

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

June 18, 1981

Following a public hearing on tentative allocations of Interstate, Primary, and Urban Construction Funds for the Fiscal Year 1981-82, the Highway and Transportation Commission met in regular monthly meeting at the Central Highway Office in Richmond on June 18, 1981. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Fralin, Hassell, Hooper, Mohr, Delmer Robinson, William Robinson, Roos, Watkins and Wrench.

On motion of Mr. Wm. Robinson, seconded by Mr. Fralin, the minutes of the meeting of May 21, 1981, were approved.

On motion of Mr. Wm. Robinson, seconded by Mr. Fralin, permits issued from May 21, 1981, to June 17, 1981, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Wm. Robinson, seconded by Mr. Fralin, that cancellation of permits from May 21, 1981, to June 17, 1981, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission approve additions to the Secondary System from May 21, 1981, to June 17, 1981, inclusive, as shown by records of the Department. Motion carried.

Mr. Wray briefed the Commission on the additional expenditure of approximately \$226,287 for extraordinary storm damage, totaling \$2,677,087 for the 1980-81 fiscal year.

Following presentation by Mr. Wray, on motion of Mr. Mohr, seconded by Mr. Hassell, the Commission adopted the tentative budget for the Richmond-Petersburg Turnpike for Fiscal Year July 1, 1981 - June 30, 1982, as attached.

Virginia Department of Highways & Transportation
 RICHMOND-PETERSBURG TURNPIKE

BUDGET OF CURRENT EXPENSES
 FISCAL YEAR JULY 1, 1981 - JUNE 30, 1982

GENERAL ADMINISTRATION

Salaries & Wages	\$ 214,000		
Travel Expense	1,000		
Stationery Supplies & Printing	80,000		
Heat, Light & Water	20,000		
Telephone & Postage	30,000		
Public Relations	500		
Office Furniture & Equipment	5,000		
Dues & Subscriptions	- 0 -	(deleted)	
Equipment Rental	13,500		
Paying Agent Fee	4,000		
Miscellaneous	<u>1,000</u>	<u>\$ 369,000</u>	<u>\$ 369,000</u>

OPERATION

Accounting & Toll Audit

Salaries & Wages	\$ 235,000		
Materials & Supplies	10,000		
Equipment Maintenance	3,500		
Money Handling Service	165,000		
Computer Rental	13,000		
Equipment Rental	4,900		
Miscellaneous	<u>500</u>	<u>\$ 431,900</u>	

Toll Supervision & Collection

Salaries & Wages	\$3,669,500		
Materials & Supplies	27,500		
Uniforms & Personal Supplies	43,000		
Heat, Light & Water	132,000		
Rental of Automatic Machines	162,800		
Equipment Rental	23,200		
Miscellaneous	<u>500</u>	<u>4,058,500</u>	

Safety

First Aid Materials & Supplies	500		
Fire Prevention & Control	<u>2,500</u>	<u>3,000</u>	<u>\$4,493,400</u>

MAINTENANCE

<u>Highway Lighting</u>			
Salaries & Wages	\$ 13,000		
Materials & Supplies	13,000		
Energy	100,000		
Contractual Services	35,000		
Equipment Rental	<u>12,500</u>	\$ 173,500	
<u>Turnpike Maintenance</u>			
Salaries & Wages	\$ 540,000		
Materials & Supplies	160,000		
Equipment Rental	296,000		
Expendable Equipment & Tools	8,000		
Parts, Gas & Oil	2,500		
Shop Personnel Labor	40,000		
Miscellaneous	<u>500</u>	1,047,000	
<u>Toll Equipment Maintenance</u>			
Salaries & Wages	\$ 122,000		
Parts & Supplies	20,000		
Equipment Rental	22,500		
Miscellaneous	<u>500</u>	165,000	
<u>Grounds & Buildings</u>			
Salaries & Wages	\$ 85,000		
Materials & Supplies	20,500		
Equipment Service & Repairs	9,000		
Contractual Services	7,000		
Equipment Rental	9,000		
Miscellaneous	<u>500</u>	131,000	
<u>Radio System Maintenance</u>			
Salaries & Wages	\$ 500		
Parts & Supplies	2,500		
Contractual Services	<u>3,000</u>	<u>6,000</u>	\$1,522,500
OTHER COSTS			
<u>Service by Others</u>			
Auditor's Fees	\$ <u>9,800</u>	\$ 9,800	
<u>Miscellaneous</u>			
Social Security	\$ 326,000		
Employees Retirement Program	228,000		
Employees Insurance Program	190,000		
Contingencies	<u>25,000</u>	<u>769,000</u>	<u>778,800</u>
Total Administration, Operation & Maintenance and Other Costs			\$7,163,700

RICHMOND-PETERSBURG TURNPIKE
RESERVE MAINTENANCE
 Proposed Expenditures FY 1981-82

Insurance

Boiler & Machinery	\$ 1,300	
Broad Form Money & Securities	<u>7,000</u>	\$ 8,300

Equipment

New:

Traffic light recorder units at Interchange 7, 8, 9 & 11 Toll Plazas	\$ <u>3,600</u>	3,600
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Replacement:

16 Snowplows	\$ 20,000	
2 Chain saws	500	
1 60 lb. Air hammer	600	
1 Portable generator	500	
2 Vac-All brooms	800	
5 Lawn mowers	600	
Treadles, key boxes, register panels and treadle panels	20,000	
14 Pulser drum units (solid state) on main line recorders	<u>69,500</u>	112,500

Paving Roadway and Structures

Recycle pavement S. B. L. between Interchanges 10 and 17	\$800,000	
Paving - various locations between Interchanges 2 & 9	700,000	
Thermoplastic pavement marking, N/B.L. between Interchanges 10 & 17	35,000	
Bituminous concrete curbing - erosion control	<u>25,000</u>	1,560,000

Bridge Painting

Paint steel on six bridges	\$ <u>70,000</u>	70,000
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Bridge Repairs

Major repairs by State Forces	\$ 10,000	
Bridge inspection by Richmond District	7,000	
Falling Creek Bridge deck repairs, S. B. L.	<u>480,000</u>	497,000

Continued:

Grounds & Buildings

Women's rest room - Maintenance Shop and Belvidere Toll Plaza	\$ 5,500	
4 Heat pumps for toll booth air conditioner and compressor replacements	5,000	
Heat pump for computer room	2,300	
Replace steam boiler in Main Administration Building	8,500	
Floor covering - Main Administration Bldg.	1,500	
Locker room modifications - Belvidere Toll Plaza	10,000	
Insulation - weather stripping for toll booths	<u>4,200</u>	\$ 37,000

Fencing and Guardrail

Guard rail	\$ 25,000	
Chain link fence at Interchange 16 storage area	<u>11,000</u>	36,000

Toll Plazas

Additional automatic lane Interchange 11 Toll Plaza	\$160,000	
3 Large fire extinguishers - repairs	<u>2,100</u>	162,100

Miscellaneous Projects

Paint and repair radio tower (\$10,000 prior allocation)	\$ 2,500	
I-85 Exit and logo signs	7,500	
James River Bridge - Install coping baskets to retain falling debris	<u>50,000</u>	<u>60,000</u>

TOTAL		<u>\$2,546,500</u>
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Transfer \$2,000,000 from Toll Revenue Fund to Reserve Maintenance Fund

6/18/81

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot action on bids received April 21 and May 19, 1981, on the following projects:

Routes 120 & 237, Project PR-7-81

Pavement Repair, Various Locations, Arlington County. Award of contract to low bidder, M.B.E., Incorporated, Alexandria, Virginia.

Bid	\$173,260.00
Engineering and contingencies	27,375.08
Amount chargeable to project	200,635.08

\$200,635.08 to be financed from the Arlington County Primary Maintenance Replacement Funds.

Project PM00-108-101, C-501

Pavement Marking, Various Locations, City of Danville. Award of contract to low bidder, Century Fence Company, Waukesha, Wisconsin.

Bid	\$37,026.42
Engineering and contingencies	5,850.17
Amount chargeable to project	42,876.59

\$42,876.59 to be financed 100% FHWA Pavement Marking Funds.

Project PM00-114-101, C-501

Pavement Marking, Various Locations, City of Hampton. Award of contract to low bidder, Century Fence Company, Waukesha, Wisconsin.

Bid	\$27,550.60
Engineering and contingencies	4,352.99
Amount chargeable to project	31,903.59

\$31,903.59 to be financed 100% FHWA Pavement Marking Funds.

Project PM00-123-101, C-501

Pavement Marking, Various Locations, City of Petersburg. Award of contract to low bidder, Century Fence Company, Waukesha, Wisconsin.

Bid	\$55,564.72
Engineering and contingencies	8,779.22
Amount chargeable to project	64,343.94

\$64,343.94 to be financed 100% FHWA Pavement Marking Funds.

Project PM00-131-101, C-501

Pavement Marking, Various Locations, City of Chesapeake. Award of contract to low bidder, Century Fence Company, Waukesha, Wisconsin.

Bid	\$62,134.16
Engineering and contingencies	9,817.19
Amount chargeable to project	71,951.35

\$71,951.35 to be financed 100% FHWA Pavement Marking Funds.

Route 95, Project R095-076-714, M-400

From: Int. 619 To: 5.05 Mi. N. Int. 619 and From: 7.30 Mi. N. Int. 619 To: Fairfax C.L., Prince William County. Award of contract to low bidder, APAC-Virginia, Inc., Chantilly, Virginia.

