

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

July 14, 1977

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on July 14, 1977, at 10 a.m. The chairman, Mr. John E. Harwood, presided.

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

Absent: Messrs. Glass, Janney, and Landes.

On motion of Mr. Beeton, seconded by Mr. Fralin, the minutes of the meetings of May 19, 1977, and June 16, 1977, were approved.

On motion of Mr. Beeton, seconded by Mr. Fralin, permits issued from June 16, 1977, to July 13, 1977, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Beeton, seconded by Mr. Fralin, that cancellation of permits from June 16, 1977, to July 13, 1977, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Beeton, seconded by Mr. Fralin, that the Commission confirm award of contract by the Commissioner on the following project:

Route 66, Project 0066-029-103, C-504, B-627, B-628, B-629, B-630, B-639, B-640, B-648, B-649

0.227 Mi. W. Int. Route 495 - 0.152 Mi. W. Int. Route 7, Fairfax County.
Award of contract to low bidder, James Julian, Incorporated, Wilmington, Delaware.

Bid	\$ 9,631,333.43
10% for engineering and additional work	963,133.34
Work by State Forces	15,400.00
Amount chargeable to project	10,627,818.00
\$5,624,776 to be provided for in future Interstate Construction Allocations.	

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Bren Mar Elementary School, 6344 Beryl Road, Alexandria, Virginia, on December 12, 1974, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 648 (Edsall Road) from 0.253 mile northeast of the intersection of Route 95 to the west corporate limits of Alexandria in Fairfax County, State Project 0648-029-119, C-501, B-623, B-624; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended as follows: (1) shift the alignment to the north to provide parking on the south side adjacent to the existing curb from Paula Drive to Indian Run Parkway; (2) shift the alignment to the north 31 feet to provide a 4-foot median, a 2.5-foot curb and gutter, and 22 feet of pavement tying into the existing gutter on the south side of the existing road from Indian Run Parkway to Bren Mar Drive; (3) shift the alignment to the south a maximum of about 50 feet and lower the grade between Bren Mar Drive and Turkeycock Run; (4) build the complete facility rather than two lanes of pavement on four-lane right of way; (5) construct a walk on the north side from Bren Mar Drive to the recreation area.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Crozet Elementary School located on Route 810 at Crozet at 7:30 p.m., for the purpose of considering the proposed improvement of Route 684 from 0.232 mile southeast of the intersection of Route 788 to 0.735 mile northwest of the intersection of Route 788 in Albemarle County, State Project 0684-002-159, C-501, B-635, B-636; and

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

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

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

MOTION CARRIED

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

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia of 1970, as amended, the State Highway and Transportation Commission is authorized to designate Virginia Byways as recommended by the Commission of Outdoor Recreation after providing the opportunity for a public hearing; and

WHEREAS, the staffs of the Commission of Outdoor Recreation and the Department of Highways and Transportation have reviewed and determined that Route 723, beginning at its intersection with Route 50/17 in Clarke County to its terminus at its intersection with Route 50/17 in Frederick County, substantially meets the adopted criteria for Virginia Byways; and

WHEREAS, the Commission of Outdoor Recreation, at its regular meeting on May 7, 1976, recommended to the Department of Highways and Transportation that Route 723, heretofore described, be designated as a Virginia Byway; and

WHEREAS, the required procedures have been followed and the views of the citizens and the local governing bodies have been considered;

NOW, THEREFORE, BE IT RESOLVED, that Route 723, herein described, be designated a Virginia Byway.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Bristol on additional streets totaling 1.25 miles and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payments are described as follows:

Camelot Drive	- From Old Airport Road to Lynwood Drive	0.08 Mile
Norwood Drive	- From Lynwood Drive to Lynwood Drive	0.23 Mile
Lamont Drive	- From Lynwood Drive to Norwood Drive	0.13 Mile
Kami Crescent	- From Lynwood Drive southwest to end of cul-de-sac	0.02 Mile
Brookwood Crescent	- From Norwood Drive west to end of cul-de-sac	0.14 Mile
Lynwood Drive	- From north of Kami Crescent at cul-de-sac to southwest of Norwood Drive at cul-de-sac	0.48 Mile
Underpass Road	- From Lee Highway northeasterly to end of pavement	0.17 Mile

These "Other Streets" additions, totaling 1.25 miles, increase the total "Other Streets" mileage in the City of Bristol from 92.96 miles to 94.21 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, by proper resolution, the Board of Supervisors of Rockingham County has requested that a certain road which no longer serves as a public necessity be discontinued as part of the secondary system of highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following road be discontinued as part of the secondary system of highways, effective this date:

Rockingham County	- Section 3 of old location Route 783 from Route 613 northwesterly 0.03 mile, Project 0783-082-169, C-501	0.03 Mile
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MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Luray on additional streets totaling 0.11 mile and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for the quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payment are described as follows:

Fourth Street	- From 255 feet southwest of Fourth Avenue to 439 feet southwest of Fourth Avenue	0.03 Mile
Fifth Street	- From Fourth Avenue to 419 feet southwest of Fourth Avenue	0.08 Mile

