

**MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
JULY 20, 1967**

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office in Richmond on July 20, 1967, at 10:00 A.M. Mr. Douglas B Fugate, Chairman, presided.

Present: Messrs. Fugate, Baughan, Chilton, Fitzpatrick, Holland, Landrith, McWane, Sclater, and Weaver.

On motion of Mr. Sclater, seconded by Mr. Landrith, minutes of the meeting of June 28, 1967, were approved.

Motion was made by Mr. Sclater, seconded by Mr. Landrith, that the Commission approve permits issued from June 28, 1967 to July 19, 1967, inclusive, as shown by records of the Department.  
Motion Carried.

On Motion of Mr. Sclater, seconded by Mr. Landrith, the Commission approved cancellation of permits from June 28, 1967 to July 19, 1967, inclusive, as shown by records of the Department.

7-20-67

Moved by Mr. Sclater      Seconded by Mr. Landrith  
that the Commission approve letter ballot action adopting the following resolution.

WHEREAS, the Highway Department constructed a project on Route 81 in Augusta County designated as 0081-007-103, B671; and

WHEREAS, subsequent to the completion and acceptance of this project, a bridge abutment settled as a result of certain unstable subsoil condition which was unknown at the time of the construction; and

WHEREAS, this settlement necessitates certain corrective work to be undertaken immediately; and

WHEREAS, the Department has negotiated a contract with a bridge contractor, who is now employed on other bridge work in the vicinity, for the necessary repairs;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission approves the action of the Department in negotiating a contract for the necessary repairs to the bridge on the above project and authorizes the Commissioner to enter into a formal agreement with Thomas M. Nunnally, Contractor, for the necessary emergency repairs at a cost of \$17,485.63 plus ten percent (10%) for engineering and overhead and allocates the necessary funds for this purpose.

MOTION CARRIED.

Moved by Mr. Landrith seconded by Mr. Sciater  
that

WHEREAS, In accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a public hearing was held in the Supervisors Room of the Courthouse, in Leesburg, Virginia, at 10:30 a. m. , on May 3, 1967, concerning the proposed construction of Route 7 from 0.235 mile north of the Fairfax - Loudoun County Line to 0.165 mile south of the East Corporate Limits of Leesburg, in Loudoun County, State Project 6007-063-108, PE101, C501 and Federal Project F-070-1(16), 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the public hearing by the Department Engineers. This proposed improvement consists of expanding the existing two - lane facility to four lanes.

MOTION CARRIED.

Moved by Mr. McWane seconded by Mr. Landrith  
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a public hearing was held in the County Office Building, Chatham, Virginia, at 7:00 p. m. , on April 25, 1967, concerning the proposed construction of Route 57 from 0.634 mile east of the West Corporate Limits of Chatham to 0.091 mile east of the West Corporate Limits of Chatham in the Town of Chatham, Pittsylvania County, State Project 0057-071-103, PE101, Federal Project S-428 ( ), 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 development as planned and their statements being duly recorded; and

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

BE IT RESOLVED, that the construction of the project be approved in accordance with the general plan as proposed and presented at the public hearing by the Department Engineers. This proposed improvement is generally along the existing Route 57 alignment and will provide additional vertical clearance at the Southern Railway Underpass.

MOTION CARRIED.

Moved by Mr. Baughan seconded by Mr. Holland  
that

WHEREAS, Route 64 in Alleghany County has been constructed on new location as shown on plans for Project 0064-003-004, C-501; and

WHEREAS, the construction of Interstate Route 84 necessitates alteration on sections of U. S. Route 60; one section of old location of Route 60 is to be transferred to the Secondary System of Highways, and one section of old Route 60 is to be transferred to the Interstate System of Highways for designation as a service road;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33 - 27 of the Code of Virginia of 1950, as amended, 0.09 mile of the old location of Route 60, shown in red and designated as Section 1 on the plat dated April 4, 1967, Project 0064-003-004, C-501, be transferred from the Primary System to Secondary System of Highways;

BE IT FURTHER RESOLVED, That pursuant to § 33-36.6 of the Code of Virginia 1950, as amended, 0.25 mile of old Route 60, shown in orange and designated as § 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Interstate System of Highways and designated as a service road.

MOTION CARRIED.

Moved by Judge Weaver Seconded by Mr. Holland  
that,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Municipal Building, Burkeville, Virginia, at 10:00 a. m. , on June 16, 1967, concerning the proposed construction of Route 360 from the Prince Edward - Nottoway County Line to 0.486 mile west of the West Corporate Limits of Burkeville, in Nottoway County, State Project 0360-067-101, C501 and Federal Project F-036-1(15), 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement generally consists of the addition of parallel lanes to expand the existing two-lane facility to four lanes.

MOTION CARRIED.

Moved by Mr. McWane      Seconded by Judge Weaver  
that,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Pamplin Elementary School, Pamplin, Virginia, at 7:00 p. m., on May 9, 1967, concerning the proposed construction of Route 460 from 6.626 miles east of the East Corporate Limits of Appomattox to 1.358 miles east of the Appomattox - Prince Edward County Line, (Pamplin City By-pass), in Appomattox and Prince Edward Counties, State Projects 0460-006-107, C501 and 0460-073-104, C501, Federal Projects F-04-4(19) and F-04-4(20), 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers along Line "A". This proposed improvement follows existing Route 460 from the beginning of the project to a point approximately 0.9 mile east. It then passes north of Pamplin City on new location and ties back into the existing road near the eastern terminus.

MOTION CARRIED.

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

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1966-67 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Fairfax County has by proper resolution requested the use of industrial access funds to extend Route 3726, 0.27 mile, to provide proper access to the new facility of the Berkeley Equipment Company, to be constructed in Fairfax County west of Route 617 near the Fort Belvoir interchange on I-95, estimated to cost \$30,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$30,000 from the industrial access fund for 1966-67 be allocated for extending Route 3726, 0.27 mile, to provide proper access to the new facility of the Berkeley Equipment Company, to be constructed west of Route 617 near the Fort Belvoir interchange on I-95 in Fairfax County, Project 3726-029-142, C502, contingent upon (1) advice from the Company that it has entered into a firm contract for the construction of its plant, and (2) the necessary right of way and adjustment of utilities being furnished at no cost to the Commonwealth.

MOTION CARRIED.

that, Moved by Mr. Baughan Seconded by Mr. Holland

WHEREAS, Route 258 in Isle of Wight County has been altered and reconstructed as shown on plans for Project 0258-046-103, C-1; 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, and one section of the old road is no longer necessary for purposes of the State Highway System and two sections of the old road are to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.6 of the Code of Virginia of 1950, as amended, 0.25 mile of the old location of Route 258, shown in blue and designated as Section 4 on the plat dated January 3, 1967, Project 0258-046-103, C-1, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.21 mile of old location of Route 258, shown in yellow and designated as Section 3 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33-27 of the Code of Virginia of 1950, as amended, 0.28 mile of the old location of Route 258, shown in red and designated as Sections 1 and 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.