Bid	\$1,667,514.50
Engineering and contingencies	263,467.29
Amount chargeable to project	1,930,981.79

\$1,930,981.79 to be financed 76.8% FHWA 3R Funds and 23.2% Virginia Construction Funds.

Route 1, Project 0001-166-101, C-501

Traffic Signals - Intersections 1 & Ashcake Rd. & 1 & 54, Town of Ashland. Award of contract to low bidder, Fosco Fabricators, Inc. & Sub., Dixon, Illinois.

Bid	\$ 77,966.40
Engineering and contingencies	12,318.69
Work by state forces	4,122.19
Utilities	21,921.00
Amount chargeable to project	116,328.28

Accounts Receivable Town of Ashland - \$5,816.41. \$40,011.87 to be provided in future Urban Construction Allocations.

Route 11, Project 0011-060-106, C-501, B-601

0.76 Mi. W. Roanoke-Montgomery C.L. - 1.05 Mi. W. Roanoke-Montgomery C.L., Montgomery County. Award of contract to low bidder, Robertson Construction Company, Inc., Salem, Virginia.

Bid	\$575,575.72
Engineering and contingencies	90,940.96
Work by state forces	15,575.10
Amount chargeable to project	682,091.78

\$102,091.78 to be provided in future Primary Construction Allocations.

Routes 56 & 81, Projects 0056-081-1044, SR01; 0081-081-1132, SR01

Repairs to 2 Bridges - Rte. 56 over South River and Rte. 11 Spur Conn. over Rte. 81, Rockbridge County. Award of contract to low bidder, Moore Bros. Co., Inc., Verona, Virginia.

Bid	\$46,421.00
Engineering and contingencies	7,334.51
Amount chargeable to project	53,755.51

\$53,755.51 to be financed from the Staunton District Primary and Interstate Maintenance Replacement Funds.

Route 93, Project 0093-038-101, C-501, B-601

Bridge and Approaches over New River - Int. 58 - 0.233 Mi. S. Int. 58, Grayson County. Award of contract to low bidder, Haymes Brothers, Incorporated, Chatham, Virginia.

Bid	\$ 929,422.60
Engineering and contingencies	146,848.77
Work by state forces	3,416.10
Amount chargeable to project	1,079,687.47

\$184,687.47 to be provided in future Primary Construction Allocations.

Richmond-Petersburg Turnpike, Project 7095-127-103, C-501

Addition of Automatic Toll Lane 11R26, City of Richmond. Award of contract to low bidder, APAC-Virginia, Inc., Chantilly, Virginia.

Bid	\$134,903.07
Engineering and contingencies	21,314.68
Amount chargeable to project	156,217.75

Route 235, Project 0235-029-1023, SR01

Br. over Dogue Cr. - 0.4 Mi. E. Rte. 1, Fairfax County. Award of contract to low bidder, Moore Bros. Co., Inc., Verona, Virginia.

Bid	\$185,921.50
Engineering and contingencies	29,375.60
Amount chargeable to project	215,297.10

\$215,297.10 to be financed from the Culpeper District Primary Maintenance Replacement Funds.

Route 302, Project 0302-002-1812, SR01

Repairs to Bridge - Rte. 302 over Rte. 29 Bus., Albemarle County. Award of contract to low bidder, Donald H. Selvage, Inc. and Donald H. Selvage, Jr., Amherst, Virginia.

Bid	\$49,925.00
Engineering and contingencies	7,888.15
Amount chargeable to project	57,813.15

\$57,813.15 to be financed from the Culpeper District Primary Maintenance Replacement Funds.

Route 495, Project 0495-029-2028, SR01

Bridge Repair - Rte. 495 over Rte. 50 (2.2 Mi. N. Rte. 236), Fairfax County. Award of contract to low bidder, Ramco Construction Co., Inc., Frankfort, Kentucky.

Bid	\$ 96,060.00
Engineering and contingencies	15,177.48
Amount chargeable to project	111,237.48

\$111,237.48 to be financed from the Culpeper District Interstate Maintenance Replacement Funds.

MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot rejecting bids received May 19, 1981, on the following project and authorize readvertisement:

Route 208, Project 0208-088-110, M-501

Sidewalk Construction - 0.156 Mi. W. Int. 208 & 613 - 0.329 Mi. W. Int. 208 & 613, Spotsylvania County. Low bid - 36.1% over estimate.

MOTION CARRIED

Moved by Mr. Fralin, seconded by Mr. Wm. Robinson,

that

WHEREAS, in connection with Route 28, State Highway Project 0028-076-105, HW-202, the Commonwealth acquired a drainage easement from John W. Shomate and Madie J. Shomate by deed dated September 27, 1977 as recorded in Deed Book 976, Page 735 in the Office of the Clerk of the Circuit Court of Prince William County; and

WHEREAS, in order to develop their property more fully, it has been requested by the adjoining landowners of record that the drainage easement acquired by the abovementioned deed be conveyed to them in exchange for a relocated drainage easement; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 20' x 20' easement comprising approximately 0.009 acre, more or less, and lying southeast of the southeast existing right of way line of Route 28 at a point approximately 34 feet right of approximate Station 223+95 (centerline Route 28) 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 easement in accordance with the provision of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same to the owners of the underlying fee 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. Fralin, seconded by Mr. Wm. Robinson,

that

WHEREAS, the Commonwealth of Virginia, Department of Highways, acquired certain lands from S. R. Abbott, Estate by instrument dated July 7, 1931; and

WHEREAS, Route 695 was constructed approximately 9 feet onto the property now owned by Windmill Point Marine Resorts, Inc. for a distance of approximately 390 feet rather than within the location shown on the plans; and

WHEREAS, to correct this misalignment, Windmill Point Marine Resorts, Inc., has offered to exchange 0.041 acre, more or less, of its lands for 0.115 acre, more or less, of the lands owned by the Commonwealth; and

WHEREAS, this proposed exchange will be advantageous to the Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising the existing right of way of Route 695, and lying on the northwest side of said Route, from a point approximately 25 feet opposite approximate Station 400+25 (Route 695 centerline) to a point approximately 25 feet opposite approximate Station 405+95 (Route 695 centerline) and containing 0.115 acre, more or less, land, 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 said land, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed of quitclaim, conveying 0.115 acre, more or less, in exchange for 0.041 acre, more or less, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Frahn, seconded by Mr. Wm. Robinson,
that

WHEREAS, in connection with Route 460, State Highway Project 1960-02, the Commonwealth acquired certain lands from Paul D. Hartrader and Dorothy L. Hartrader by deed dated August 26, 1954 as recorded in Deed Book 189, Page 469; and from J. W. Brightwell and Lilla B. Brightwell by deed dated August 26, 1954 as recorded in Deed Book 189, Page 219. Both deeds are recorded in the Office of the Clerk of the Circuit Court of Montgomery County;

WHEREAS, in order to more fully develop his land, the adjoining landowner has requested that the excess land be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying southwest of the southwest proposed right of way line of Route 460 from a point approximately 25 feet opposite approximate Station 19+58 (office revised centerline Route 460) to a point approximately 25 feet opposite approximate Station 20+01 (office revised centerline Route 460) and containing 1,783 square feet, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Fralin, seconded by Mr. Wm. Robinson, that

WHEREAS, in connection with Route 28, State Highway Project 0028-029-106, RW-201, the Commonwealth acquired certain lands from Trustees of Church of God, by instrument dated April 28, 1978 and recorded in Deed Book 4882, Page 764, case for which has been concluded; and in conjunction with Project 504-C, the Commonwealth acquired certain lands from Joanna W. Harrison by deed dated June 8, 1928 and recorded in Deed Book I-10, Page 10; and from Isaac Ritencour, Estate, by instrument dated May 2, 1928. These instruments are recorded in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, in negotiating with the Northern Virginia Regional Park Authority for lands needed on Project 0028-029-106, RW-201, a settlement was reached recommending the exchange of the land so acquired with the Authority; and

WHEREAS, one of the two parcels to be conveyed by the department now comprises a portion of existing Route 28 which is being relocated in an eastern direction under said Project 0028-029-106, RW-201; and

WHEREAS, it is recognized that no transfer of this parcel will occur until construction is complete and the abandonment of the old section has been approved by the Commission; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the east and west existing right of way lines of present Route 28, extending from existing survey centerline Station 423+42 to existing survey centerline Station 425+63 and the land lying east of the east proposed right of way line of Route 28, from a point approximately 80 feet right of approximate Station 426+22 (Ult. NEL centerline) to a point approximately 80 feet right of approximate Station 427+60 (Ult. NEL centerline) and containing 0.6 acre, more or less, do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said lands so certified, in accordance with the provisions of Sections 33.1-93 and 33.1-149 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite, pending the abandonment of present Route 28.

Motion carried.