These additions, totaling 0.11 mile, increase the total mileage in the Town of Luray from 21.67 miles to 21.78 miles of approved streets subject to payment

MOTION CARRIED

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

WHEREAS, Route 15 in Buckingham County has been altered and reconstructed as shown on plans for Project 0015-014-104, C-502; and

WHEREAS, two (2) sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and four (4) sections of the old road are to be transferred to the secondary system;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.30 mile of old location of Route 15, shown in blue and designated as Sections 1 and 6 on the plat dated April 13, 1977, Project 0015-014-104, C-502, be abandoned as a part of the State highway system; and

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BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.27 mile of old location of Route 15, shown in red and designated as Sections 2, 3, 4, and 5 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. Beeton, seconded by Mr. Hall,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Council Chambers of the Purcellville Town Hall on February 9, 1977, at 8 p.m., for the purpose of considering the proposed improvement of Route 611 from 0.043 mile south of the intersection of Route 7 to the south corporate limits of Purcellville in the Town of Purcellville, Loudoun County, State Project 0611-286-183, C-501, Federal Project RS-968 (); and

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

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

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

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1977-78 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

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WHEREAS, the Board of Supervisors of Tazewell County has by resolution requested the use of industrial access funds to assist in providing adequate access to the facilities of Eltron Corporation and Tazecap Corporation, located off Route 665 near Shannondale in Tazewell County, estimated to cost \$97,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$82,000 from the 1977-78 industrial access fund be allocated to assist in providing adequate access to the facilities of Eltron Corporation and Tazecap Corporation, located off Route 665 near Shannondale in Tazewell County, Project 0665-092-150, C-501, contingent upon (1) the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and (2) \$15,000 being contributed from private sources on a dollar-for-dollar matching basis to complete the financing of the project.

MOTION CARRIED

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

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

WHEREAS, the Board of Supervisors of Stafford County has by resolution requested the use of industrial access funds to provide access to the new facilities of Nordac Manufacturing Corporation, Tempco, Incorporated, and W. C. Gray Contracting Company, to be located within the Spring Knoll Industrial Park in Stafford County, estimated to cost 50,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the 1976-77 industrial access fund be allocated to provide access to the new facilities of Nordac Manufacturing Corporation, Tempco, Incorporated, and W. C. Gray Contracting Company, to be located in the Spring Knoll

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Industrial Park in Stafford County, Project 0618-089-155, C-502, contingent upon the industries' entering into firm contracts for the construction of their facilities, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1977-78 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 Henry County has by resolution requested the use of industrial access funds to provide adequate access to the proposed new plant of Gravely Furniture Company, Incorporated, off Route 638 north of Ridgeway in Henry County, estimated at a cost \$81,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$81,000 from the 1977-78 industrial access fund be allocated to provide adequate access to the proposed new facility of Gravely Furniture Company, Incorporated, off Route 638 north of Ridgeway in Henry County, Project 0782-044-201, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1977-78 ". . . 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

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WHEREAS, the Board of Supervisors of Augusta County has by resolution requested the use of industrial access funds to provide access to the facilities of Liphart Steel Company and Webster and Webster Company, to be located off Route 11 north of Verona in Augusta County, estimated to cost \$25,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$25,000 from the 1977-78 industrial access fund be allocated to provide access to the facilities of Liphart Steel Company and Webster and Webster Company, to be located off Route 11 north of Verona in Augusta County, Project 1935-007-212, C-501, contingent upon the industries' entering into firm contracts for the construction of their facilities, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Waller Mill Elementary School, 314 Waller Mill Road, Williamsburg, Virginia, on March 23, 1977, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 60 from 0.047 mile east of the intersection of Route 132 to 1.158 miles west of the intersection of Route 132 in York County and the City of Williamsburg, State Projects 0060-099-103, C-501, and 0060-137-103, C-501, Federal Project F-084-1 (); 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 projects as presented, and their statements being duly recorded; and

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

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NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plans as proposed and presented at the said location and design public hearing by the Department's engineers, amended to eliminate the raised median and construct two 24-foot lanes of pavement separated by an 11-foot flush median, shift the bike trail 2 feet from curb and increase its width from 7 feet to 8 feet.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Bayside Junior High School in the City of Virginia Beach on September 14, 1976, at 7:30 p.m., for the purpose for considering the proposed improvement of North Witchduck Road from 0.482 mile south of the intersection of Virginia Beach Boulevard (Route 58) to 1.630 mile north of the intersection of Virginia Beach Boulevard (Route 58) in the City of Virginia Beach, State Project U000-134-109, C-501, Federal Project M-5403 (22); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to shift the alignment to the west between Route 44 and Route 58 to reduce damage to commercial property.