Moved by Mr. Baughan      Seconded by Mr. Holland  
that,

**WHEREAS,** Route 64 in Alleghany County has been constructed on new location as shown on plans for Project 0064-003-101, C501;

**WHEREAS,** the construction of Interstate Route 64 necessitates alteration on sections of U. S. Route 60; eight sections of old location of Route 60 are no longer necessary as a public road, the new road serving the same citizens as the old road, and three sections of old Route 60 are to be transferred to the Interstate System of Highways for designation as a service road, and one section of Jerry's Run Trail is to be added to the Interstate System of Highways for designation as a service road;

**NOW, THEREFORE, BE IT RESOLVED,** that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 1.46 miles of the old location of Route 60, shown in blue and designated as Sections 1, 2, 4, 5, 7, 8, 10, and 11 on the plat dated March 24, 1967, Project 0064-003-101, C-501, be abandoned as a part of the State Highway System;

**BE IT FURTHER RESOLVED,** that pursuant to Section 33-36.6 of the Code of Virginia of 1950, as amended, 2.35 miles of old Route 60, shown in orange and designated as Sections 3, 6 and 9 on the plat and project referred to hereinabove, be transferred from the Primary System to the Interstate System of Highways and designated as a service road;

**BE IT ALSO FURTHER RESOLVED,** that pursuant to Section 33-36.1 of the Code of Virginia of 1950, as amended, 0.78 mile of Jerry's Run Trail, shown in green and designated as Section 12 on the plat and project referred to hereinabove, be added to the Interstate System of Highways and designated as a service road.

**MOTION CARRIED.**

Moved by Mr. Baughan seconded by Mr. Holland  
that

WHEREAS, Interstate Route 64 in Alleghany County has been constructed on new location as shown on plans for Project 0064-003-103, P-403; 0064-003-005, C-501, C-502; and

WHEREAS, the construction of Interstate Route 64 necessitates alterations on the Interstate System and on sections of U. S. Route 60; one section of existing Route 60 is no longer necessary as a public road, the new road serving the same citizens as the old; and one section is to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-78.5 of the Code of Virginia of 1950, as amended, a total of 0.06 mile of present Route 60, shown in blue and indicated as Section 2 on the plat dated March 26, 1957, Project 0064-003-103, P-403; 0064-003-005, C-501, C-502, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia of 1950, as amended, 1.55 miles of present Route 60, shown in red and indicated as Section 1 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

Moved by Mr. Baughan seconded by Mr. Holland  
that

WHEREAS, Route 57 in Pittsylvania County has been altered and reconstructed as shown on plans for Project 0057-071-101, C-502; and

WHEREAS, six sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is no longer necessary for purposes of the State Highway System and two sections of the old road are to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.5 of the Code of Virginia of 1950, as amended, 0.83 mile of the old location of Route 57 and 41, shown in blue and designated as Sections 1, 3, 4, 6, 8, and 9 on the plat dated November 1, 1966, Project 0057-071-101, C-502, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 38-76.1 of the Code of Virginia of 1950, as amended, 0.14 mile of old location of Route 57, shown in yellow and designated as Section 5 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia of 1950, as amended, 0.96 mile of the old location of Route 57, shown in red and designated as Sections 2 and 7 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

Moved by Mr. Baughan seconded by Mr. Holland  
that

WHEREAS, Route 81 in Rockbridge County has been constructed on new location as shown on plans for Project 0081-081-101, P-401; and

WHEREAS, the construction of Interstate Route 81 necessitates alteration on sections of U. S. Route 11; one section of old location of Route 11 is no longer necessary as a public road, the new road serving the same citizens as the old road;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.5 of the Code of Virginia of 1950, as amended, 0.36 mile of the old location of Route 11, shown in blue and designated as Section 1 on the plat dated April 6, 1967, Project 0081-081-101, P-401, be abandoned as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS, the Board of Supervisors of Appomattox 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 33-76.7 of the Code of Virginia of 1950, as amended, the following sections of roads in Appomattox County be discontinued as parts of the Secondary System, effective this date.

Route 691 from the new location at Station 158 + 00 easterly 0.15 mile

Route 691 from the new location at Station 178 + 00 easterly 0.16 mile

MOTION CARRIED.

Moved by Mr. Sclater, seconded by Mr. Landrith, that the Commission award contract on the following project on bids received June 14, 1967:

Route 646, Project 0646-016-131, B612

Bridge over Falling River (Spring Mills) Campbell County. Award of contract to low bidder, Sanford Construction Company, Inc., Sanford, North Carolina.

Bid ALTERNATE	\$84,923.40
10% for engineering and additional work	6,492.34
Amount Chargeable to project	71,400.00
\$71,400.00 to be provided for in County's 1967-68 & Subsequent Years budgets.	

MOTION CARRIED.

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

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

WHEREAS, the Town of Herndon's population, according to the Bureau of Population and Economic Research, University of Virginia, is 4,103; and

WHEREAS, the Town has requested recognition of its status as exceeding 3,500 population and that the control and jurisdiction of the highways and streets be turned over to them effective July 1, 1967; now, therefore

BE IT RESOLVED, that under the authority of Section 33-50.2 of the Code of Virginia, as Amended, the Town of Herndon be made eligible to receive maintenance payments at the annual rate of \$10,000 per mile on its extension of the Primary System, effective July 1, 1967, for the quarterly payment due after September 30, 1967, as follows:

State Route 228	Beginning at the N. C. L. of Herndon; thence southerly along Dranesville Road, Park Avenue, Pine Street and Elden Street to the S. C. L. Herndon
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Length for payment - 2.52 miles

and,

BE IT FURTHER RESOLVED, that under the authority of Section 33-25.4 of the Code of Virginia, as Amended, the Town of Herndon be made eligible to receive maintenance payments at the rate of \$1,000 per mile annually on streets other than extensions of the Primary System and meeting the required standards, a total of 15.58 miles, and described on a tabulation dated July 1, 1967, effective beginning July 1, 1967, for the quarterly payment due after September 30, 1967.

MOTION CARRIED.

**ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT**

MUNICIPALITY HERNDON  
TOTAL ADDITIONAL MILEAGE REQUESTED 2.52

SUBMITTED BY THE CITY OR TOWN (Date 6/20/67) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-2-67)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Kilden	S.O.L.	N.O.L.	40 80	18 65	2.52		Crushed Stone	S.T. & B.T.	

SIGNED   
Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY HERNDON

TOTAL ADDITIONAL MILEAGE REQUESTED 15.53

SUBMITTED BY THE CITY OR TOWN (Date 6/20/61) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-2-67)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Grace	W.&O.D. R/W	Locust	50	6	.29	Stone	S.T.	T.C.
Vine	0.02 e. Center	Fairdale	50	14-18-36	.34	Stone	S.T.	T.C.
Fairdale	0.01 n. Vine	Elden	60	40	.09	Stone	B.T.	
Sterling Rd.	Elden	W.C.L.	40-60	20-28	.95	Soil Cement	B.T.	
Sterling Ct.	Sterling Hd.	Dead-end	50	32	.07	Stone	S.T.	T.C.
Crestview	Sterling Rd.	W.&O.D. R.R.	40	16	.53	Stone	S.T.	T.C.
Mosby Ct.	Crestview	Dead-end	50	30	.07	Stone	S.T.	T.C.
Locust	Elden	Spring	40	18-26	.47	Stone	B.T.	
Spruce	Elden	Locust	50	17	.05	Stone	S.T.	T.C.
School	Elden	Locust	40	18	.05	Stone	S.T.	T.C.
Main Drive	Elden	Vine	42	24	.08	Stone	S.T.	
Fifth St.	Locust	Dead-end	40	32	.08	Stone	B.T.	
Spring	W.&O.D. R/W	E.O.L.	50	24-24-18	1.28	Stone	S.T.	T.C.