Moved by Mr. Fralin, seconded by Mr. Wm. Robinson,

that

WHEREAS, in connection with Route 147, State Highway Project 0147-020-101, RW-201, the Commonwealth acquired easement rights from Simon J. Waters, et al, by agreement dated May 8, 1969 and recorded in Deed Book 970, Page 216 and from Ann E. Gresham by agreement dated March 28, 1969 and recorded in Deed Book 957, Page 450. Both agreements are recorded in the Office of the Clerk of the Circuit Court of Chesterfield County; and

WHEREAS, under the said project, the Commonwealth acquired a certain 20' x 715' drainage easement from the said landowners; and

WHEREAS, the owners of the underlying fee have constructed a storm sewer system for an adjacent subdivision, thus eliminating the necessity for the acquired easement; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 20' x 715' drainage easement lying north of the north existing right of way line of Route 147 opposite approximate Station 255+00 (SHL centerline) and extending in a northern direction for approximately 715 feet does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said lands, so certified, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the owners of the underlying fee, at no monetary consideration, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Fralin, seconded by Mr. Wm. Robinson,

that

WHEREAS, in connection with Statler Boulevard, State Highway Project UD00-132-101, HW-202, the Commonwealth acquired certain lands, a portion of which lies outside of the normal right of way limits, from Eugene C. Brubeck and Frances S. Brubeck by deed dated December 5, 1977, as recorded in Deed Book 218, Page 57, and from George N. Perry and Edna H. Perry, by deed dated January 8, 1974, as recorded in Deed Book 194, Page 166. Both deeds are recorded in the Office of the Clerk of the Circuit Court of the City of Staunton; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him the excess land in order that he may more fully develop his adjoining property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land lying between the north normal right of way limits of Statler Boulevard and the north proposed right of way line of Statler Boulevard, from a point approximately 65 feet opposite Station 236+22.5 (field revised centerline) to a point approximately 65 feet opposite Station 237+42.5 (field revised centerline), and containing 6,000 square feet, more or less, land does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Fralin, seconded by Mr. Wm. Robinson,
that

WHEREAS, in connection with Route 295, State Highway Project 0295-043-103, RW-203, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Katherine Wade Boswell and Wesley L. Boswell by deed dated August 23, 1977, and recorded in Deed Book 1730, Page 1167 in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, in negotiating for a damage settlement with Charles Urban and Dillard Urban for 100 acres landlocked by the construction of Project 0295-043-103, RW-203, it is proposed that the Department acquire a 50-foot strip of land to serve as a means of ingress and egress from two adjoining landowners who own the land lying between the Urbans' land and Service Road II; and

WHEREAS, with the acquisition of the right of way for the Urbans, the Commonwealth will eliminate a substantial claim of damages; and

REPORT OF
VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
ON COST REDUCTIONS

Management of the Department of Highways and Transportation has long been conscious of the importance of spending public funds carefully and effectively.

While it is the only acceptable course for managers of governmental programs, it has also been a necessity for the state's highway administrators, because there never has been enough money to meet every public expectation for road and bridge improvements. Thus, available funds have had to be stretched.

In modern times, the search for economy has been reflected in such steps as establishment of a continuing research program in cooperation with the University of Virginia in 1948; the initiation of a maintenance management system in the early 1960s, and a value engineering program started in 1974 to encourage all employees to suggest less costly and more effective ways of performing work.

The Mideast oil embargo of 1973-74 brought new urgency to the search for economy, because it hinted, for the first time, that the highway revenue situation was going to become much more critical.

The embargo touched off a chain of events that has included much higher motor fuel prices, a growing public preference for smaller, fuel-efficient vehicles, and shortfalls in revenue from the fuel tax, the state's largest single source of income for construction, improvement, and maintenance of the highway system.

The diminished level of revenue, combined with the eroding impact of inflation and the continually rising road and bridge

maintenance costs, has resulted in a sharp decline in funds available for construction and improvement projects, and this situation is expected to become extremely critical in the years just ahead.

In a renewed effort to find means of stretching available funds, the Department has implemented a wide variety of cost reduction steps in recent years. Generally, the steps listed here have been taken since the 1973-74 oil embargo; many have been taken within the past three years.

At its meeting on May 21, 1981, the State Highway and Transportation Commission asked the Department staff to prepare this report summarizing those steps.

The largest single cost saving has occurred as a result of a reduced work force. Since July, 1978, the number of persons employed by the Department statewide has been reduced through attrition by 1,472, from 12,865 to 11,393. That action will result in recurring annual savings of approximately \$15,000,000 in salary and fringe benefit costs.

Additional annual savings estimated at \$7,727,000 have been realized from a series of steps in maintenance, construction, and equipment practices.

The estimate is conservative. As the report will indicate, a number of other steps are also resulting in cost reductions, but it is difficult in many instances to assign a specific dollar amount.

The report also discusses briefly several additional steps which are currently under consideration or in experimental stages and which, if or when implemented, will reduce costs further.

It is important to recognize that these are recurring, annual reductions in operating expenses.

The report also reflects, separate from these recurring items, a one-time savings of approximately \$8,000,000 resulting from the deferral of the purchase of much replacement equipment originally planned for the 1981-82 fiscal year.

These steps are summarized below:

I. PROGRAMS WITH ESTIMATED COST SAVINGS

Maintenance:

(1) The pyramidal cut on the top of sign posts has been eliminated. While the cut does shed water, it does very little to keep the post from rotting since all posts are now salt treated. Estimated Annual Cost Savings - \$50,000

(2) Mowing standards were revised based on research data which indicates that grasses can be allowed to grow more between cuttings. Estimated Annual Cost Savings - \$400,000

(3) Toll arm gates were installed at automatic toll booths to improve revenue collections at those facilities. Estimated Annual Cost Savings - \$50,000

(4) Snow fence has been eliminated in certain areas. This is mainly a reduction in the labor and material costs associated with the installation and replacement of the fence. Estimated Annual Cost Savings - \$20,000

(5) Sign posts are no longer required to be painted. The paint was originally used to reduce the deterioration of the post caused by rotting; however, all posts are now salt treated. Estimated Annual Cost Savings - \$50,000

(6) The method for placing centerlines has been modified. The old procedure provided a 15-foot painted stripe with a 25-foot space, while the new procedure provides a 10-foot painted stripe with a 30-foot space. Estimated Annual Cost Savings - \$75,000

(7) The time custodians are on duty will be reduced at some rest areas from 18 hours to 10 hours per day. Estimated Annual Cost Savings - \$400,000

(8) The 24-hour, seven day-a-week Safety-Service Patrol in Northern Virginia has been eliminated. Estimated Annual Cost Savings - \$380,000

(9) A similar Safety-Service Patrol which operated on 260 miles of the Interstate System during the peak travel period of major holiday weekends has been eliminated. Estimated Annual Cost Savings - \$50,000

(10) The routine maintenance patrols for the Interstate and Primary Systems on weekends and major holidays has been eliminated. Estimated Annual Cost Savings - \$250,000

(11) Recycled asphalt pavement is now being used on selected projects by reincorporating it into the design for new pavement. This was satisfactorily accomplished last year on the Richmond-Petersburg Turnpike when old asphalt pavement was removed and used as recycled pavement on several secondary roads in Hanover County. A similar project is planned this year with old pavement scheduled to be removed from the turnpike between U.S. 301 north of Richmond and the James River Bridge and recycled for use on several sections of U.S. 301 and secondary roads in Hanover and Chesterfield Counties. Estimated Annual Cost Savings - \$120,000

Equipment and Product Procurement/Maintenance:

(1) Automobile purchases are being made based on the total life cycle cost of the vehicle. This method evaluates the total cost of ownership, price, economy (mpg), maintenance, etc., over the life of the vehicle. Estimated Annual Cost Savings - \$17,000

(2) A mechanical sign reclamation process has been installed which reclaims aluminum sign blanks from highway signs that have been disfigured or otherwise damaged. This operation is conducted for the Department by the Department of Corrections. Estimated Annual Cost Savings - \$350,000

(3) The Department now purchases a reserve of de-icing salts during the off-season for use in snow removal operations. Estimated Annual Cost Savings - \$180,000

(4) Mechanical traffic counters are being installed and will replace existing manual traffic counters. Estimated Annual Cost Savings - \$400,000

(5) Wood stoves installed at some maintenance area headquarters have reduced or replaced electric heat requirements. The wood is obtained in routine maintenance operations from State-owned right-of-way. Estimated Annual Cost Savings - \$2,000

(6) Solar-heated asphalt storage tanks use the sun to provide heat. Estimated Annual Cost Savings - \$2,500

(7) Eight district sign fabrication shops have been consolidated into three regional locations. Originally each district had its own complete sign shop for fabricating signs. The current workload is such that it can be handled

at the three regionalized locations. Estimated Annual Cost Savings - \$200,000

One-Time Saving:

While the savings shown in this report generally will occur each year, the Department in fiscal year 1981-82 will realize a one-time savings of about \$8,000,000 by deferring the purchase of replacement trucks and other maintenance equipment which ordinarily would have been purchased. This is a one-time savings which will be accomplished by placing greater emphasis on maintaining existing equipment to extend its life. Purchases of \$2,000,000 to \$3,000,000 will still be necessary to replace equipment which cannot be repaired.