MOTION CARRIED

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Moved by Mr. Hooper, seconded by Mr. Beeton,

that

WHEREAS, the Commonwealth, in connection with Route 644, State Highway Project 0644-029-197, C-501, acquired certain lands from John J. Russell, Bishop, by Certificate No. C-21285, which was settled by an Agreement After Certificate, and recorded in Deed Book 3597, Page 608; from Marion L. Trice and Hazel V. Trice by deed dated October 4, 1971 and recorded in Deed Book 3562, Page 733; and in connection with Route 644, State Highway Project 1378-FB-2 from Charles Shreve, et al by deed dated November 31, 1947 and recorded in Deed Book 1336, Page 368; and certain lands for use as the Franconia Headquarters Lot from Elwood A. Leary and Thelma A. Leary by deed dated November 10, 1950, and recorded in Deed Book 824, Page 311. These instruments are of record in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, Route 644 was relocated in a northern direction and serves the same citizens as the old location and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the County Board of Supervisors of Fairfax County, at its regular meeting held on the 28th day of March, 1977, abandoned a section of old Route 644 for a distance of 0.031 mile; and

WHEREAS, a portion of the abandoned right of way which lies adjacent to the Franconia Headquarters Lot and is now being considered as a part of the lot and is shown on Right of Way Plat No. 500-A; and

WHEREAS, as the Franconia Headquarters Lot, now containing 2.728 acres, more or less, and shown on Right of Way Plat No. 500-A was never used for the headquarters lot due to local opposition, we propose to offer the land for sale; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 2.728 acres and shown on Right of Way Plat No. 500-A 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 and the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said old right of way and headquarters lot in accordance with the provisions of § 33.1-149 and § 33.1-154 of the 1950 Code of Virginia, as amended, is hereby approved and the State Highway and Transportation Commissioner is authorized

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to execute in the name of the Commonwealth a deed conveying same to another state agency, if requested, or to the highest bidder, for an amount satisfactory to the State Right of Way Engineer.

FURTHER, that the resolution pertaining to the proposed public sale of the headquarters lot passed by the State Highway and Transportation Commission on April 21, 1966, is hereby rescinded.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 738, State Highway Project B. I. - 5305, the Commonwealth acquired certain lands from F. L. McGiffin and Amelia McGiffin by deed dated March 28, 1974, as recorded in Deed Book 370, Page 786, and recorded in the Office of the Clerk of the Circuit Court of Hanover County; and

WHEREAS, a section of Route 738 was relocated in a northeastern direction from a point opposite approximate survey Station 14+85 (centerline Route 738) to a point opposite approximate survey Station 18+30 (centerline Route 738) and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Hanover County held on November 24, 1976, a resolution was passed abandoning as a public road the old location of Route 738; and

WHEREAS, in order to more fully develop their land, the adjoining landowners have requested that the land lying between the southwest normal right of way line of Route 738 and the center of old Route 738 be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southwest normal right of way line of Route 738 and the center of old Route 738 from a point approximately 25 feet opposite approximate survey Station 14+85 (centerline Route 738) to a point approximately 25 feet opposite approximate survey Station 18+30 (centerline Route 738) 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.

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NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds, without warranty, conveying same to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Beaton,

that

WHEREAS, in connection with Route 44, State Highway Project 0044-134-101, RW-201, the Commonwealth acquired the lands of Allen Shipp and Mattie B. Shipp by deed dated September 15, 1964 as recorded in Deed Book 874, Page 114 and recorded in the Office of the Clerk of the Circuit Court of Virginia Beach; and

WHEREAS, the Virginia Electric and Power Company requires a utility easement on the lands, so acquired, for the proposed construction of a distribution pole line in connection with North Birdneck Road, Project 0000-134-106, RW-201; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing to the Commission that he deems it expedient to convey to the Virginia Electric and Power Company an easement which measures 30 feet in width along and adjacent to the east proposed right of way line of North Birdneck Road from a point opposite approximate Station 164+56 (centerline North Birdneck Road) to the point opposite approximate Station 165+36 (centerline North Birdneck Road).

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

Motion carried, Mr. Roos abstaining.

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Moved by Mr. Hooper, seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 311, State Highway Project 1238-A, now Project 2880-01-02-03, the Commonwealth acquired certain railroad right of way from Norfolk and Western Railway Company by deed dated September 22, 1942 as recorded in Deed Book 302, Page 47 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, a portion of the land so acquired lies outside the east proposed right of way line of Route 311 and the adjoining landowners are interested in purchasing same in order that they may more fully develop their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the east side of the east proposed right of way line of Route 311 from a point approximately 60 feet opposite approximate Station 250+10 (centerline Route 311) to a point approximately 40 feet opposite Station 253+00 (centerline Route 311) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Mr. Roos, chairman of the committee studying the Norfolk-Virginia Beach Expressway, presented the attached report. He recommended that the Commission accept the report, with the stipulation that a recommendation regarding a reduction in tolls (paragraph 4) be delayed contingent upon the advice of the consultants. On motion of Mr. Roos, seconded by Mr. Hooper, the report was accepted.