SIGNED



Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY HERRINGTON

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date 6/20/67) 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 FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Lynn	Rt. 28	Washington		20	.04	Stone	B.T.	
Washington	Lynn	E.O.L.	58-50	32-20	1.13	Stone	B.T.	
Jacqueline	Washington	N. to Dead-end	50	19	.21	Stone	S.T.	T.O.
Grant	Washington	Third	40-50	18-36-21	.84	Stone	S.T.	T.O.
Third	Dranesville Rd.	Monroe	50	18	.35	Stone	S.T.	T.O.
Second St.	Monroe	Tyler	50	16	.24	Stone	S.T.	T.O.
Tyler St.	2nd Street	Park	50	16	.13	Stone	S.T.	T.O.
Monroe	Park	0.18 N. 3rd St.	40-50	17	.54	Stone	S.T.	T.O.
First Place	Monroe	Station	50	21	.09	Stone	S.T.	T.O.
Station St.	First Place	Park Ave.	50	19	.09	Stone	S.T.	T.O.
Park Ave.	Monroe	Park Road	50	36-21	.28	Stone	S.T. & B.T.	
Park Rd.	Park Ave.	N.&O.D. E/W	50	36	.10	Stone	B.T.	
Station	Pine	N. to Dead-end	50	27-20	.18	Stone	B.T.	

SIGNED



Dept. of Highways' Engineer



ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY HERNDON

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date 6/20/67) 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 FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Willow	Station	W. to Dead-end	40	19	.04	Stone	S.T.	T.O.
Monroe	Pine	S. Van Buren	40-60	39-17	.27	Stone	S.T. & B.T.	
S. Van Buren	Monroe	S.C.I.	40-50	17	.94	Stone	S.T.	
Alabama	S. Van Buren	Elden	60	36	.69	Stone	B.T.	
Arkansas	.12 mi. s. Alabama	.02 mi. n. Alabama	60	36	.14	Stone	S.T.	T.O.
Patrick Lane	Alabama	S. to Dead-end	50	30	.15	Stone	S.T.	T.O.
Pickett Lane	Alabama	S. to Dead-end	50	30	.15	Stone	S.T.	T.O.
Virginia Ave.	.15 mi. s. Alabama	.02 mi. n. Alabama	60	36	.17	Stone	S.T.	
Missouri	Alabama	S. to Dead-end	60	36	.03	Stone	S.T.	T.O.
Archer Ct.	Florida	Dead-end	50	30	.09	Stone	B.T.	T.O.
Bruse Ct.	Florida	Dead-end	50	30	.09	Stone	B.T.	T.O.
Florida	.03 mi. s. Bruce Ct.	Center St.	60	36-22	.38	Stone	B.T.	T.O.
Center	Florida	W. & D. R/W	60	36-18	.47	Stone	S.T.	

SIGNED \_\_\_\_\_



Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY HERNDON

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date 6/20/67) 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 FEET	MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Little	Spring	s. to Dead-end	40	19		.10	Stone	S.T.	T.O.
Austin Lane	Van Buren	n. to Dead-end	50	19		.10	Stone	S.T.	T.O.
Nash	Van Buren	Bowers Lane	50	20-16		.16	Stone	S.T.	T.O.
Bowers Lane	Nash	s. to Dead-end	50	19		.04	Stone	S.T.	T.O.
Wood	Spring	Pearl	40	14		.10	Stone	S.T.	T.O.
Oak	Spring	Pearl	40	14		.11	Stone	S.T.	T.O.
Corral	Van Buren	Old Dominion	40	18		.22	Stone	S.T.	T.O.
Van Buren	Washington	.06 mi. n. Park	50	19		.55	Stone	S.T.	T.O.
Dranesville Rd. Park	Park	Madison	35-50	24-30-36		.43	Stone	S.T.	T.O. & Slurry
Madison	Marroe	.03 mi. e. Dranesville Rd.	40	16-22		.42	Stone	S.T.	T.O.
Jefferson St.	Marroe	Van Buren	40	16		.18	Stone	S.T.	T.O.
Adams	Van Buren	Jackson	50	16		.06	Stone	S.T.	T.O.
Jackson	Washington	Madison	50	16-24		.15	Stone	S.T.	T.O.

SIGNED \_\_\_\_\_



Dept. of Highways' Engineer





Moved by Mr. Landrith Seconded by Mr. Chilton  
that

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

WHEREAS, the Town of Leesburg's population, according to the Bureau of Population and Economic Research, University of Virginia, is 5,084; and

WHEREAS, the Town has requested recognition of its status as exceeding 3,500 population and that the control and jurisdiction of the highways and streets be turned over to them effective July 1, 1967; now, therefore

BE IT RESOLVED, that under the authority of Section 33-50.2 of the Code of Virginia, as Amended, the Town of Leesburg be made eligible to receive maintenance payments at the annual rate of \$10,000 per mile on its extensions of the Primary System, effective July 1, 1967, for the quarterly payment due after September 30, 1967, as follows:

State Route 7 Beginning at the E. C. L. of Leesburg; thence westerly along Market Street to the W. C. L.

Length for payment - 2.35 miles.

U. S. Route 15 Beginning at the N. C. L. of Leesburg; thence southerly along King Street to S. C. L.

Length for payment - 1.56 miles.

Total Primary Extension Mileage - 3.91 miles,

and,

BE IT FURTHER RESOLVED, that under the authority of Section 33-35.4 of the Code of Virginia, as Amended, the Town of Leesburg be made eligible to receive maintenance payments at the rate of \$1,000 per mile annually on streets other than extensions of the Primary System and meeting the required standards, a total of 14.18 miles, and described on a tabulation dated July 1, 1967, effective beginning July 1, 1967, for the quarterly payment due after September 30, 1967.

MOTION CARRIED.



ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION ~~2274~~ OF THE CODE OF VIRGINIA, 1964 AMENDMENT  
35-55.4

MUNICIPALITY Jessburg

TOTAL ADDITIONAL MILEAGE REQUESTED 14.18

SUBMITTED BY THE CITY OR TOWN (Date 6/27/67) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-30-67)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Fairview St.	Market St.-0.26 mi. north		40'	16'-18'	0.26	Cr. St.	Bit. St.	Rt. T-701 Est. prior to July 1, 1950
Pershing Ave.	Market St.-0.20 mi. north		50'	14'-16'	0.20	Cr. St.	Bit. St.	Rt. T-780 Est. prior to July 1, 1950
Wilson Ave.	Market St.-0.21 mi. north		50'	14'-16'	0.21	Cr. St.	Bit. St.	Rt. T-700 Est. prior to July 1, 1950
Morven Park Rd.	Market St.-Old Waterford Rd.		30'	14'-16'	0.46	Cr. St.	Bit. St.	Rt. T-699 Est. prior to July 1, 1950
Old Waterford Rd.	N.C.L.-North St.		30-45'	16'-28'	0.63	Cr. St.	Bit. St.	Rt. T-698 Est. prior to July 1, 1950
Ayrles Ave.	Old Waterford Rd.-of Ayr St.	0.07 mi. west	50'	30'	0.18	Cr. St.	Bit. St.	Rt. T-1013
Daniel St.	Ayr St.-0.09 mi. west		50'	30'	0.09	Cr. St.	Bit. St.	
Ayr St.	0.01 mi. S. of Daniel-ford Rd.	Old Water-	50'	30'	0.16	Cr. St.	Bit. St.	
Royal St.	King St.-Church St.		50'	16'-28'	0.09	Cr. St.	S.T.	Est. prior to July 1, 1950
South St.	Church St.-Gatoctin Cir.		30-50'	16'-22'	0.50	Cr. St.	P.M.	Est. prior to July 1, 1950
Evergreen Hill Rd.	King St.-S.C.L.		30'	16'	0.18	Cr. St.	S.T.	Rt. T-621 Est. prior to July 1, 1950
Valley View Ave.	King St.-0.03 0.08 N. of Davis Ave.		50'	16'	0.16	Cr. St.	S.T.	Rt. T-778 Est. prior to July 1, 1950
Davis Ave.	Valley View Ave.-Lee Ave.		50'	18'-20'	0.45	Cr. St.	P.M.	Rt. T-795 Est. prior to July 1, 1950

SIGNED W. H. W. W.  
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION ~~33-35.4~~ OF THE CODE OF VIRGINIA, 1964 AMENDMENT  
33-35.4

MUNICIPALITY Leahurst

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date 6/27/67) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-30-67)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Lee Ave.	Davis Ave. - Dry Mill Rd.		50'	20'	0.21	Cr. St.	S.T.	
Wage Drive	.12 mi. S. Dry Hill Rd. - .10 mi. N. Dry Hill Rd.		50'	36'	0.22	Cr. St.	S.T. P.M.	
Robin St.	Anne St. - .02 mi. east		50'	36'	0.02	Cr. St.	S.T.	
Anne St.	.03 mi. N. of Robin - Dry Mill Rd.		50'	36'	0.13	Cr. St.	S.T.	
Dry Mill Rd.	W.C.L. - Loudoun St.		30-70	16'	1.17	Cr. St.	S.T.	Rt. T-699 Est. prior to July 1, 1954
Ayr St.	Loudoun St. - Cornwall St.		30-40	26'	0.16	Cr. St.	P.M. S.T.	Rt. T-1006 Est. prior to July 1, 1954
Cornwall St.	Ayr St. - .03 E. of Church St.		30'	14'	0.47	Cr. St.	S.T.	Rt. T-1005 Est. prior to July 1, 1954
Union St.	King St. - Wirt St.		30'	26'	0.09	Cr. St.	S.T.	Rt. T-1001 Est. prior to July 1, 1954
Wirt St.	Union St. - Market St.		30'	14'	0.30	Cr. St.	S.T. P.M.	Rt. T-1002 Est. prior to July 1, 1954
North St.	Liberty St. - .04 E. of Prince		30-50	26'	0.73	Cr. St.	S.T. P.M.	Rt. T-698 Est. prior to July 1, 1954
Wildman St.	North St. - .04 mi. N.		50'	36'	0.04	Cr. St.	S.T.	
Prince St.	North St. - Edwards Ferry Rd.		40'	30'	0.22	Cr. St.	P.M. S.T.	Rt. T-644 Est. prior to July 1, 1954
Harrison St.	North St. - Edwards Ferry Rd.		30'	14'	0.13	Cr. St.	S.T.	Rt. T-1003 Est. prior to July 1, 1954

SIGNED W.W. G. Jr.  
Dept. of Highways' Engineer



ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT  
33-35.4

MUNICIPALITY Jessburg

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

6-30-67

SUBMITTED BY THE CITY OR TOWN (Date 6/27/67) 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 FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Woodberry Rd.	.04 mi. N. of North St. - Edwards Ferry Rd.		30-40	14' 30'	0.27	Cr. St.	S.T.	Rt. T-1007 Est. prior to July 1, 1950
N. Catoctin Cir.	.09 mi. N. of Blue Ridge Ave. - Edwards Ferry Rd.		40'	14' 16'	0.19	Cr. St.	S.T.	Rt. T-792 Est. prior to July 1, 1950
Queen St.	.09 mi. N. of Blue Ridge Ave. - Edwards Ferry Rd.		40'	16'	0.19	Cr. St.	S.T.	Rt. T-793 Est. prior to July 1, 1950
Washington St.	Blue Ridge Ave. - Edwards Ferry Rd.		40'	20'	0.10	Cr. St.	S.T.	Rt. T-805 Est. prior to July 1, 1950
Blue Ridge Ave.	Washington St. - Prince St.		40'	12' 16'	0.20	Cr. St.	S.T.	Rt. T-794 Est. prior to July 1, 1950
Edwards Ferry Rd.	.06 mi. E. of Washington St. - Market St.		30'	14' 18'	0.79	Cr. St.	S.T.	Rt. T-773 Est. prior to July 1, 1950
Parker Court	Catoctin Cir. - .11 mi. West		50'	18'	0.11	Cr. St.	S.T.	Rt. T-1015
Harrison St.	Market St. - Loudoun St.		50'	26'	0.04	Cr. St.	S.T.	
Harrison St.	Catoctin Circle - .02 mi. E. of Roanoke Dr.		50-70	40' 36'	0.29	Cr. St.	P.N.	
Roanoke Drive	.06 mi. N. of Harrison St. - Shenandoah St.		50'	36'	0.16	Cr. St.	P.N.	
Shenandoah St.	.01 mi. E. of Roanoke Dr. - .12 mi. N. of Harrison St.		50'	36'	0.27	Cr. St.	P.N.	
Catoctin Circle	King St. - Market St.		70'	40' 20'	0.81	Cr. St.	S.T. P.N.	Rt. T-1009 St. T-643 Est. prior to July 1, 1950
Sycolin Road	Market St. - W. R.O.D. R.R.		30'	14' 18'	0.31	Cr. St.	S.T.	