Construction:

(1) The contractor's monthly progress payments have been adapted to computer application. Estimated Annual Cost Savings - \$120,000

(2) A clause in all major contracts allows contractors who have been awarded construction contracts to submit proposed alternative ways of building the project at less cost without sacrificing quality. Any savings realized are divided equally between the Department and the contractor. Average Annual Savings 1978-81 - \$350,000

(3) The bottom barbwire strand has been eliminated from the right-of-way property line fence. Estimated Annual Cost Savings - \$30,000

(4) A right-of-way pin is now used in place of the right-of-way monument. The pin can be set by the survey

party during the initial construction stakeout in lieu of the contractor installing the concrete monument. Estimated Annual Cost Savings - \$100,000

(5) Standard designs for specific bridge appurtenances have been developed. This reduces the time spent by engineers and draftsmen in producing special design plans. Estimated Annual Cost Savings - \$585,000

(6) Computer application has been expanded into bridge design areas to assist in evaluating and determining the best economic design alternatives and inventory all bridge structures throughout the State. Estimated Annual Cost Savings - \$45,000

Value Engineering Workshops:

The Department initiated in September, 1979, four pilot Value Engineering Workshops to determine the feasibility of this technique when applied to highway-related designs. This technique has proved to have one of the greatest cost-saving potentials of any single program. The Department was able to realize significant savings; the total expense of the four workshops amounted to \$140,000 with total implemented savings of \$3,500,000.

Value Engineering Proposal:

The Department instituted a Value Engineering Proposal Program in 1974. Although, prior to this time, Department managers strived to avoid unnecessary costs, this

innovative concept provided all Departmental employees the opportunity to submit a proposal on any topic of their choice which suggested a better or more efficient way of getting the job done. This program has proved very cost effective and has provided approximately \$200,000 savings annually. (This amount is not shown as part of the total Departmental savings since it is itemized elsewhere in this report.)

II. PROGRAMS WHERE SAVINGS CANNOT BE ESTIMATED PRECISELY

Every cost-saving idea is geared to produce some definable cost-saving objective; but in so doing, it will invariably produce intangible benefits as well. These intangible benefits are collateral benefits and are not easily measured. Collateral benefits include safety, reducing manpower, improving productivity, ease of construction, environmental considerations, reduced construction time, more versatile application, etc., which improve the end product but cannot be quantified. Collateral benefits also result when an idea is incorporated into future projects.

(1) A computer program was developed to predict noise and air impact of road construction projects. It has been used in developing the environmental impact statements and has reduced the cost of noise barrier walls by providing engineers more accurate data of the expected noise levels.

(2) A project development and monitoring system was developed to provide better overall information for a project's development from inception to advertisement.

(3) The Department is now allowing certain items on construction projects to be used under certification acceptance of materials. This procedure allows a supplier to certify that his product meets Department requirements without having each lot sampled. The Department conducts random checks based on statistical sampling techniques.

(4) Slopes on construction projects are now flattened where possible to reduce or eliminate the need for installing guardrail which is itself a high maintenance cost item. This action is taken during design and construction of the projects, and while dollar values can be determined for each project, there is no practical way to collect the data on an annual basis.

(5) The Department has allowed contractors to utilize various methods for stay-in-place forms for bridge deck construction. This reduces labor costs for the contractor, and results in lower construction costs. Also, worker and motorist safety is enhanced because forms do not have to be removed in traffic.

(6) Minimum/no plan projects are being used in many small improvements to the roadway. Much of the costly engineering is not required, and the contractors can submit lower bids because their construction operations have more tolerances. The concept is used mostly on secondary and some low-volume primary projects.

(7) The phase inspection concept has been instituted whereby an inspector is not present for every construction

operation but is only present during the check-out or at times when critical construction activities are being performed.

(8) A price adjustment specification allows payments for specified products (bituminous) in construction contracts to be adjusted for current market fluctuations. This allows contractors to provide lower initial bid prices because their risk is reduced if prices do escalate.

(9) The use of steel-belted radial tires on mowing tractors has reduced the downtime due to flat tires significantly and allows more mowing per day.

III. PROGRAMS WHERE COST-SAVING IDEAS ARE UNDER CONSIDERATION

The Department has a number of cost-saving innovations that are either under study through a pilot program or are currently being considered for implementation. While savings associated with these ideas are only potential at this point, the Department is confident that significant savings will be derived in the future from these innovations.

(1) The quality assurance program has shifted the burden of product quality to the contractor on some construction operations. He is responsible for providing the Department with an end-result, quality product. The old procedure required the contractor to pass specific checks performed by the Department as he conducted his construction operation; by shifting more of the responsibility to the contractor, the intermediate checks can be eliminated. Potential Annual Cost Savings - \$2,000,000 (when fully implemented)

(2) The gas engine dump truck fleet of the Department is being replaced with those having diesel engines. Once the conversion is completed, significant savings in fuel consumption will be realized. Potential Annual Cost Savings - \$2,500,000 (when fully converted)

(3) The Department conducted a study concerning the amount of Social Security tax being paid by the State on sick leave. According to an IRS ruling, no tax is required to be paid on sick leave. Accordingly, the State will adopt procedures to discontinue paying this tax in the near future. The annual savings to the Department are estimated to be \$300,000 (when implemented)

(4) The Department has conducted a study to determine the most feasible way in which to use waste motor oil, and is now considering mixing the waste oil with No. 5 fuel oil and burning it in furnaces. Potential Annual Cost Savings - \$60,000

(5) High intensity sheeting is being used on overhead signs to reduce or eliminate the need for lighting. Estimated Annual Cost Savings - Unknown; however, for the entire Route 495 project, the savings would be in excess of \$500,000.

(6) Sodium vapor roadway lights are being used to replace mercury vapor lights. Once the conversion is completed, significant savings of electricity will be realized. Potential Annual Cost Savings - \$65,000 (when fully converted); Federal funding of 90:10 is being used for this conversion.

(7) Using computer graphics to provide data (population density, socio-economic, historic landmarks, land use, etc.) for development of environmental impact statements will reduce construction delay costs. Potential Annual Cost Savings - \$1,000,000

(8) The yellow paint used for pavement markings is being diluted in some cases with white, less expensive paint. Potential Annual Cost Savings - \$100,000

(9) The Department will attempt to eliminate major park-like waysides on primary highways, and meet with the State Division of Parks and the counties where the waysides are located to see if they are interested in assuming responsibility for them. The monetary savings, not estimated at this time, will depend upon the extent to which these changes can be accomplished.

(10) An undetermined number of the Department's 1,400 roadside picnic tables will be eliminated to reduce maintenance costs.

(11) The Department is studying the processing of employee time sheets, equipment rental sheets, and vendor's invoices for utility companies. Preliminary indicators are that consolidating time sheets by crew for maintenance employees and consolidating bills from utility companies into one pay document may result in manpower and cost savings. Potential Annual Cost Savings - Unknown at this time.

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Blackstone for the deletion of an "Other Streets" no longer eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be reduced by 0.07 mile from the "Other Streets" mileage applicable to the aforementioned section of the Code, in the Town of Blackstone, effective April 1, 1981, for the quarterly payment due after June 30, 1981. The deleted street mileage is described as follows:

Old Jones Mill Road - From South Main Street to West Entrance Road	0.07 Mile
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This "Other Streets" deletion of 0.07 mile decreases the total "Other Streets" mileage in the Town of Blackstone from 24.73 miles to 24.66 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Virginia Beach on additional streets, totaling 22.96 miles, and meeting required standards under the aforementioned section of the Code, effective April 1, 1981, for quarterly payment due after June 30, 1981. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 14, dated January 1, 1981.

These "Other Streets" additions, totaling 22.96 miles, increase the total "Other Streets" mileage in the City of Virginia Beach from 860.25 miles to 883.21 miles of approved streets subject to payment.

MOTION CARRIED

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 AND 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Virginia Beach, Virginia

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED ~~22.96~~ 22.96
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED ~~47.94~~ 47.94

SUBMITTED BY THE CITY OR TOWN (Date 5-4-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-20-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	LANE/ SURFACE WIDTH	LENGTH/ MILES	PARKING PROHIBITED RT (Yes or No) ^{J.T.}	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	CERTIFICATION: (RAMPS ON CURBS OF CERTAIN STREETS)								
	This is to certify that all additional mileage requested on the attached								
	UI-Forms were constructed in accordance with Title 15.1 - 381 of the code of								
	Virginia as adopted relating to legislation with facilities for the handicapped.								
						<i>Walter E. Beaman</i>			
						Walter E. Beaman, Highway Administrator			

NOTES: Indicate if Addition or Deletion
Indicate if Priority Extension or "Other Streets"

SIGNED P. D. Beaman
Dept. of Highways' Engineer

MUNICIPALITY Virginia Beach
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.44
 TOTAL ADDITIONAL LAND MILEAGE REQUESTED 4.44

SUBMITTED BY THE CITY OR TOWN (Date 3-18-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-22-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	LANE 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
Commonwealth Drive	Level Green Blvd.	Commonwealth Drive	60'	36'	.10	no	AGG. SOIL	Plant Mix	2
Minden Road	Stratford Chase Dr.	Lynchurst Pl	50'	30'	.23	no	SOIL CEMENT	Plant Mix	2
Meadow Pines Place	Minden Road	Cul-de-sac	50'	30'	.08	no	SOIL CEMENT	Plant Mix	2
Clearwater Place	Minden Road	Cul-de-sac	50'	30'	.08	no	SOIL CEMENT	Plant Mix	2
Waterford Place	Minden Road	Cul-de-sac	50'	30'	.10	no	SOIL CEMENT	Plant Mix	2
Minden Court	Minden Road	Cul-de-sac	50'	30'	.08	no	SOIL CEMENT	Plant Mix	2
Kemps Farm Place	Minden Road	Cul-de-sac	50'	30'	.15	no	SOIL CEMENT	Plant Mix	2
Timber Creek Place	Minden Road	Cul-de-sac	50'	30'	.06	no	SOIL CEMENT	Plant Mix	2
Lynchurst Place	Minden Road	Cul-de-sac	50'	30'	.10	no	SOIL CEMENT	Plant Mix	2