DON E. HARWOOD, COMMISSIONER
 EDWARD P. HALL, BRISTOL DISTRICT
 HORACE D. FRANK, ROANOKE-SALEM DISTRICT
 HOWARD R. BAKER, LYNCHBURG DISTRICT
 J. P. HALL, RICHMOND DISTRICT
 J. L. HARRIS, SPOTTSYLVANIA DISTRICT
 DONALD G. JAMES, FREDERICKSBURG DISTRICT
 ALAN S. BEETON, FALLE CHURCH DISTRICT
 DONALD S. LANGEL, STANTON DISTRICT
 TAY HASSALL III, CHESAPEAKE DISTRICT
 HARLES S. HOOPER, JR., DANVILLE DISTRICT



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
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W. E. S. BRITTON
 DEPUTY COMMISSIONER & CHIEF ENGINEER
 LEO E. BASSER III
 DIRECTOR OF ADMINISTRATION
 J. M. WRAY, JR.
 DIRECTOR OF OPERATIONS
 J. P. ROYER, JR.
 DIRECTOR OF PLANNING
 P. S. GOLDSTEIN
 DIRECTOR OF ENGINEERING
 H. R. PERKINS, JR.
 DIRECTOR OF PROGRAM MANAGEMENT

IN REPLY PLEASE REFER TO

July 14, 1977

Norfolk-Virginia Beach Expressway

MEMORANDUM

To: Mr. John E. Harwood

On June 16, 1977, the Toll Road Committee submitted to you its report in response to the "Norfolk-Virginia Beach Study Commission Report" (Senate Document No. 70).

After further consideration the Committee has unanimously agreed on the responses to all of the Study Commission's recommendations except number (4); i.e., the proposed change in toll rate. In the original report, the majority of the Committee agreed to recommend adoption of a 20¢ rate rather than the 15¢ commuter rate proposed by the Study Commission because, in part, the effect of the 15¢ commuter rate could not be accurately estimated due to the uncertainty of how much of the traffic is commuter traffic and how many commuters would be likely to buy the commuter tickets.

The Committee has now unanimously agreed that more specific data regarding the number of commuters using the facility should be obtained and analyzed before any recommendation is made regarding reduction in tolls. Therefore, we submit herewith a revised report covering all items except the recommendation on toll reduction (No. 4).

The "Traffic Engineers" have been requested to furnish additional traffic data within the next 90 days, and this information should provide a reasonably firm basis for judging the feasibility and effects of a commuter rate. After we have had the opportunity to review the additional data, we will submit to you our recommendation on the toll rate.

William T. Roos
 William T. Roos

CC Mr. T. Ray Hassell III
 Mr. C. S. Hooper, Jr.

Highway and Transportation Commission
Toll Road Committee
Recommendations in Response to the
"Report of the Norfolk-Virginia Beach
Expressway Study Commission"
(Senate Document No. 10)

Listed below for each of the recommendations of the Norfolk-Virginia Beach Expressway Study Commission are the Toll Road Committee's recommended responses:

- (1) *That, rather than extending the making of the following improvements to the Expressway through 1983, that they be completed immediately and before the end of 1977:*
 - (a) *Adding an additional lane to both the east and westbound sides of the Expressway from Plaza Trail west to the I-64 interchange.*
 - (b) *Adding an additional lane to both sides of the Central Toll Plaza.*
 - (c) *Finishing the ramp improvements and the other planned improvements at the Rosemont Road and Independence Boulevard interchanges.*

These improvements are currently under construction and are scheduled for completion before the end of 1977.

- (2) *That, thereafter, Norfolk-Virginia Beach Expressway toll revenue should be applied only to bond redemption, less essential costs, and, that the Expressway be made toll free by December 1983, or the earliest possible date before or thereafter, thereby eliminating the tolls more than 20 years ahead of the scheduled year of 2005.*

Continuing improvements to increase the capacity of the Expressway are essential to providing an adequate transportation facility in this corridor. This is confirmed by the Traffic Consultants and also by the Department's planning staff. Also, the expansion of the Expressway's capacity is an integral element to the Regional Transportation Plan which has been approved by the Transportation Policy Committee of the Southeastern Virginia Area.

Applying all toll revenues solely to bond redemption would eliminate any further financing of improvements with these funds and would delay expanding the capacity of this road. Present conditions indicate that adding the cost of Expressway improvements to the cost of other badly needed projects in Virginia Beach is simply more than what can be financed in the foreseeable future from normal City and State Highway Funds.

We concur with the Study Commission that the Expressway should be made toll-free as promptly as possible; however, in our judgement, complete discontinuance of toll revenue financing for future improvement is not in the public interest. Instead, the public can best be served by a more balanced approach which would reduce the toll burden on the user, provide the essential improvements and pay off all outstanding bonds nearly 15 years ahead of schedule.

Therefore, we recommend that the Commission continue to finance essential improvements with toll revenue funds until such time other sources of funds become available.

3. *That the proposed improvements at the intersection of I-264 and I-64 and the Expressway east through Newtown Road be completed as soon as possible, with federal Interstate Highway funds, or Federal Aid Urban System Funds and that the planning for and implementation of such improvements should proceed immediately and the Department of Highways and Transportation is hereby directed to proceed accordingly.*

The Department has secured FHWA approval for Federal Interstate funding for the improvement of the I-264, I-64 and Expressway interchange east to Kempsville Road. The Department is in the process of securing agreement with City officials of Norfolk and Virginia Beach and the FHWA for Urban Federal-Aid funding for the planned improvement between the end of the proposed Interstate project to the west abutment of Newtown Road. The allocation of approximately \$3,000,000 of Urban Federal-Aid Funds are contemplated for this project over the next several years.