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

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT  
33-35.4

MUNICIPALITY Leesburg

TOTAL ADDITIONAL MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 6/27/67) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-30-67)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Fort Evans Rd.	Market St. - E.C.L.		50'	20'	0.57	Gr. St.	P.M.	
Loudoun St.	Market St. E.-Market St. W.		30-45'	18' 30'	0.93	Gr. St.	P.M. S.T.	Rt. T-1004 Est. prior to July 1, 1950
Valley View Ave.	Dry Mill Rd. - W.&O.D. R.R.		50'	28'	0.08	Gr. St.	S.T.	Rt. T-1008
Lafayette Terr.	Dry Mill Rd. - Belmont Dr.		80'	32'	0.06	Gr. St.	S.T.	Rt. T-1010
Lafayette Place	Belmont Dr. - .06 mi. East		50'	30'	0.06	Gr. St.	S.T.	Rt. T-1010
Prospect Drive	Belmont Dr. - .12 mi. E. of Valley View Ave.		50'	28' 36'	0.35	Gr. St.	S.F. P.M.	Rt. T-1012
Valley View Ave.	Prospect Dr. - .04 mi. W. of Belmont Dr.		50'	30'	0.20	Gr. St.	S.T.	
Belmont Drive	Valley View Ave. - .13 mi. S. of Prospect Dr.		50'	30'	0.43	Gr. St.	S.T.	Rt. T-1011
Monroe Street	King Street - 0.10 mi. E. of Madison Ct.		34-50'	20' 36'	0.18	Gr. St.	S.F.	
Madison Court	Monroe St. - .09 mi. South		50'	26'	0.09	Gr. St.	S.T.	
Church St.	Loudoun St. - Royal St.		30'	22' 20'	0.04	Gr. St.	S.T.	Est. prior to July 1, 1950
				Total Miles	14.18			

SIGNED

*W. W. Wray*

Dept. of Highways' Engineer

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

WHEREAS, in connection with Route 13, State Highway Project 0013-001-101, RW-201, in the County of Accomack, the Commonwealth did acquire by deed recorded with the Clerk of the Circuit Court of Accomack County in Deed Book 258, Page 607 all that certain Lot 8 in Plat Book 7, Page 10, together with all improvements thereunto appertaining; and

WHEREAS, the State Highway Commissioner has certified that the triangular portion of said Lot lying east of the east right of way line, same being a line 130 feet east of and concentric with the southbound lane centerline of said Route and Project, is not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of §33-117.4 of the 1950 Code of Virginia as amended, it is judgement of this Commission that the sale of the portion of land so certified is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same without warranty to the owner or owners of record of the adjoining land for such consideration or considerations as may be satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

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

WHEREAS, by deed dated December 3, 1952, various property owners, including Ernest C. Mullins, without being solicited by the State, granted to the Commonwealth of Virginia a 30 foot Right of Way across and/or through their property for a road in Dickenson County, Virginia, from Route 83 near Musick School for a distance of 1.70 miles back to Route 83 some distance to the west; and

WHEREAS, certain portions of the said Right of Way have been designated as Route 709 on the east and Route 710 on the west without using any of the land acquired from Ernest C. Mullins; and

WHEREAS, in order to develop more fully his remaining land, Mr. Ernest C. Mullins has requested that the unused portion of the 30 foot Right of Way over or through his remaining lands be conveyed to him; and

WHEREAS, at its regular meeting held on May 1, 1967, the Dickenson County Board of Supervisors duly adopted a resolution, requesting that the Virginia Department of Highways return to Ernest C. Mullins all of that portion of Right of Way on Route 709 and Route 710, over or through his lands, which is not needed by the Highway Department; and

WHEREAS, the State Highway Commissioner has certified in writing that the real estate heretofore acquired by the Commonwealth incidental to the construction, reconstruction, alteration, maintenance and repair of the Secondary System of State highways does not constitute a section of the public road and is deemed no longer necessary for the uses of the Secondary System of State highways, and has recommended that the same be returned to Ernest C. Mullins.

THEREFORE, in accordance with the provisions of § 33-76.11 of the 1950 Code of Virginia, as amended, the conveyance of the said real estate acquired from Ernest C. Mullins incidental to the construction, reconstruction, alteration, maintenance and repair of the Secondary System of State highways, to Ernest C. Mullins is hereby approved and the State Highway Commissioner is hereby authorized to execute a Deed of quit claim accordingly.

MOTION CARRIED.

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

WHEREAS, in connection with Route 241, State Highway Project 0241-029-101, C-501, in the County of Fairfax, the Commonwealth did acquire by deed recorded with the Clerk of the Circuit Court of Fairfax County in Deed Book 2430, Page 531, certain lands and right of way from Lewis A. Donald in connection with the construction of the captioned Project; and

WHEREAS, a portion of the land so acquired was not used in connection with the construction of the said Project and the adjoining landowner has requested that the unused portion of this land be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified that the portion of the said land lying west of the west right of way line, same being a line 30 feet west of and concentric with the survey centerline of State Route 241, is not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of §33-117.4 of the 1950 Code of Virginia as amended, it is the judgment of this Commission that the sale of the portion of land so certified is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same without warranty to the owner or owners of record of the adjoining land for such consideration or considerations as may be satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

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

WHEREAS, the Commonwealth, in connection with Route 29, State Highway Project 0029-039-101, RW-201, did acquire all the lands of Elmer S. Haney and Elizabeth Haney, husband and wife, by Deed dated January 27, 1967, as recorded in Deed Book 39, Page 268 in the office of the Clerk of the Circuit Court of Greene County, Virginia; and

WHEREAS, the previous owners of the land lying outside of the right of way line wish the land and improvements reconveyed to them; and

WHEREAS, the State Highway Commissioner has recommended the reconveyance of the said parcel with improvements thereon, lying on the east (right) side of and adjacent to the existing east right of way line from a point opposite approximate Station 869 + 35 to a point opposite approximate Station 879 + 10 and containing 2.24 acres, more or less, land.

NOW, THEREFORE, the reconveyance of the said parcel to the previous owner in accordance with the provisions of § 33-117.4 of the 1950 Code of Virginia, as amended, is judged to be in the public interest, and the State Highway Commissioner is hereby authorized to execute, in the name of the Commonwealth, a Deed conveying same without warranty at a price satisfactory with the Department and subject to any restrictions he may deem requisite.

MOTION CARRIED.

Moved by Judge Weaver      Seconded by Mr. Fitzpatrick  
that,

WHEREAS, a segment of Primary Route 165, owned in fee simple by the Commonwealth, was located within the Naval Auxiliary Landing Field, Fentress, Virginia, and interfered with the necessary flight clearances at the station;

WHEREAS, the United States of America and the Commonwealth did enter into an agreement on the 6th day of December, 1960 for the replacement of those highway facilities interfering with the said flight clearances; and

WHEREAS, the United States of America, acting by and through the Department of Commerce, Bureau of Public Roads, did cause such replacement highway facility to be constructed under State Highway Project 0165-064-101, C501, and said highway facility is now in use; and

WHEREAS, the State Highway Commissioner has certified that the present location of Route 165 serves the same citizens as the original location of old Route 165 aforesaid and that same is satisfactory to him, and has certified further that with the abandonment of the said segment of old Route 165 right of way, from its intersection with the west property line of the lands of the United States of America to its intersection with relocated Route 165 at approximate Station 95+00, State Highway Project 0165-064-101, C501 in the City of Chesapeake (formerly Norfolk County), will not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.5 of the 1950 Code of Virginia as amended, the said section of old Route 165 herein described is hereby declared to be abandoned as a public road, and in accordance with the provisions of § 33-76.6 of the said Code as amended, the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim conveying the interest of the Commonwealth in same to the United States of America, in exchange for the perpetual right and easement to maintain and operate the said replacement highway facility.