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 3.48-81

TOTAL ADDITIONAL LAND MILEAGE REQUESTED 3.48-81

SUBMITTED BY THE CITY OR TOWN (Date 3-28-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-28-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACES WIDTH	LENGTH MILES	PAVING PROHIBITED IT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Lord Dunmore Dr.	Providence Road	Beaumont Dr.	80'	48'	.16	yes	Stone	Plant Mix	4
Beaumont Drive	Lord Dunmore Dr.	Dead End	50'	30'	.09	no	Stone	Plant Mix	2
Balfor Drive	Providence Rd Fern Mill Court	Dunmore Dr.	60'	36'	.77	no	Stone	Plant Mix	2
Fern Mill Court	Balfor Drive	Cul-de-sac	50'	30'	.12	no	Stone	Plant Mix	2
Real Court	Balfor Drive	Cul-de-sac	50'	30'	.07	no	Stone	Plant Mix	2
Balfor Court	Balfor Drive	Cul-de-sac	50'	30'	.16	no	Stone	Plant Mix	2
Valley Side Court West	Balfor Court	Cul-de-sac	50'	30'	.06	no	Stone	Plant Mix	2
Astor Court	Astor Lane	Cul-de-sac	50'	30'	.04	no	Stone	Plant Mix	2
Beechwalk Drive	Level Green Blvd.	Springs Rd.	50'	30'	.35	no	Agg.	Plant Mix	2
Edgelsake Drive	Clear Springs Rd.	Clear-Springs	50'	30'	.10	no	Agg.	Plant Mix	2
Clear Springs Rd.	Level Green Blvd.	Edgelake Dr.	50'	30'	.24	no	Agg.	Plant Mix	2
Meadow Sage Lane	Clear Springs Rd.	Beechwalk Dr.	50'	30'	.17	no	Agg.	Plant Mix	2
Bryce Lane	Commonwealth Dr.	Dead End	50'	30'	.11	no	Agg.	Plant Mix	2

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

SIGNED _____

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.77

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.77

SUBMITTED BY THE CITY OR TOWN (Date 3/22/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3/22/81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) J.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Oxbow Drive	Balfor Drive	Cul-de-sac	50'	30'	.15	no	Agg.	Plant Mix	2
Westover Lane	Balfor Drive	Dead End	50'	30'	.17	no	Agg.	Plant Mix	2
Fairhill Court	Reason Drive	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Rolo Lane	Westover Lane	Crossfield Road	50'	30'	.12	no	Agg.	Plant Mix	2
Valley Side Court East	Balfor Court	Cul-de-sac	50'	30'	.04	no	Stone	Plant Mix	2
Locke Lane	Kempsville Rd.	250' West of Kempsville Rd	80'	48'	.05	yes	Stone	Plant Mix	4
Locke Lane	250' West of Kempsville Rd.	Lord Dummore Dr.	60'	38'	.03	no	Stone	Plant Mix	2
Locke Lane	Lord Dummore Dr.	Cul-de-sac	50'	30'	.25	no	Stone	Plant Mix	2
Fox Grove Court West	Locke Lane	Cul-de-sac	50'	30'	.04	no	Stone	Plant Mix	2
Fox Grove Court East	Locke Lane	Cul-de-sac	50'	30'	.04	no	Stone	Plant Mix	2
Balboa Drive	Lord Dummore Dr.	Cul-de-sac	50'	30'	.17	no	Stone	Plant Mix	2
Astor Lane	Locke Lane	Balboa Drive	50'	30'	.10	no	Stone	Plant Mix	2
Lord Dummore Dr.	Beaumont Drive	Balboa Drive	60'	38'	.37	no	Stone	Plant Mix	2

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

SIGNED _____

APRIL 17 1981

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 4.21

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 7.76

SUBMITTED BY THE CITY OR TOWN (Date 3-18-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-24-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAIRD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT {Yes or No}	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Summer Wind Lane	Grand Lake Crescent	North 380'	50'	30'	.07	no	Agg.	Plant Mix	2
Balfor Circle	Balfor Drive	Balfor Drive	50'	30'	.20	no	Agg.	Plant Mix	2
Crossfield Road	Reasor Drive	Balfor Circle	50'	30'	.13	no	Agg.	Plant Mix	2
Rosaer Lane	Balfor Drive	Cul-de-sac	50'	30'	.27	no	Agg.	Plant Mix	2
Rosaer Place	Rosaer Lane	Cul-de-sac	50'	30'	.07	no	Agg.	Plant Mix	2
Rosaer Court	Rosaer Lane	Cul-de-sac	50'	30'	.06	no	Agg.	Plant Mix	2
Ben Bow Drive	Balfor Drive	Cul-de-sac	50'	30'	.18	no	Agg.	Plant Mix	2
Basillica Circle	Ben Bow Drive	Reasor Drive	50'	30'	.15	no	Agg.	Plant Mix	2
Basillica Court	Basillica Circle	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Reasor Drive	Westover Lane	Cul-de-sac	50'	30'	.38	no	Agg.	Plant Mix	2
Reasor Court	Reasor Drive	Cul-de-sac	50'	30'	.09	no	Agg.	Plant Mix	2
Achilles Drive	Reasor Drive	Cul-de-sac	50'	30'	.18	no	Agg.	Plant Mix	2
Achilles Court	Achilles Drive	Cul-de-sac	50'	30'	.07	no	Agg.	Plant Mix	2

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

SIGNED _____

Dept. of Highways' Engineer

SECTIONS 33.1-11 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.42

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 4.84

SUBMITTED BY THE CITY OR TOWN (Date 3-16-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-20-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Brockle Street	Lynnhaven Pkwy.	Brockle St.	50'	30'	.63	no	Agg.	Plant Mix	2
Angus Drive	Brockle St.	100' W. of Brockle St.	30'	30'	.17	no	Agg.	Plant Mix	2
Angus Court	Angus Drive	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Douglas Court	Bagpipers Lane	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Albright Drive	Lynnhaven Pkwy.	E. to Dead End	60'	36'	.52	no	Agg.	Plant Mix	2
Brockle Court	Albright Drive <i>Brockle Street</i>	Cul-de-sac	50'	30'	.04	no	Agg.	Plant Mix	2
Sword Court	Albright Drive	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Scottish Court	Albright Drive	Cul-de-sac	50'	30'	.04	no	Agg.	Plant Mix	2
Beaton Street	330' W. of Albright Drive	Dead End	50'	30'	.10	no	Agg.	Plant Mix	2
Doon Street	Lynnhaven Pkwy.	Bagpipers Ln.	50'	30'	.15	no	Agg.	Plant Mix	2
MacChonachy St.	Lynnhaven Pkwy.	Bagpipers Ln. Dead End	50'	30'	.10	no	Agg.	Plant Mix	2
Bagpipers Lane	Lynnhaven Pkwy.	@ Canal	50'	30'	.46	no	Agg.	Plant Mix	2
Grand Lake Crescent	N. Garnett Point Rd.	East 450'	50'	30'	.08	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways' Engineer

SECTIONS 33.1-11 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.44

SUBMITTED BY THE CITY OR TOWN (Date 3-28-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-28-81)
TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.44

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
MacGuffie Court	MacGuffie Street	Cul-de-sac	50'	30'	.04	no	Agg.	Plant Mix	2
Waff Road	Stewart Drive	115' S. of MacQueen Dr.	50'	30'	.24	no	Agg.	Plant Mix	2
Albright Court	Albright Drive	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Doon Street	Waff Road	Lynnhaven Pkwy	50'	30'	.34	no	Agg.	Plant Mix	2
Doon Court	Doon Street	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Ashton Drive	Stewart Drive	100' S. of Dalrymple St.	50'	30'	.43 0.45	no	Agg.	Plant mix	2
MacQueen Drive	Waff Road	Lynnhaven Pkwy	50'	30'	.27	no	Agg.	Plant Mix	2
Kilt Street	Dalrymple St.	Ashton Dr.	50'	30'	.18	no	Agg.	Plant Mix	2
Dalrymple Street	100' W. of Kilt St.	110' E. of Ashton Dr.	50'	30'	.07	no	Agg.	Plant Mix	2
Brockie Street	MacQueen Dr.	Lynnhaven Pkwy	50'	30'	.26	no	Agg.	Plant Mix	2
Lynnhaven Pkwy.	110' S. of MacQueen	Stewart Dr.	30'	48'	.35	yes	Agg.	Plant Mix	4
Bagpipers Court	Bagpipers Ln.	Cul-de-sac	50'	30'	.07	no	Agg.	Plant Mix	2
Dancers Court	Bagpipers Ln.	Cul-de-sac	50'	30'	.10	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways' Engineer

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.242

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 4.484

SUBMITTED BY THE CITY OR TOWN (Date 3-12-89) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-23-89)