We concur in the recommendation that the planning and implementation of the improvements should be expedited and that priorities for each phase of improvement should be established in cooperation with the local governing body.

- 4) *That a 15¢ commuter rate be provided for use at the Central Toll Plaza, with books of tickets at a cost not to exceed \$7.50 for a book of fifty (50) tickets and \$3.75 for a book of twenty-five (25) tickets, for use during a period of no less than six months from the date of issue. The book price should be kept low so as to be affordable by persons with lower incomes, as suggested by Delegate Bernard Barrow and others. These books of tickets should be available for purchase at all offices of the City Treasurer of Virginia Beach, at all banking locations of Virginia National Bank in Virginia Beach and Norfolk and at such other banks in the two cities as are willing to provide the service, at little or no cost, and by mail from an office of the Virginia Department of Highways and Transportation. As requested by Delegate George E. Heilig, this commuter rate should be made effective no later than February 1, 1977, to coincide with the reduction of the tolls on the Elizabeth River Tunnels.*

The effect a 15¢ commuter rate may have on revenues cannot be determined with sufficient accuracy until additional data are obtained. Therefore, at this time no recommendation regarding change in toll rates is being made, pending receipt of detailed traffic data and analysis to be provided by the "Traffic Engineers".

- (5) *That the Expressway, which was designed for inclusion in the Interstate Highway System, be so included at the earliest possible date, and that efforts to accomplish this goal should be diligently pursued by the State Department of Highways and Transportation until accomplished.*

The Department submitted a request to FHWA on March 2, 1977 to have the Expressway added to the Interstate System. There is very little possibility that sufficient additional mileage will become available to permit adding the Expressway to the Interstate System. However, the Department should pursue this matter subject to the priorities established by the Commission for the addition of other routes or mileage to the Interstate System.

- (6) *That preliminary planning proceed for a full interchange at First Colonial Road and for an eastbound off ramp and a westbound on ramp at Great Neck Road.*

We concur and recommend the Department proceed with the planning and development of these projects so that they may be put under construction as soon as funds are available.

- (7) *That vehicles bearing valid Virginia "Public Use" license plates be permitted to pass the Central Toll Plaza without charge, if legally possible.*

This is in conflict with both the Trust Indenture and State law.

- (8) *That the Department of State Police shall patrol the Expressway as upon the Interstate Highways in the Commonwealth, without "special" or "extra" compensation from toll funds.*

In patrolling the Expressway, or any toll road, the State Police performs additional duties which require additional personnel and staff. Therefore, we recommend that the State Police continue to receive reimbursement for their services from toll revenues.

- (9) *That the Department of Highways and Transportation continue to repair and maintain the Expressway without the use of toll funds, utilizing procedures and practices designed to minimize inconveniences to the users of the facility.*

We agree that the Department should continue to pay, from regular highway funds, for the maintenance of the Expressway as it has in the past. The District Engineer has been directed to make every feasible effort to utilize procedures and practices in the maintenance of this facility to minimize inconvenience to the users.

- (10) *That, whereas, the Expressway leads to the area receiving perhaps more tourists and guests to the Commonwealth than any other location in Virginia, and whereas, the people of Virginia Beach and Norfolk have a strong desire that our primary pathway to the sea be very attractively maintained; therefore, the grass and shrubbery on all the Expressway right of way, including ramp and toll collection approaches, the sides of the inclines, beside the highway itself, and the median shall be kept trimmed and well maintained at all times; that litter shall be kept picked up; and that the ornamental horticulture and landscaping generally in medians and at the ramps shall be substantially improved.*

We concur and recommend that the Department develop a comprehensive landscape plan for the entire facility with a standard of design comparable to that used for Interstate System urban roadways; and that the advice and assistance of citizen groups and the local government of Virginia Beach be sought for the development and implementation of such a plan.

- (11) *That Virginia National Bank, as Trustee of the toll funds, is respectfully urged to maximize in every feasible way the revenue earned from the investment of toll funds, and that the Department of Highways and Transportation and the Office of the Attorney General shall provide full cooperation and a regular review to help assure that this is accomplished.*

To the best of our knowledge, the Trustee is investing funds in accordance with the terms of the Trust Indenture and the annual audits of all the financial transactions by independent certified public accountants and the Auditor of Public Accounts are sufficient and proper assurance that the terms of the Trust Indenture are being followed.

- (12) *That the Department of Highways and Transportation should annually compute the amount of revenue received by it during the preceding year from the motor fuel tax as the result of vehicles using the toll road, subtracting from the said sum the amount spent on maintenance of the road during the said preceding year, and apply the balance to the redemption of the Expressway bonds, as requested by Delegate Owen B. Pickett.*

Implementation of the proposal would require an Act of the Legislature. It would have serious adverse impact on the Highway Fund if applied to all toll facilities and would further reduce the limited funds available for maintenance and construction of all other systems.