MOTION CARRIED.

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

WHEREAS, in connection with the transfer of the Pentagon Network of Roads to the Commonwealth of Virginia by the United States of America, all of the lands of the United States of America in the northeast quadrant of the intersection of Interstate Route 95 and Route 120, Glebe Road, were conveyed to the Commonwealth of Virginia; and

WHEREAS, the owner of the adjoining lands to the northeast has requested that a small triangular parcel of the lands so conveyed to the Commonwealth be released to him in order to permit the more adequate development of his adjoining lands; and

WHEREAS, the State Highway Commissioner has certified in writing that the said parcel of land which lies northeast of the new northeast right of way line of Ramp "F" of the interchange between Interstate Route 95 and Route 120, Glebe Road, from a point 280.18 feet opposite survey Station 15 + 79.43 of the Route 120 centerline to a point 113.37 feet opposite survey Station 16 + 79.86 of same does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of §33-76.6 of the 1950 Code of Virginia as amended, the sale and release of the said parcel of land so certified to the owner or owners of record of the adjoining lands to the northeast for such consideration or considerations as may be acceptable to the State Right of Way Engineer is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth accordingly.

MOTION CARRIED.

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

WHEREAS, in connection with the transfer of the Pentagon Network to the Commonwealth, the United States Bureau of Public Roads was the owner of certain lands adjacent to Route 27, Washington Boulevard, of said Pentagon Network but not actually occupied by any part of the said Network of roads, which said land was conveyed to the Commonwealth of Virginia along with the balance of the right of way for the said Pentagon Network; and

WHEREAS, an agreement was entered into with the United States Department of the Army during negotiations for the transfer of the Pentagon Network whereby the Army agreed to consent to the transfer to the Commonwealth of certain other lands occupied by the Network and by it owned, provided the Commonwealth would release to it the portion of land aforesaid which is adjacent to the main entrance to Fort Myer and to certain extensive developments now underway in same; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land so acquired from the United States of America as a part of the Pentagon Network transfer which lies northeast of the new northeast right of way line of Washington Boulevard and its connection with the entrance to Fort Myer at 2nd Street as determined by our engineers, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia as amended, the release of all right, title and interest of the Commonwealth of Virginia in and to the said parcel of land so certified to the United States of America for use in conjunction with the Army installations at Fort Myer is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed of release in the name of the Commonwealth accordingly.

MOTION CARRIED.



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

WHEREAS, in connection with Route 83, State Highway Project 4625-03, in the County of Dickenson, the Commonwealth did acquire by deed recorded with the Clerk of the Circuit Court of Dickenson County in Deed Book 103, Page 600 the entire property of B. H. Lang, together with all improvements thereunto appertaining; and

WHEREAS, the State Highway Commissioner has certified that the residue parcels of land so acquired and lying southwest of the southwest right of way line, same being a line 55 feet south of and concentric with centerline of said Route and Project, are not needed for the uses of the State Highway System, and the sale of same to the adjoining landowners is deemed to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of §33-76.6 of the 1950 Code of Virginia as amended, it is the judgment of this Commission that the sale of the parcels of land so certified is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same without warranty to the owner or owners of record of the adjoining land for such consideration or considerations as may be satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

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

WHEREAS, in connection with Route 64, State Highway Project 0064-043-101, RW-201, in the County of Henrico, the Commonwealth did acquire by deed recorded with the Clerk of the Circuit Court of Henrico County in Deed Book 1202, Page 233, several parcels of land belonging to the Norrich Corporation ; and

WHEREAS, the State Highway Commissioner has certified that the residue of the parcels so acquired lying south of the south right of way and limited access line from a point opposite approximate Station 247+65 to a point opposite approximate Station 250+47, is not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33-117.4 of the 1960 Code of Virginia as amended, it is the judgment of this Commission that the sale of the portion of land so certified is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same without warranty to the owner or owners of record of the adjoining land for such consideration or considerations as may be satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

Moved by Mr. Baughan, seconded by Mr. Holland,  
that,

WHEREAS, the Department of Highways has developed a Major Arterial Plan in cooperation with the City of Harrisonburg, and.

WHEREAS, the Council of the City of Harrisonburg approved the Major Arterial Plan by Resolution at its meeting on November 10, 1966.

NOW THEREFORE, BE IT RESOLVED that the aforescribed plan or as the plan may be revised subsequently by cooperative action of the City of Harrisonburg and the Department of Highways is hereby adopted by the Department of Highways as a guide in the development of arterials incorporated in the plan as funds become available for this purpose.

MOTION CARRIED.

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

WHEREAS, a portion of the right of way required for the construction of Glebe Road, State Highway Project 0120-000-008, C-502 in Arlington County, was owned by the County; and

WHEREAS, the County granted the Commonwealth permission to construct the highway and further agreed to convey to the Commonwealth by deed the requisite land in exchange for two parcels of now unused right of way which was originally acquired by the County of Arlington for Four Mile Run (now South Glebe Road) and later made a part of the Primary System; and

WHEREAS, the State Highway Commissioner has certified that the said parcels of land which lie north of the proposed right of way line, same being a line 35 feet north of and concentric with the median centerline of said Route and Project are not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of 33-76.6 of the 1950 Code of Virginia as amended, the conveyance of the said parcel of land to the County of Arlington is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim in the name of the Commonwealth conveying same to the County in exchange for a deed conveying to the Commonwealth the right of way required for the said project.

MOTION CARRIED.

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

WHEREAS, the Commonwealth has the prescriptive right and easement to occupy and maintain for highway purposes the right of way of Secondary Route 670 in Brunswick County, of which a segment was cut off when the road was rebuilt under State Highway Project 0670-012-118, C-501; and

WHEREAS, the Union Camp Corporation, owner of a tract of land adjoining the said segment of old Route 670, which was abandoned by the Board of Supervisors of Brunswick County at its meeting held on the 27th day of March, 1967, has requested that those portions of same which are embraced by its lands, be conveyed to it in exchange for a deed conveying to the Commonwealth the right of way for relocated Route 670; and

WHEREAS, the State Highway Commissioner has certified that the section of old Route 670 lying between Stations 43+00 and 61+00 has been abandoned and no longer constitutes a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.11 of the 1950 Code of Virginia as amended, the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim in the name of the Commonwealth conveying same to the owner or owners of record of the adjoining lands, in exchange for such other lands that may be necessary for the uses of the Secondary System of State Highways.

MOTION CARRIED.

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

WHEREAS, the Commission at its meeting on August 28, 1958, adopted a resolution declaring certain roads and bridges to be posted for certain weight limits; and,

WHEREAS, engineering studies have been conducted which indicate the necessity for certain changes in or additions to such postings;

NOW, THEREFORE, BE IT RESOLVED: That the itemized listings dated July, 1958, on file in the Department of Highway's Maintenance Division for the Primary System, which listings are referred to in the aforementioned resolution, are hereby revised as follows:

PRIMARY SYSTEM

<u>DISTRICT</u>	<u>COUNTY</u>	<u>POSTED ROADS SHEET NUMBER</u>	<u>POSTED BRIDGES SHEET NUMBER</u>
Bristol	Dickenson	0	Sheet No. 3
	Washington	0	Sheet No. 12
	Wise	0	Sheet No. 13
Lynchburg	Campbell	0	Sheet No. 3

MOTION CARRIED.