NAME OF STREET	FROM (if within vary flat each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Waff Road	Lake Christopher Dr.	V. 400 ⁺	50'	30'	.08	no	AGG.	Plant Mix	2
Brookfield Drive	Waff Road	Cul-de-sac	50'	30'	.23	no	AGG.	Plant Mix	2
Saybrook Cove	Cul-de-sac	Cul-de-sac	50'	30'	.08	no	AGG.	Plant Mix	2
Seaford Cove	Brookfield Drive	Cul-de-sac	50'	30'	.04	no	AGG.	Plant Mix	2
Brookfield Cove	Brookfield Drive	Cul-de-sac	100'	80'	.02	no	AGG.	Plant Mix	2
Ashton Drive	Brookfield Drive	100 US West	50'	30'	.48	no	AGG.	Plant Mix	2
Albright Drive	Kempsville Road	MacGuffie St	80'	48'	.34	yes	AGG.	Plant Mix	4
Albright Drive	MacGuffie St.	Lynnhaven Pkwy	80'	36'	.35	no	AGG.	Plant Mix	2
MacRoger Court	Albright Drive	Cul-de-sac	50'	30'	.02	no	AGG.	Plant Mix	2
MacLisgh Court	Albright Drive	Cul-de-sac	50'	30'	.03	no	AGG.	Plant Mix	2
MacGregory Court	Albright Drive	Cul-de-sac	50'	30'	.04	no	AGG.	Plant Mix	2
Ridge Road	Albright Drive	340' North	50'	30'	.07	no	AGG.	Plant Mix	2
MacGuffie Street	Albright Drive	Albright Dr.	50'	30'	.19	no	AGG.	Plant Mix	2

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

SIGNED

Dept. of Highways Engineer

REGULATIONS IN EXCESS OF 3.500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.000

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 0.000

SUBMITTED BY THE CITY OR TOWN (Date 3-18-87) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-23-87)

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) ^{1/2}	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Hunt Club Drive	Green Kamp Court	Blyvenant Ct.	50'	30'	.21	no	Agg.	Plant Mix	2
Tice Court	Hunt Club Drive	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Newberry Court	Hunt Club Drive	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Brunick Court	Hunt Club Drive	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Riverbend Road	Woodburne Drive	Lakecrest Rd	60'	36'	.09	no	Agg.	Plant Mix	2
Salem Woods Road	Salem Road	Revere Drive	60'	30'	.21	no	Agg.	Plant Mix	2
Revere Drive	Salem Woods Rd.	800' W. of Ct. Greeley	50'	30'	.48	no	Agg.	Plant Mix	2
Emerson Circle	Revere Drive	Cul-de-sac	100'	80'	.02	no	Agg.	Plant Mix	2
Hawthorne Court	Revere Drive	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Bescher Court	Revere Drive	Cul-de-sac	50'	30'	.04	no	Agg.	Plant Mix	2
South Revere Dr. (Pump Station)	Revere Drive	Dead End	50'	30'	.02	no	Agg.	Plant Mix	2
Greeley Court	Revere Drive	Cul-de-sac	60'	30'	.07	no	Agg.	Plant Mix	2
Holmes Court	Revere Drive	Cul-de-sac	50'	30'	.14	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways' Engineer

... REGULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-43 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.22

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.22

SUBMITTED BY THIS CITY OR TOWN (Date 3-18-87) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-22-87)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED BT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Ferridge Road	Club House Road	Ashaway Rd.	50'	30'	.17	no	Agg.	Plant Mix	2
Wildflower Ct.	Stoneshore Road	Cul-de-sac	50'	30'	.07	no	Stone	Plant Mix	2
Stoneshore Road	Riverbend Road	Woodlake Ct.	80'	48'	.11	yes	Stone	Plant Mix	4
Waterman Road	Riverbend Road	Cul-de-sac	50'	30'	.05	no	Stone	Plant Mix	2
Crabapple Road	Riverbend Road	Cul-de-sac	50'	30'	.06	no	Stone	Plant Mix	2
Chantry Drive	Holland Road	Dead End	60'	36'	.15	no	Stone	Plant Mix	2
Waltham Circle	Chantry Drive	Chantry Dr.	50'	30'	.14	no	Stone	Plant Mix	2
Warwick Drive	Holland Road	Pump Station	60'	36'	.20	no	Agg.	Plant Mix	3
Club House Road	Warwick Drive	Saxon P.+100'	60'	36'	.14	no	Agg.	Plant Mix	2
Yorkborough Way	Club House Rd.	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Earlborough Way	Club House Rd.	Cul-de-sac	50'	30'	.06	no	Agg.	Plant Mix	2
Saxon Place	Club House Road	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Huntington Drive	Parliament Parliament Dr.	Hunt Club Dr.	50'	30'	.20	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways Engineer

POPULATIONS IN EXCESS OF 1,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

April 1, 1981

MUNICIPALITY Virginia Beach
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.24
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED 1.24

SUBMITTED BY THE CITY OR TOWN (Date 3/28/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3/28/81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTHS	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
Turtle Back Dr.	Riverbend Road	Cul-de-sac	50'	30'	.07	NO	AGG.	Plant Mix	2
Ashaway Road	Corrine Lane	Cul-de-sac	50'	30'	.26	NO	AGG.	Plant Mix	2
Ashaway Court	Ashaway Road	Cul-de-sac	100'	80'	.01	NO	AGG.	Plant Mix	2
Dixie Drive	Ashaway Road	Dead End	50'	30'	.04	NO	AGG.	Plant Mix	2
Glenridge Court	Ashaway Road	Cul-de-sac	50'	30'	.04	NO	AGG.	Plant Mix	2
Spring Garden Lane	Ashaway Road	Cul-de-sac Spring Garden Lane	50'	30'	.09	NO	AGG.	Plant Mix	2
Corrina Lane	Ashaway Road	Garden Lane	50'	30'	.06	NO	AGG.	Plant Mix	2
Woodburne Drive	Riverbend Road	Ashaway Rd.	50'	30'	.08	NO	AGG.	Plant Mix	2
Woodburne Court	Woodburne Drive	Cul-de-sac	50'	30'	.03	NO	AGG.	Plant Mix	2
Ashaway Road	Woodburne Drive	Riverbend Rd.	50'	30'	.15	NO	AGG.	Plant Mix	2
Courteshall Court	Ashaway Road	Cul-de-sac	50'	30'	.04	NO	AGG.	Plant Mix	2
Bluespring Lane	Ashaway Road	Ashaway Rd.	50'	30'	.18	NO	AGG.	Plant Mix	2
Elvespring Court	Bluespring Lane Ashaway Road	Cul-de-sac	50'	30'	.02	NO	AGG.	Plant Mix	2

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

SIGNED

Dept. of Highways' Engineer

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

April 1, 1981

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 3.24

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 3.24

SUBMITTED BY THE CITY OR TOWN (Date 3-16-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-24-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAZD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT {Yes or No}	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Deer Lake Drive	Pine Lake Drive	Snokey Lake Drive	50'	30'	.30	no	Base Asph.	Plant Mix	2
Snokey Lake Dr.	Pine Lake Drive	Deer Lake Drive	50'	30'	.09	no	Base Asph.	Plant Mix	2
Banyan Drive	Windsor Oaks Blvd.	Wilmington Drive	50'	30'	.89	no	Agg.	Plant Mix	2
w/Cul-de-sac Joshua Drive	Timberlake Drive	Banyan Dr.	50'	30'	.17	no	Agg.	Plant Mix	2
Joshua Court	Joshua Drive	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Barkleaf Drive w/Cul-de-sacs	Joshua Drive	Banyan Dr.	50'	30'	.18	no	Agg.	Plant Mix	2
Appleby Court	Foxwood Drive	Cul-de-sac	100'	80'	.06	no	Agg.	Plant Mix	2
Foxwood Court	Foxwood Drive	Cul-de-sac	100'	80'	.03	no	Agg.	Plant Mix	2
Tattershall Court	Windsor Oaks Blvd	Cul-de-sac	50'	30'	.04	no	Agg.	Plant Mix	2
Marlon Court	Wildflower Court	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Wildflower Court	Stoneshore Road	Cul-de-sac	50'	30'	.12	no	Agg.	Plant Mix	2
Riverbend Road	Lynnhaven Parkway	Sugar Creek Drive	60'	36'	.11	no	Agg.	Plant Mix	2
Sugar Creek Drive	Riverbend Road	Cul-de-sac	50'	30'	.11	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways' Engineer

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.00

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 0.00

SUBMITTED BY THE CITY OR TOWN (Date 7-26-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7-26-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Mossycup Court	Mossycup Drive	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Southern Pines Drive	Pinebrook Drive	Mossycup Drive	50'	30'	.11	no	Agg.	Plant Mix	2
Southleaf Drive	Pinebrook Drive	Cul-de-sac	50'	30'	.39	no	Base Asph.	Plant Mix	2
Southleaf Drive <i>Cx</i>	Southleaf Drive	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Fivew Court	Southleaf Drive	Cul-de-sac	50'	30'	.02	no	Base Asph.	Plant Mix	2
Pinebrook Court	Pinebrook Drive	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Lodgepole Drive	Green Meadows Dr.	Dead End	50'	30'	.10	no	Agg.	Plant Mix	2
Phylon Dr.	Green Meadows Dr.	Pinebrook Drive	50'	30'	.10	no	Agg.	Plant Mix	2
Thornhill Place	Foxwood Drive	Cul-de-sac	100'	80'	.05	no	Agg.	Plant Mix	2
Lark Lake Court	Green Meadows Dr.	Cul-de-sac	50'	30'	.08	no	Agg.	Plant Mix	2
Oak Lake Drive	Green Meadows Dr.	Dead End	50'	30'	.08	no	Base Asph.	Plant Mix	2
Pine Lake Drive	Oak Lake Drive	Pinebrook Drive	50'	30'	.33	no	Base Asph.	Plant Mix	2
Glen Lake Path	Deer Lake Drive	Pine Lake Drive	50'	30'	.05	no	Base Asph.	Plant Mix	2