- (13) *That should a disaster threaten or strike the City of Virginia Beach, which, in the determination of the City of Virginia Beach Emergency Services Director or his designated alternate, in the interest of public safety requires mass evacuation utilizing the Norfolk-Virginia Beach Expressway, all westbound vehicles should be allowed to pass through the toll plaza free of charge for such period as the said Director shall determine to be necessary, not to exceed twenty-four (24) hours, if legally possible.*

We agree that in the event of a public emergency, which would require a mass evacuation of the area, the Suffolk District Engineer should be authorized to permit toll-free passage over the facility.

- (14) *That a minimum speed limit be established and posted and that signs be erected advising slower traffic to keep right.*

The Department's traffic engineers have conducted a study of the traffic conditions and geometrics of the facility and find that erecting the requested signs would bring about no appreciable improvement to the traffic flow on the facility.

- (15) *That all future contracts for construction on the Expressway or locations immediately affecting the flow of traffic thereon shall include a provision that all reasonable efforts shall be exercised so as not to perform work during peak traffic periods in the morning and evening that will impede the flow of traffic on the Expressway or the western approach thereto.*

The Department's design engineers have been directed to give special attention to the sequence of construction and traffic control in the preparation of plans for all future construction on the Expressway.

- (16) *That the users of the Expressway should be encouraged to utilize mass transit and car pooling; and to these ends, that a mass transit lane, westbound during the peak traffic in the morning and eastbound during the peak traffic in the evening, be established for the use of buses, cars, or trucks carrying more than three persons and other vehicles designated for the purpose of carrying multiple persons, at such time as same is found to be in the public interest.*

We recommend that this alternative be fully considered in the development of plans for the further improvement of the facility.

(17) That a reversible lane system be used during morning and evening peak traffic periods to add an additional lane for use by westbound traffic in the morning and by eastbound traffic in the evening, as soon as the system is feasible and determined to be reasonably safe in the public interest, as suggested by the Chief Transportation Planner of the Southeastern Virginia Planning District Commission.

We recommend that this alternative be fully considered in the development of plans for the further improvement of the facility.


(18) That an annual report be prepared each year by the Department of Highways and Transportation until both the following shall have occurred, to-wit: (i) the Expressway is made toll free, and (ii) the Expressway has been included in the Interstate System, such report to include:

- (a) An itemized list by category of the income and expense of the facility for the preceding calendar or fiscal year.
- (b) A listing of the investment revenue from the facility and the income derived therefrom.
- (c) The principal amount of the bonds retired during the period.
- (d) The principal amount of the bonds still to be retired.
- (e) Activities and the results thereof directed toward the inclusion of the Expressway in the Interstate System.

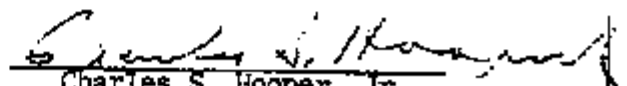
This report shall be mailed each year to the City Managers of Virginia Beach and Norfolk, the members of the City Councils of Virginia Beach and Norfolk, and to the persons presently constituting the Norfolk-Virginia Beach Expressway Study Commission.

The Department's Fiscal Manager has been directed to routinely furnish the reports as requested for items (a) through (d). Information regarding the inclusion of the facility in the Interstate System should be reported to those listed as developments occur.

July 14, 1977


William T. Roos


T. Ray Bassell, III


Charles S. Hooper, Jr.

7/14/77

Professor Gilbert P. Richardson, 3813 Annandale Road, Annandale, appeared before the Commission regarding his driveway entrance and the unsafe conditions on Route 650 (Annandale Road) on the one-mile strip midway between Route 236 and Route 649 (Hummer Road). He presented a history of the problem and a petition containing approximately 147 signatures requesting (1) that the volume of traffic on the road be reduced; (2) traffic signals at the intersection of Gallows Road and Annandale Road; (3) a reduction in the level of the hill at Walton Lane; (4) diversion by signing at Route 50 for Capital Beltway-bound traffic to Route 649; (5) north entry for emergency vehicles going to Fairfax General Hospital at Route 649 and both sides of the West Capital Beltway to I-495. Mr. Harwood asked Mr. W. S. G. Britton to look into the matters presented by Professor Richardson and prepare a report for the Commission.

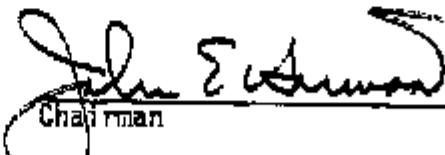
Mr. J. M. Wray, Jr., Director of Operations, presented a report on the possibility of purchasing a new ferryboat for the Jamestown-Scotland Ferry System. On motion of Mr. Roos, seconded by Mr. Hooper, the Commission authorized Mr. Harwood to enter into negotiations with Coast Engineering Company of Norfolk for design of a 50-car ferry at an approximate cost of \$3.5 million and to award a contract if a satisfactory fee could be negotiated. The boat, Mr. Wray said, will take about two years to construct.