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

WHEREAS, the Highway Commission at its meeting on August 28, 1958 adopted a resolution declaring certain roads and bridges to be posted for certain weight limits; and

WHEREAS, the Commission from time to time has revised the original postings; and

WHEREAS, engineering studies have been conducted which indicate the necessity for certain further changes in and/or additions to such postings.

NOW, THEREFORE, BE IT RESOLVED: That the itemized listings of certain secondary roads, dated July 1959, and the itemized listings of certain bridges in the Secondary System, all on file in the Secondary Roads Division, Department of Highways, are hereby revised as of July 1, 1967 as follows:

**SECONDARY SYSTEM**

<u>BRISTOL DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Bland County	None	2, 3 and 6
Buchanan County	None	Sheet 4
Dickenson County	None	1 and 2
Grayson County	None	1 thru 5
Lee County	None	2, 4, 9 and 10
Russell County	None	3, 4 and 6
Scott County	None	4, 7, 8, 9 and 11
Smyth County	None	3 and 5
Washington County	None	1 and 2
Wise County	None	Sheet 2
Wythe County	None	1, 2 and 3

<u>SALEM DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Botetourt County	None	3, 11, 12, 17 and 18
Carroll County	None	1, 2, 3, 4, 5, 6, 7, 10, 11 and 12
Floyd County	None	1, 2, 3, 4, 6, 7, 8, 9 and 10
Giles County	None	Sheet 2
Henry County	None	Sheet 1
Montgomery County	None	3 and 6
Patrick County	None	1, 2 and 3
Palmer County	None	2 and 3
 <u>LYNCHBURG DISTRICT</u>		
Appomattox County	None	Sheet 10
Buckingham County	None	1 and 2
Campbell County	None	Sheet 1
Charlotte County	None	1 and 3
Cumberland County	None	1 and 2
Halifax County	None	3, 4 and 5
Nelson County	None	Sheet 2
Pittsylvania County	None	2, 10 and 18
Prince Edward County	None	1, 2 and 3

<u>RICHMOND DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Dinwiddie County	None	2, 4, 6 and 7
Mecklenburg County	None	Sheet 3
Nottoway County	None	Sheet 2
 <u>SUFFOLK DISTRICT</u>		
Accomack County	None	1 thru 4
Greensville County	None	1, 2 and 3
Isle of Wight County	None	Sheet 1
Nansemond County	None	1 and 2
Northampton County	None	Sheet 1
Southampton County	None	1 thru 6
Surry County	None	1 and 2
Sussex County	None	1 thru 5
 <u>FREDERICKSBURG DISTRICT</u>		
Caroline County	None	Sheet 1
Essex County	None	Sheet 1
Gloucester County	None	Sheet 1
King and Queen County	None	Sheet 1
King William County	None	Sheet 1
Lancaster County	None	Sheet 1
Richmond County	None	Sheet 1
Spotsylvania County	None	2 and 3
Stafford County	None	Sheet 1



<u>CULPEPER DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Albemarle County	None	Sheet 2
Fauquier County	None	1 and 2
Loudoun County	None	1, 2, 3, 4, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18 and 19
Louisa County	None	Sheet 2
Madison County	None	Sheet 1
Rappahannock County	None	1 and 2

STAUNTON DISTRICT

Alleghany County	None	1 and 4
Augusta County	None	1, 15 and 18
Bath County	None	Sheet 3
Highland County	None	Sheet 8
Rockbridge County	None	1, 2, 3, 5, 6, 7, 9, 10, 12, 13, 14, 15, 16, 17 and 18
Rockingham County	None	1 thru 18

**MOTION CARRIED.**

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

WHEREAS, request is made by Colonel J. C. Hanes, Business Executive Officer of the Virginia Military Institute, that an additional driveway known as "Burma Road" within the grounds of the College be taken over for maintenance as a part of the Primary System; and whereas, the new road has been constructed to conform with design standards and is recommended by our Highway Engineers for addition to the Primary System;

NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 33-26 of the Code of Virginia of 1950, as amended, the newly surfaced portion of Burma Road, leading from present Route 303 at Crozet Hall westerly via Lejeune Hall and including the divided portion of Burma Drive to the intersection of Anderson Drive, a total distance of 0.37 mile within the grounds of the Virginia Military Institute be added to the Primary System of Highways. The new addition is to be designated as Route 303.

MOTION CARRIED.

Moved by Mr. Schlater, seconded by Mr. Landrith,  
that the Commission award contract on the following project. Bid received July 12, 1967 was 10.046% over estimate, but since this was the only bid received on second advertisement, it was recommended that award be made.

Route 19, Project 0019-002-102, C502, B605

7.911 Mi. W. WCL Bluefield - 1.044 Mi. E. ECL Tazewell, Tazewell County.  
Award of contract to low bidder, Oman Construction Company, Inc., Nashville, Tenn. and Sam Finley, Inc., Roanoke, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,081,832.09	\$8,962.00
10% for engineering and additional work	108,183.20	896.20
Work by State Forces	8,860.00	
Right of Way	312,213.00	
Utilities	36,850.00	
Amount chargeable to project	1,567,800.00	
\$817,567.00 Federal APD Funds.		

MOTION CARRIED.

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

WHEREAS, the special Commission to Study Toll Projects Financed Under the State Revenue Bond Act, in their report of December, 1965, published as Senate Document No. 10, recommended that the State Highway Commission authorize studies of traffic and revenues of all the projects under this indenture to determine, among other things, if certain commuter rates could be reduced and correction made of certain inequities between the projects, and

WHEREAS, in December, 1966, the Traffic Engineers under the Trust Indenture governing the State of Virginia Toll Revenue Bonds (Series 1954), by which these projects are financed, were authorized to make this study and advise the State Highway Commission the extent to which certain toll relief may be offered the commuters over the James River Bridge and the George P. Coleman Memorial Bridge at Yorktown, taking into consideration the Commission's plan to secure Federal Interstate financing of a parallel crossing of Hampton Roads before completion of the present Interstate System and the requirement that the above outstanding bond issue be retired by that time, and

WHEREAS, the Traffic Engineers have completed this study as outlined and submitted a report of their findings under date of July 12, 1967, in which it is their stated opinion that the following revisions may be made in commuter rates and other adjustments, the results of which are estimated to reduce net income as shown opposite each item for the year 1968, but the accumulative reductions will not preclude retirement of remaining bonds by the year 1975, when the Interstate System is now scheduled for completion:

James River Bridge commuter rate reduction from 40¢ to 30¢	\$186,200
Coleman Bridge commuter rate reduction from 40¢ to 30¢	136,400
Free Passage for school bus transportation of athletic teams, bands, et cetera	8,000
Adjustment of fares for small buses of more than 6 passengers to carry passenger car rates on all facilities, (and permit commuter tickets)	30,000
Adjustment of fares for CONV Tag Vehicles- station wagons to carry passenger car rates, (and permit commuter tickets)	15,000
Pickup and Panel Trucks to be charged passenger car rates on Coleman Bridge, and per- mitted to use commuter ticket, as has been allowed on James River Bridge in past	<u>17,000</u>
Sub-total	\$392,600
Estimated saving in reduction of Hampton-Roads Bridge-Tunnel Bus Service	<u>10,000</u>
Total	\$382,600

and

WHEREAS, Department management of the Toll Projects agrees with the findings of the Traffic Engineers and recommends the approval of the above revisions, which will produce uniform rates for the two (2) bridges and also permit, for the first time, the use of a single commuter ticket book for both bridges, now therefore,

BE IT RESOLVED by the State Highway Commission that reduction in commuter rates and the other adjustments as recommended above be adopted, to become effective with the beginning of the next State of Virginia Toll Revenue Bonds (Series 1954) fiscal year September 1, 1967.

