheville, Virginia.

Bid	\$829,600.80
10% for engineering and additional work	82,960.08
Work by State Forces	2,420.00
Railroad	10,747.57
Flagging	2,420.00
Amount chargeable to project	928,148.00

\$318,939 to be provided from future Primary Construction Allocations.

G-305

Route 66, Project 0066-030-002, G-302, B-630, B-631, B-632, B-633

0.658 Mi. 2 La. Grade, Drain, & Bridges - 2.643 Mi. W. Int. 731 - 1.934 Mi. W. Int. 731, Fauquier County. Award of contract to low bidder, Moore Bros. Company, Inc., Verona, Virginia.

Bid	\$1,839,554.20
10% for engineering and additional work	183,955.42
Work by State Forces	2,294.82
Railroad	11,715.00
Flagging	13,875.00
Amount chargeable to project	2,051,394.00

Route 85, Project 0085-072-101, L-802

Rest Area Buildings and Related Items at Approx. 3.6 Mi. E. Route 1 (East of Alberta), Brunswick County. Award of contract to low bidder, Southwood Builders, Inc., and Central Contracting Company, Inc., Farmville, Virginia.

Bid	\$1,036,154.30
10% for engineering and additional work	103,615.43
Work by State Forces	4,051.98
Amount chargeable to project	1,143,821.00

6/16/77

Route 95, Project 0095-091-004, C-501

1.130 Mi. N. Norfolk & Western Railway (At Jarratt) - 1.265 Mi. N. Int. 645, Sussex County. Award of contract to low bidder, Bero Construction Corporation, Waterloo, New York.

Bid	\$4,082,012.20
10% for engineering and additional work	408,201.22
Work by State Forces	15,730.00
Amount chargeable to project	4,505,956.00

\$1,263,215 to be provided from future Interstate Construction Allocations.

Route 137, Project 0137-055-105, N-501

0.069 Mi. E. Int. 138 - 1.344 Mi. E. Int. 138, Lunenburg County. Award of contract to low bidder, T&L Construction Company, Powhatan, Virginia.

Bid	\$ 95,782.90
10% for engineering and additional work	9,578.29
Work by State Forces	4,400.00
Amount chargeable to project	109,761.00

\$109,761 to be provided from future Primary Construction Allocations.

Route 220, Project 6220-128-105, P-401

0.141 Mi. N. 220 (Franklin Road) - 0.900 Mi. N. SCL Roanoke, City of Roanoke. Award of contract to low bidder, Virginia Asphalt Paving Company, Inc., Roanoke, Virginia.

Bid	\$1,184,409.61
10% for engineering and additional work	118,440.96
Work by State Forces	6,930.00
Amount chargeable to project	1,309,780.00

\$1,309,780 to be provided from Primary Construction Allocations.

Route 460, Project 0460-013-708, M-400; 701, M-600

Guardrail Improvements and Bridge Widening - Yazewell CL (MP.0.00) - Deal (MP.16.13), Buchanan County. Award of contract to low bidder, S.M.S., Inc., Kinston, North Carolina.

Bid	\$ 94,472.50
10% for engineering and additional work	9,447.25
Amount chargeable to project	103,919.00

\$27,230 to be provided from future Primary Construction Allocations.

6/16/77

Route 522, Project 0522-093-1015

Bridge repair - Bridge over North Fork - Shenandoah River, Warren County. Award of contract to low bidder, Pneumatic Concrete, Inc., Birmingham, Alabama.

Bid	\$128,360.00
10% for engineering and additional work	12,836.00
Amount chargeable to project	141,196.00

To be financed from the 1977-78 Staunton District Primary Maintenance Replacement Fund.

Route 602, Project 0602-091-130, C-501

Int. 623 - 1.701 Mi. E. Int. 623, Sussex County. Award of contract to low bidder, J. H. Lee & Sons, Inc., Courtland, Virginia.

Bid	\$164,822.75
10% for engineering and additional work	16,482.27
Utilities	5,998.00
Amount chargeable to project	187,303.00

\$27,232 to be provided from Secondary Construction Allocations.