On motion of Mr. Roos, seconded by Mr. Crowe, the Commission approved final allocation of Interstate, Rural Primary, and Urban Construction Funds for the fiscal year 1977-78, as shown by the attached tabulation.

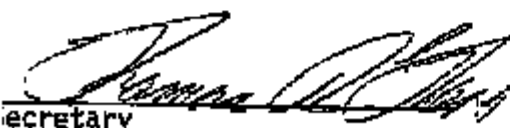
The next meeting of the Commission will be held on August 18, 1977.

The meeting adjourned at 11:20 a.m.

Approved:


Chairman

Attested:


Secretary

FISCAL YEAR 1977-78



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

Commonwealth of Virginia
Department of Highways
and Transportation

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION, RICHMOND, VIRGINIA

JULY 14, 1977

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS - FISCAL YEAR 1977-78

FINAL Allocation of State Funds-----	\$175,309,000
Federal-aid Funds for Interstate System (Excludes HPR Funds)-----	144,444,000
Federal-aid Funds for Primary System (Excludes HPR Funds)-----	31,801,000
Federal-aid Funds for Urban System (Excludes HPR Funds)-----	18,743,000
Total Funds-----	\$370,297,000

District	Interstate	Primary	Urban	Total Funds
Rhinetol	\$ 6,893,000	\$ 16,063,000	\$ 2,350,000	\$ 25,306,000
Salem	5,363,000	18,083,000	8,090,000	31,536,000
Lynchburg	177,000	16,719,000	4,334,000	21,230,000
Richmond	40,700,000	16,264,000	10,780,000	67,744,000
Suffolk	54,535,000	18,270,000	35,561,000	108,366,000
Fredericksburg	4,816,000	10,686,000	1,400,000	16,902,000
Culpeper	40,136,000	25,278,000	8,815,000	74,229,000
Staunton	8,439,000	12,385,000	4,160,000	24,984,000
TOTAL	\$161,059,000	\$133,746,000	\$75,490,000	\$370,297,000

STATE WIDE
SUMMARY OF CONSTRUCTION ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$160,734,000
Arterial and Other Primary Construction	127,045,300
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	75,080,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Highway Safety Improvements (Primary System) . . .	3,472,700
Highway Safety Improvements (Urban System)	410,000
New Signs and Signals (Primary System)	2,030,000
New Signs (Interstate System)	325,000
Strengthening and Widening of Bridges	800,000
Guardrail	400,000
	<hr/>
Total	<u>\$370,297,000</u>

BRISTOL DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$ 6,893,000
Arterial and Other Primary Construction	15,583,000
Urban Construction	2,230,000
Highway Safety Improvements (Primary System)	205,000
Highway Safety Improvements (Urban System)	120,000
New Signs and Signals (Primary System)	125,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
	<hr/>
Total	<u>\$25,306,000</u>