MOTION CARRIED

Moved by Mr. Holland, seconded by Mr. Landrith.

THAT, WHEREAS, the 1966 session of the General Assembly passed legislation to regulate Outdoor Advertising on the Interstate and Federal-aid Primary highways in conformity with the Federal Highway Beautification Act of 1965; and

WHEREAS, the State Highway Commission adopted interim standards governing the size, spacing and lighting of Outdoor Advertising signs in zoned and unzoned commercial and industrial areas until permanent standards could be agreed upon with the Federal Government; and

WHEREAS, the State Highway Department and the Federal Government have now reached an agreement regarding permanent standards;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission hereby adopts the following regulations pursuant to Chapter 663, Acts of Assembly of 1966, to control Outdoor Advertising signs in zoned and unzoned commercial and industrial areas:

- A. In zoned commercial and industrial areas where the locality has regulations governing the size, spacing and lighting of signs, such regulations shall control and govern.
- B. In all other zoned and unzoned commercial and industrial areas, the criteria set forth below shall apply:

#### SIZE OF SIGNS

1. The maximum area for any advertisement shall be 1200 square feet with a maximum height of 25 feet and maximum length of 60 feet, inclusive of any border and trim but excluding ornamental base or apron supports and other structural members.
2. The area shall be measured by the smallest square, rectangle, triangle, circle or combination thereof which will encompass the entire advertisement.
3. A sign structure may contain one or two advertisements per facing, not to exceed the maximum area.
4. Double-faced structures will be permitted with the maximum area being allowed for each facing.

#### SPACING OF SIGNS

1. Interstate Highway and Freeways on the Federal-aid Primary System
  - a. No two structures shall be spaced less than 500 feet apart.
  - b. No structure may be located within 500 feet of an interchange, or intersection at grade, or rest area (measured along the Interstate or freeway from the sign to the nearest point of the beginning or ending of pavement widening at the exit from or entrance to the main traveled way.)

## **2. Non-Freeway Federal-aid Primary Routes**

- a. Outside of Municipalities - no two structures shall be spaced less than 300 feet apart.
- b. Inside Municipalities - no two structures shall be spaced less than 100 feet apart.

## **3. Explanatory Notes**

- a. Official and "on premise" signs, as defined in section 131(c) of title 23, United States Code, shall not be counted nor shall measurements be made from them for purposes of determining compliance with spacing requirements.
- b. The minimum distance between signs shall be measured along the nearest edge of the pavement between points directly opposite the signs along each side of the highway.

## **LIGHTING**

Signs may be illuminated, subject to the following restrictions:

1. Signs which contain, include, or are illuminated by any flashing, intermittent, or moving light or lights are prohibited, except those giving public service information such as time, date, temperature, weather, or similar information.
  2. Signs which are not effectively shielded as to prevent beams or rays of light from being directed at any portion of the traveled ways of the Interstate or primary highway and which are of such intensity or brilliance as to cause glare or to impair the vision of the driver of any motor vehicle, or which otherwise interfere with any driver's operation of a motor vehicle are prohibited.
  3. No sign shall be so illuminated that it interferes with the effectiveness of, or obscures an official traffic sign, device, or signal.
  4. All such lighting shall be subject to any other provisions relating to lighting of signs presently applicable to all highways under the jurisdiction of the Commonwealth.
- C. At any time that a locality adopts comprehensive zoning which includes the regulation of Outdoor Advertising, the regulation of signs in such area shall be transferred from Section 3 to Section 4 of these regulations.

For the purpose of these regulations, the following definitions shall apply:

1. Commercial or industrial activities mean those activities generally recognized as commercial or industrial by zoning authorities in this Commonwealth, except that none of the following activities shall be considered commercial or industrial:

- a. Outdoor advertising structures.
  - b. Agricultural, forestry, grazing, farming, and related activities, including, but not limited to, wayside fresh produce stands.
  - c. Transient or temporary activities.
  - d. Activities not visible from the main traveled way.
  - e. Activities more than 300 feet from the nearest edge of the right of way.
  - f. Activities conducted in a building principally used as a residence.
  - g. Railroad tracks and minor sidings.
2. Zoned commercial or industrial areas mean those areas which are reserved for business, commerce, or trade pursuant to a comprehensive State or local zoning ordinance or regulation.
  3. Unzoned commercial or industrial areas mean those areas on which there is located one or more permanent structures devoted to a business or industrial activity or on which a commercial or industrial activity is actually conducted, whether or not a permanent structure is located thereon, and the area along the highway extending outward 500 feet from and beyond the edge of such activity. Each side of the highway will be considered separately in applying this definition.

All measurements shall be from the outer edges of the regularly used buildings, parking lots, storage or processing areas of the activities, not from the property lines of the activities, and shall be along or parallel to the edge or pavement of the highway.

No permits shall be issued pursuant to these regulations for any Outdoor Advertising signs on the Interstate System which would be less restrictive than the regulations as previously agreed upon between the Highway Department and the Federal Government under the bonus agreement.

These regulations shall become effective August 1, 1967 and the interim regulations on the same subject matter are rescinded as of that date.

MOTION CARRIED.

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

WHEREAS, in connection with Interstate Route 64, State Highway Project 0064-127-071, RW-201, in the City of Richmond the Commonwealth did acquire all of the lands of Larus & Brother Company, Inc. and Imperial Tobacco Company fronting upon Valley Road and traversed in part by the right of way of said Route and Project; and

WHEREAS, the State Highway Commissioner has certified in writing that he deems the sale of those portions of the said lands so acquired and fronting upon Valley Road which lie outside of and beyond the limited access right of way lines of said Route and Project to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33-117.4 It is the judgment of this Commission that the sale and conveyance of the said lands so certified will be in the public interest, and the State Highway Commissioner is authorized to execute a deed or deeds conveying same without warranty in the name of the Commonwealth to other landowners in the vicinity affected by right of way acquisitions for said Route and Project, or as he may deem requisite and proper, subject to such terms and conditions as he may deem necessary, and for such consideration or considerations as may be acceptable to the State Right of Way Engineer.

MOTION CARRIED.

The meeting adjourned at 11:00 A. M.

Approved:



Chairman

Attested:

  
Secretary