Route 616, Project 0616-045-116, B-606

Bridge only - Bridge over Cowpasture River, Highland County. Award of contract to low bidder, Burado Construction Company, Salem, Virginia.

Bid	\$119,842.00
10% for engineering and additional work	11,984.20
Amount chargeable to project	131,826.00

\$65,170.87 to be provided from future Secondary Construction Allocations.

Route 695, Project 0695-001-153, C-501

Int. 692 - Int. 701, Accomack County. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

Bid (Alternate)	\$847,150.40
10% for engineering and additional work	84,715.04
Amount chargeable to project	931,865.00

\$367,711 to be provided from future Secondary Construction Allocations.

6/16/77

Route 701, Project 0701-020-185, C-501

0.174 Mi. N. Int. 10 - 0.798 Mi. N. Int. 10, Chesterfield County. Award of contract to low bidder, Shoosmith Brothers, Inc., Chester, Virginia.

Bid	\$83,300.75
10% for engineering and additional work	8,330.07
Amount chargeable to project	91,630.00

Route 11 (NBL), Project APP-3-77

Asphaltic Pavement Planing - Int. 763 (N. Lexington) M.P. 14.05 - South Ramp 81 M.P. 11.05, Rockbridge County. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid	\$41,059.20
10% for engineering and additional work	4,105.92
Amount chargeable to project	45,165.00

To be financed from the 1977-78 Staunton District Primary Maintenance Replacement Fund.

Project GN-5-77

Guardrail maintenance - Various locations, Suffolk District. Award of contract to low bidder, Makco Inc., Charlottesville, Virginia.

Bid	\$32,960.00
10% for engineering and additional work	3,296.00
Amount chargeable to project	36,256.00

To be financed from Suffolk District Ordinary Maintenance Fund or Accounts Receivable.

Project GR-8-77

Guardrail replacement - Various locations, Staunton District. Award of contract to low bidder, Makco Inc., Charlottesville, Virginia.

Bid	\$78,846.50
10% for engineering and additional work	7,884.65
Amount chargeable to project	86,731.00

To be financed from the Staunton District Primary Construction Allocation for 1977-78 fiscal year.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Landes,
that the Commission confirm letter ballot action rejecting bids received
May 24, 1977, and authorize readvertisement of the following projects:

6/16/77

Route 5, Project 0005-047-105, M-501; 701, M-600

Approach over Powhatan Swamp - 0.24 Mi. W. Int. 199, James City County.
Low bid - 94.5% over estimate.

Route 11, Project 0011-115-101, C-502, FS-702

0.037 Mi. S. Int. Monument Avenue - Int. Grattan Street, City of Harrisonburg.
Low bid - 43.3% over estimate.

Route 13, Project 0013-061-109, N-501

Int. Route 668 - North Carolina State Line, City of Suffolk. Low bid -
83.9% over estimate.

Route 15, Project 0015-068-009, C-501, C-502

0.225 Mi. N. SCL Orange - 0.321 Mi. S. SCL Orange, Orange County and
Town of Orange. Low bid - 12.8% over estimate.

Route 22, Project 0022-002-701, M-600

Drainage improvements and bridge widening - Various locations between
744 and 231, Albemarle County. Low bid - 18.9% over estimate.

Route 95, Project 0095-127-2835

Bridge inspection walk - Bridge over James River (North End), City of
Richmond. Low bid - 170.0% over estimate.

Routes 340 and 622, Projects 0340-069-110, C-501; 0622-303-142, C-501

FROM: 0.093 Mi. W. WCL Stanley TO: 0.943 Mi. E. WCL Stanley and FROM:
0.016 Mi. N. Int. 340 TO: 0.068 Mi. N. Int. 340, Page County and Town
of Stanley. Low bid - 32.8% over estimate.