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

SIGNED

Dept. of Highways Engineer

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

April 1, 1981

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.82

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.82

SUBMITTED BY THE CITY OR TOWN (Date 3/25/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3/25/81)

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
Massanutten Ct.	Eagle Ave.	Cul-de-sac	50'	30'	.06	no	Agg.	Plant Mix	2
Lake Tahoe Trail	Eagle Ave.	pass Lake Tahoe Tr.	50'	30'	.06	no	Agg.	Plant Mix	2
Riverbend Road	Stoneshore Rd.	approximately 95 n/o Rosebriar Ct.	60'	36'	.12	no	Stone	Plant Mix	2
Sweetbriar Ct.	Forestwood Dr.	Cul-de-sac	50'	30'	.12	no	Stone	Plant Mix	2
Danville Ct.	Forestwood Dr.	Cul-de-sac	50'	30'	.11	no	Stone	Plant Mix	2
Forestwood Dr.	Sweetbriar Ct.	Danville Court	50'	30'	.06	no	Stone	Plant Mix	2
Fieldstone Circle	Amberley Forest Rd.	Amberly Forest Rd.	50'	30'	.30	no	Soil Cement	Plant Mix	2
Fieldstone Place	Fieldstone Circle	Cul-de-sac	100'	80'	.02	no	Soil Cement	Plant Mix	2
Woodbridge Place	Fieldstone Circle	Cul-de-sac	100'	80'	.02	no	Soil Cement	Plant Mix	2
Woodbridge Trail	Fieldstone Circle	South 90'	50'	30'	.02	no	Soil Cement	Plant Mix	2
Pinebrook Drive	Green Meadows Dr.	East + 900'	50'	30'	.61	no	Base Asph.	Plant Mix	2
Mossycup Drive	Southern Pines Dr.	North to Veptco R/W	50'	30'	.15	no	Agg.	Plant Mix	2
Sabal Palm Court	Mossycup Drive	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways' Engineer

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 2.88

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 4.88

SUBMITTED BY THE CITY OR TOWN (Date 7-28-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 8-2-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	PAVED SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Seven Springs Court	Lake Taboe Tr.	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Powder Ridge Court	Eagle Ave.	Cul-de-sac Netherland Court	50'	30'	.05	no	Agg.	Plant Mix	2
Windmill Dr.	Dahlia Dr.	Court	50'	30'	.16	no	Agg.	Plant Mix	2
Reynaudt Ct.	Windmill Dr.	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Clearwood Ct.	Forestwood Dr.	Cul-de-sac	50'	30'	.13	no	Agg.	Plant Mix	2
Foxglove Ct.	Forestwood Dr.	Cul-de-sac	50'	30'	.13	no	Agg.	Plant Mix	2
Barkleaf Dr.	Banyan Drive	Dead End	50'	30'	.02	no	Stone	Plant Mix	2
Hedgefield La.	Amberley Forest	Woodbridge Trail	50'	30'	.13	no	Agg.	Plant Mix	2
Merce Ct.	Hedgefield La.	Cul-de-sac	50'	30'	.05	no	Agg.	Plant Mix	2
Hedgefield Ct.	Hedgefield La.	Cul-de-sac	50'	30'	.03	no	Agg.	Plant Mix	2
Woodridge Tr.	20' West of Hedgefield	400' West of Hedgefield	50'	30'	.09	no	Agg.	Plant Mix	2
Killington Cove	Eagle Ave.	Cul-de-sac	50'	30'	.02	no	Agg.	Plant Mix	2
Eagle Ave.	Killington Cove	Rosemont Road	50'	30'	.25	no	Agg.	Plant Mix	2

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

SIGNED

Dept. of Highways Engineer

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of 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 0.21 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1981, for quarterly payment due after June 30, 1981. The additional streets and mileage eligible for payments are described as follows:

Shoreline Drive	- From Hatton Point Road to 472' North of Hatton Point Road	0.08 Mile
Regent Drive	- From Shoreline Drive to 720' West of Shoreline Drive	0.13 Mile

These "Other Streets" additions, totaling 0.21 mile, increase the total "Other Streets" mileage in the City of Portsmouth from 357.19 miles to 357.40 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Vienna on additional streets, totaling 0.17 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1981, for the quarterly payments due after June 30, 1981. The additional streets and mileage eligible for payments are described as follows:

Owaissa Court	- From Glyndon Street Southeast to Cul-de-sac	0.07 Mile
Sideling Court	- From Beulah Road Southwest to Cul-de-sac	0.10 Mile

These "Other Streets" additions, totaling 0.17 mile, increase the total "Other Streets" mileage in the Town of Vienna from 55.05 miles to 55.22 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Wm. Robinson, seconded by Mr. Fralin, that the Commission confirm letter ballot action on the following resolution:

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 Fairfax for such payment; and

WHEREAS, due to annexation by the City of Fairfax effective January 1, 1981, and through mutual agreement between the City and the Highway and Transportation Department, the City will take over maintenance of these streets within the area annexed from Fairfax County, effective January 1, 1981; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-34 of the Code of Virginia, as amended, quarterly payments be made to the City of Fairfax on 3.40 miles of additions of "Other Streets" annexed by the City which meet standards required by this section of the Code, effective January 1, 1981, for quarterly payment due after March 31, 1981. The additional street mileage eligible for payment is described on attached tabulation sheets numbered 1 and 2, dated January 1, 1981.

These "Other Streets" additions of 3.40 miles increase the total "Other Streets" mileage in the City of Fairfax from 51.56 miles to 54.96 miles of approved streets subject to payment.

MOTION CARRIED

ADVISOR: VARIOUS STREETS FOR CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

January 1, 1981

MUNICIPALITY City of Fairfax, Virginia

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 3.40 Other Streets

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 6.80 Other Streets

SUBMITTED BY THE CITY OR TOWN (Date 12/23/80) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1/23/81)

NAME OF STREET	FROM	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
Panger Road	<i>Old Corp. Limit</i> Raiders Lane	Dead End	60'	36'	.28	No	21 A	S-5	2
Plantation Pkwy	<i>Old Corp. Limit</i> Scout Drive	Jessie Cir.	60'	36'	.37	"	"	"	"
Flinthock Road	Blue Coat Drive	Dead End	50'	30'	.15	"	"	"	"
Singleton Cir.	Blue Coat Drive	Dead End	50'	30'	.08	"	"	"	"
Scarlet Circle	Blue Coat Drive	Dead End	50'	30'	.04	"	"	"	"
Blue Coat Drive	Plantation Pkwy.	Dead End	50'	30'	.32	"	"	"	"
Jessie Court	Plantation Pkwy.	Dead End	50'	30'	.10	"	"	"	" Check
Antietam Avenue	Plantation Pkwy.	Atlanta St.	50'	30'	.34	"	"	"	"
Scout Drive	<i>Old Corp. Limit</i> Plantation Pkwy.	Antietam Ave.	50'	30'	.16	"	"	"	"
Huskat Court	Scout Drive	Dead End	50'	30'	.07	"	"	"	"
Atlanta Street	Antietam Ave.	Confederate La.	50'	30'	.22	"	"	"	"
Tecumseh Lane	Scout Drive	Brigade Drive	50'	30'	.19	"	"	"	"
Brigade Drive	Atlanta Street	Sherman Street	50'	30'	.20	"	"	"	"

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

SIGNED [Signature]
Dept. of Highways' Engineer

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

January 1, 1981

MUNICIPALITY

City of Fairfax, Virginia

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 12/23/80) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1/2/81)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Sherman Street	Tecumseh Lane	Confederate La.	50'	30'	.21	No	21 A	S-5	2
Confederate La.	Ranger Road	Confederate La. <i>Old Corp. Limit</i>	50'	30'	.33	"	"	"	"
Zeb Street	Shiloh Street	Confederate La.	50'	30'	.05	"	"	"	"
Shiloh Street	Ranger Road	Confederate La. <i>Old Corp. Limit</i>	50'	30'	.25	"	"	"	"
Ralder Lane	Ranger Road <i>Old Corp. Limit</i>	City Line	50'	30'	.04	"	"	"	"

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

SIGNED Foy W. Hester
Depl. of Highways Engineer

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

WHEREAS, Horace G. Fralin has represented the Salem District as a member of the Virginia Highway and Transportation Commission since 1973; and

WHEREAS, he has fulfilled his duties faithfully, and with vision and exceptional leadership qualities; and

WHEREAS, all citizens of the Commonwealth benefit from his commitment of his time, energy and ability toward safe, modern highways and related transportation facilities;

NOW, THEREFORE, BE IT RESOLVED, that his colleagues on the Highway and Transportation Commission extend to Horace G. Fralin their high commendation and appreciation for his outstanding service, and express to him, on the occasion of his retirement from the Commission, their deep and lasting affection and respect.

MOTION CARRIED

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

WHEREAS, William T. Roos has represented the Suffolk District as a member of the Virginia Highway and Transportation Commission since 1972; and

WHEREAS, he has fulfilled his duties faithfully, and with vision and exceptional leadership qualities; and

WHEREAS, all citizens of the Commonwealth benefit from his commitment of his time, energy, and ability toward safe, modern highways and related transportation facilities;

NOW, THEREFORE, BE IT RESOLVED, that his colleagues on the Highway and Transportation Commission extend to William T. Roos their high commendation and appreciation for his outstanding service and express to him, on the occasion of his retirement from the Commission, their deep and lasting affection and respect.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Oakland Elementary School, Suffolk, Virginia, on February 19, 1981, at 7:30 p.m., for the purpose of considering the proposed location corridor of Route 10 from 0.333 mile north of the North Corporate Limits of Suffolk to 5.804 miles north of the intersection of Route 460 in Isle of Wight County and the City of Suffolk, State Projects 0010-046-106, C-501; 0010-061-101, C-503; Federal Project F-087-1 (); 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 corridor of this project be approved in accordance with the plan as proposed and presented at the said location public hearing by the Department's engineers.

MOTION CARRIED

Moved by Mr. D. Robinson, seconded by Mr. Mohr,
that

WHEREAS, a combined location and design public hearing was held on November 2, 1978, for the purpose of considering the proposed location and major design features of Route 681 from 0.042 mile south of the intersection of Route 805 to 0.845 mile north of the intersection of Route 805 (Bridge and Approaches over Back Creek) in Frederick County, State Project 0681-034-148, C-501, B-609; Federal Project 805-034(101); and

WHEREAS, this Commission approved the location and major design features of this project on June 22, 1979, in accordance with the plan as proposed and presented at said location and design public hearing by the Department's engineers; and

WHEREAS, the Frederick County Board of Supervisors subsequently expressed dissatisfaction with the planned development for this project; and

WHEREAS, the Department's engineers have reexamined the project and determined that the scope of work and the construction cost could be greatly reduced by replacing the existing structure in its present location; and

WHEREAS, the Frederick County Board of Supervisors approved this proposed change in the planned development, as evidenced by resolution dated May 28, 1980; and

WHEREAS, a Notice of Willingness was posted to hold another combined location and design public hearing to consider this proposed change; and

WHEREAS, no requests were received prior to the April 24, 1981, deadline to hold another location and design public hearing;

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project approved on June 22, 1979, be rescinded; and

BE IT FURTHER RESOLVED, that the location and major design features of this project be approved in accordance with the revised plan as proposed and presented to the Frederick County Board of Supervisors.

MOTION CARRIED

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

WHEREAS, on January 21, 1971, the Highway Commission designated a section of Project 8460-026-104, C-504, from its eastern terminus (11.290 miles east of the Dinwiddie-Nottoway County Line) to the intersection of Route 621 as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission Policy; and

WHEREAS, breaks in the Limited Access Line were granted at existing entrances to provide ingress to and egress from properties along the highway facility; and

WHEREAS, the Department on February 22, 1980, inadvertently issued an entrance permit to Mr. and Mrs. Louis Lee Fallin requiring a 20-foot break in the limited access line at Station 858+85±; and

WHEREAS, the property owner was unaware of the limited access features of the highway and has no other means of access to his property and residence except via the entrance at Station 858+85±; and

WHEREAS, it would present an undue hardship to the property owner to invalidate the entrance permit and deny access to the property;

NOW, THEREFORE, BE IT RESOLVED, that a 20-foot access point be granted opposite the existing entrance at Station 858+85±.

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Wm. Robinson, that

WHEREAS, in a letter to the Urban Mass Transportation Administration, dated December 22, 1980, the Governor assigned to the Highway and Transportation Commission the responsibility for allocating UMTA Section 5 funds among the urbanized areas with populations between 50,000 and 200,000; and

WHEREAS, such allocations are to be based upon the documented needs in each area, and the allocations are to be presented in an annual program of projects which will be revised as needed during the program year; and

WHEREAS, the Department's Public Transportation Division has obtained documentation of the funding needs for public transportation in the small urbanized areas of the Commonwealth which are reflected in the numbers provided herein;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following Amended Program of Projects shall serve as the distribution of FY-81 and FY-82 UMTA Section 5 funds for the Commonwealth's urbanized areas with populations between 50,000 and 200,000:

FY-81 Program of Projects for
Virginia's Apportionment of UMTA Section 5 Funds

Amendment 2: June 18, 1981

Greater Roanoke Transit Company		
FY-81 Operating Assistance	\$700,392	
Greater Lynchburg Transit Company		
Supplemental Operating		
Assistance for FY-80	:	75,123
FY-81 Operating Assistance	:	688,593
Capital Assistance/VA-05-0023	:	869,724
Capital Assistance	:	784,000
Petersburg Area Transit		
FY-81 Operating Assistance	:	111,740
Capital Assistance/VA-05-0013-01	:	933,040
FY-81 Apportionment to Virginia		
and Carryover from Previous FYs	:	\$5,238,170
Total Funds Allocated in FY-81		
Program of Projects	:	4,142,612
Balance of Unallocated Funds	:	1,095,558

FY-82 Program of Projects for
Virginia's Apportionment of UMTA Section 5 Funds

June 18, 1981

Greater Roanoke Transit Company		
FY-82 Operating Assistance	:	\$710,000
Greater Lynchburg Transit Company		
FY-82 Operating Assistance	:	679,658
Petersburg Area Transit Company		
FY-82 Operating Assistance	:	215,000
Funds Carried Over from FY-81	:	\$1,095,558
Anticipated FY-82 Apportionment		
to Virginia	:	2,730,000
Total Funds Allocated in FY-82		
Program of Projects	:	1,604,658
Balance of Unallocated Funds	:	2,220,900

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Wm. Robinson,
that

WHEREAS, Chapter 760, Item 640 of the Acts of the General Assembly of 1980, directs the Highway and Transportation Commission to set aside certain funds to aid local governments in the payment of administrative costs of mass transportation; and

WHEREAS, Greene County operates a public transportation service and has expressed a desire to receive any of these funds available for administrative costs; and

WHEREAS, Greene County has agreed to provide from local sources one dollar for each State dollar out of this allocation;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following amount be allocated from funds established as aid to mass transportation administrative costs by Chapter 760, Item 640 of the Acts of the General Assembly of 1980:

<u>To</u>	<u>Amount</u>
Greene County	\$10,129

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Wm. Robinson,
that

WHEREAS, Chapter 760, Item 640 of the Acts of the General Assembly of 1980 contains a discretionary capital allocation fund for all areas of the Commonwealth and requires authorization by the Commonwealth before these funds can be utilized; and

WHEREAS, these funds may be used to support up to ninety-five percent (95%) of the total capital project cost when a federal grant is not involved; and

WHEREAS, Greene County and James City County desire state assistance for capital grants where no federal grant is involved;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following amounts be allocated from funds established as aid to mass transportation capital costs by Chapter 760, Item 640 of the Acts of the General Assembly of 1980:

<u>To</u>	<u>Amount</u>
Greene County	\$34,388
James City County	8,000

MOTION CARRIED

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

WHEREAS, pursuant to Section 46.1-343 of the Code of Virginia of 1950, as amended, the State Highway and Transportation Commission has authority to issue hauling permits for the movement of overweight/oversize vehicles upon the highway; and

WHEREAS, such permits provide extraordinary service and privileges to the permittee; and

WHEREAS, the cost of issuing these permits is a constant drain on highway funds since revenues collected do not cover administrative program costs; and

WHEREAS, current hauling permit fees have not been substantially increased since September 1, 1970 as follows:

Existing Permit Fees

- (A) Loads 8 feet to 12 feet wide
 - \$5 Single Trip (13-day issue)
 - \$5 Blanket Term (12-month issue)

- (B) Loads 12 feet to 14 feet wide
 - \$10 Single Trip (13-day issue)
 - \$10 Blanket Term (12-month issue)

NOW, THEREFORE, BE IT RESOLVED, that a fee of ten dollars (\$10) for a single trip and thirty dollars (\$30) for a twelve-month blanket permit be imposed for each such permit issued on and after October 1, 1981, except those permits described under Section 46.1-343 of the Code of Virginia of 1950, as amended, which are required to be issued without cost along with exemptions prescribed by resolution to issue such permits without charge to any office or agency of the federal government, the Commonwealth of Virginia, or any county or municipal government of Virginia, provided the vehicle is registered in the name of such government, its agency, subdivision or municipal corporation.

MOTION CARRIED

On motion of Mr. Hassell, seconded by Mr. Hooper, Mr. Wrench voting NO, the Commission voted to reinstate Blythe Industries, Inc., of Charlotte, North Carolina, to the Department's prequalified bidders' list.

On motion of Mr. Roos, seconded by Mr. Mohr, Mr. Wrench voting NO, the Commission voted to reinstate Crowder Construction Company, of Charlotte, North Carolina, to the Department's prequalified bidders' list.

On motion of Mr. William Robinson, seconded by Mr. Fralin, Mr. Wrench voting NO, the Commission voted to reinstate Propst Construction Company, of Concord, North Carolina, to the Department's prequalified bidders' list.

On motion of Mr. Roos, seconded by Mr. Mohr, Mr. Wrench voting NO, the Commission voted to reinstate S. T. Wooten Construction Co., Inc., of Wilson, North Carolina, to the Department's prequalified bidders' list.

The next meeting of the Commission will be held on July 16, 1981.

The meeting was adjourned at 11:24 a.m.

Approved:

Attested:

William T. Roos

James E. Hooper