Route 500 - Projects 0600-074-121, M-501; 139, B-621; 0600-090-138, M-501

0.112 Mi. S. Prince George Cl - Int. 611, Prince George and Surry Counties.
Low bid - 65.6% over estimate.

6/16/77

Route 650, Project 0650-069-124, C-501, B-613

Int. 340 - 0.172 Mi. E. Int. 602, Page County. Low bid - 17.8% over estimate.

Project W000-122-113, C-501, B-606

52nd Street - Bolling Avenue, City of Norfolk. Low bid - 14.8% over estimate.

MOTION CARRIED

Mr. Roos told the Commission of the recommendations of the study committee on the Jamestown Ferry, as outlined in his report to Mr. Harwood of May 16, 1977, attached. After some discussion, it was decided that, in addition to the consultant's study approved in these minutes, Mr. Wray would look into the possible purchase of a new ferryboat (one of the committee's recommendations) and report to the Commission at its next meeting.

The next meeting of the Commission will be held in Richmond on July 14, 1977, at 10 a.m.

The meeting adjourned at 11:47 a.m.

Approved:

Chairman

Attested:

Secretary

COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
RICHMOND, 23219

May 16, 1977

DIRECTOR OF PLANNING
F. S. COLDIRON
DIRECTOR OF ENGINEERING
H. R. PERKINSON, JR.
DIRECTOR OF PROGRAM MANAGE

IN REPLY PLEASE REFER TO

Study Committee - Jamestown Ferry

Mr. John E. Harwood, Commissioner
Virginia Department of Highways
and Transportation
1221 East Broad Street
Richmond, Virginia 23219



Dear John:

The Jamestown Ferry Study Committee, composed of Mr. T. Ray Hassell, III, Mr. Charles S. Hooper, Jr. and me, met at the site of the Jamestown-Scotland Ferry on May 12 to observe the ferry system in action and to discuss with operating personnel problems of running this system. Those in attendance from the Department of Highways and Transportation were Mr. J. M. Wray, Jr., Director of Operations, Mr. C. O. Leigh, Maintenance Engineer, Mr. J. S. Hodge, District Engineer, Mr. D. N. Simmers, Resident Engineer, and Mr. Ray Ward, Captain in charge of ferry operations.

We made one round trip crossing between Scotland and "Jamestown". Before and during this crossing, we thoroughly inspected the engine room, the fire prevention system, pilot house, restrooms, passenger deck and vehicular deck of this boat. We also reviewed the schedule of the boats and inspected logs showing the traffic using the boat as well as traffic delayed due to boat capacities for recent months.

In a meeting following the boat trip, Mr. J. S. Hodge, District Engineer, was requested to review the main complaints and points of discussion at the public meeting he attended with the Board of Supervisors on March 24, 1977. Although many details of the ferry operation were discussed at this meeting, it seemed to us the main thrust of the complaints was the relative unreliability of the ferryboat service. As we see it, when the boats are in good order and can be run, adequate service is rendered; however, when one of the large boats is down on a busy day or weekend, service lags and people become upset.

Considering the overall problem, this committee recommends that the Department of Highways and Transportation take the following action to develop a more

reliable ferry service:

- (1) Licensed personnel positions serving in the ferry system be restudied for upgrading and pay. As we see it, this is the only way the State will be able to acquire licensed personnel to man the necessary crews both now and in the future.
- (2) Improve and upgrade the maintenance program of the existing ferryboats; including additional inspections by qualified personnel either from the Department or through Consultants. Unless existing equipment is maintained to a higher degree, including possible overhaul, reliable service cannot be expected.
- (3) Buy one new ferryboat as soon as possible. Even at best, this will probably take two or three years since the boat must be designed and built. It is assumed this boat can be amortized through a rental system similar to other equipment.

Sincerely,

William T. Roos

William T. Roos, Chairman
Study Committee - Jamestown Ferry

Copy - Mr. T. Ray Hassell, III
Mr. Charles S. Hooper, Jr.
Mr. J. M. Wray, Jr.

As the commission has just entered into a contract for a study on a new crossing, #3 above could be delayed until the study is evaluated. We will discuss this particular point at a meeting we have planned for 8 June 1977.

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