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11 & 19	Abingdon	MAIN STREET: West Corporate Limits - Russell Road (Supplemental Allocation)	\$ 500,000
11	Marion	NORTH MAIN STREET: Snaveley Street - North Corporate Limits (Supplemental Allocation)	600,000
16	Smyth	South Corporate Limits Marion - South (Asphaltic Concrete Surfacing)	169,000
19	Russell & Tazewell	Alternate Route 58 at Hansonville - East (Supplemental Allocation for Construction)	3,500,000
19	Tazewell	Construct Turn Lane at Route 369 (Initial Allocation for Safety Improvement)	20,000
19 & 460	Tazewell	Between Bluefield and Claypool Hill (Supplemental Allocation for Rights of Way Acquired and Construction)	225,000
19 & 460	Tazewell	Bluefield Bypass (Supplemental Allocation for New Construction)	1,300,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
21 & 221	Grayson	North of North Carolina State Line - North (Supplemental Allocation for Spot Improvement)	\$ 15,000
21 & 221	Grayson	Town of Independence (Supplemental Allocation for Widening, Curb and Gutter Between Route 58 and South Corporate Limits)	25,000
21	Grayson	North of Independence - North (Supplemental Allocation to Continue Spot Improvement)	368,000
23	Scott	Install Flashing Lights at Intersection of Routes 58, 421 & 871 (Initial Allocation for Safety Improvement)	10,000
23	Wise	Install Flashing Lights at Intersection of Route 23 Business and Route 823 North of Wise (Initial Allocation for Safety Improvement)	10,000
23	Wise	Norton - North (Supplemental Allocation for Construction)	1,200,000
42	Bland	South Intersection Routes 21 & 52 - West (Supplemental Allocation to Continue Spot Improvement)	75,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Smyth	Route 16 - West (Supplemental Allocation for Construction)	\$ 200,000
58	Grayson	North Intersection Route 16 at Volney - West (Asphaltic Concrete Surfacing)	100,000
58	Grayson	Between Galax and Independence (Supplemental Allocation for Construction)	300,000
58	Lee	Between Jonesville and Cumberland Gap (Supplemental Allocation for Reconstruction of Sections)	100,000
58	Scott	West of Washington County Line - West (Asphaltic Concrete Surfacing)	67,000
Alt. 58	Lee	Between Jonesville and Pennington Gap (Supplemental Allocation for Dual-laning)	200,000
Alt. 58	Norton	KENTUCKY AVENUE: Replace Three Structures over Guest River (Supplemental Allocation)	120,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
Alt. 58	Norton & Wise	Norton - East (Supplemental Allocation for New Construction)	\$ 1,500,000
Alt. 58	Wise & Russell	East Corporate Limits Saint Paul - West (Supplemental Allocation for Rights of Way Acquired and Construction)	3,000,000
63	Dickenson	Modify Grade Crossing Protective Devices Clinchfield Railroad at McClure River (Supplemental Allocation for Safety Improvement)	5,000
65	Scott	Bridges and Approaches Clinchfield Railroad and Clinch River at Dungannon (Supplemental Allocation for Reconstruction)	200,000
75	Washington	Route 81 - South (Supplemental Allocation for Rights of Way Acquired and Construction)	100,000
77	Bland & Wythe	West Virginia State Line - Route 81 (Wytheville) (Supplemental Allocation)	2,000,000
77	Wythe	Route 81 (Fort Chiswell) - Carroll County Line (Supplemental Allocation)	4,893,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
80	Buchanan	Between Davenport and Council (Supplemental Allocation for Rehabilitation)	\$ 25,000
80	Washington	Between Route 11 and Meadowview (Supplemental Allocation for Reconstruction)	50,000
83	Buchanan & Dickenson	Between Vansant and Haysi (Supplemental Allocation for Construction)	200,000
83	Dickenson & Wise	Clintwood - East and West (Supplemental Allocation for Right of Way Acquired and Construction)	150,000
91	Tazewell	Between Routes 19 & 460 and Smyth County Line (Supplemental Allocation to Continue Improvement)	50,000
91	Washington	Route 11 - South (Supplemental Allocation for Reconstruction)	200,000
91	Washington	South of Smyth County Line - North Corporate Limits Glade Spring (Supplemental Allocation to Continue Asphaltic Concrete Surfacing)	90,000
94	Wythe	Route 52 - South (Supplemental Allocation for Reconstruction of Sections)	100,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
94	Grayson	Improve Sight Distance at Routes 644 & 1002 North of Fries (Initial Allocation for Safety Improvement)	\$ 30,000
352	Lee	Route 421 - East (Asphaltic Concrete Surfacing)	74,000
460	Buchanan	Town of Grundy and West (Supplemental Allocation for Four-laning)	500,000
460	Buchanan	Between Deel and Grundy (Initial Allocation to Continue Dual-laning)	400,000
460	Buchanan	Improve Intersection at Route 517 South of Grundy (Initial Allocation for Safety Improvement)	30,000
--	Bristol	FRONT, SPENCER AND RANDALL STREETS: State Street - Oakview Avenue (Supplemental Allocation)	100,000
--	Big Stone Gap	EAST 9TH STREET: Grade Crossing Protective Devices Southern Railroad (Initial Allocation for Safety Improvement)	40,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Big Stone Gap	SHORT STREET: Grade Crossing Protective Devices L & N Railroad (Initial Allocation for Safety Improvement)	\$ 40,000
--	Big Stone Gap	WOOD AVENUE: South of 1st Street and 9th Street (Supplemental Allocation for Drainage Structure Replacement)	45,000
--	Richlands	KENTS RIDGE ROAD: Henderson Street - Second Street (Initial Allocation)	400,000
--	Richlands	VIRGINIA AVENUE: Grade Crossing Protective Devices N & W Railroad (Initial Allocation for Safety Improvement)	40,000
--	Wytheville	PEPPERS FERRY ROAD, EAST MONROE STREET AND ELEVENTH STREET: Intersection Routes 11 and 52 (Main Street) - 1972 East Corporate Limits (Supplemental Allocation)	465,000
--	--	Asphaltic Concrete Surfacing at Various Locations (District Wide)	1,100,000

FISCAL YEAR 1977-78

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	\$ 275,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	100,000
Total, Bristol District Allocations			<u>\$25,306,000</u>

SALEM DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$ 5,288,000
Arterial and Other Primary Construction	17,455,000
Urban Construction	8,072,000
Highway Safety Improvements (Primary System)	268,000
Highway Safety Improvements (Urban System)	18,000
New Signs and Signals (Primary System)	210,000
New Signs (Interstate System)	75,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
Total	<u>\$31,536,000</u>

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
8	Floyd & Montgomery	Between Floyd Court House and Christiansburg (Supplemental Allocation for Construction)	\$ 700,000
11	Botetourt	Improve Sight Distance at Route 606 North of Troutville (Safety Improvement)	1,500
24	Bedford	Bridge and Approaches Big Otter River (Supplemental Allocation for Bridge Replacement)	200,000
24	Bedford	Between Route 122 and East Intersection Route 43 (Initial Allocation for Rehabilitation)	550,000
40	Franklin	Between Ferrum and Rocky Mount (Supplemental Allocation for Dual-laning)	300,000
40	Rocky Mount	PELL AVENUE: West of East Corporate Limits - Tanyard Road (Supplemental Allocation)	100,000
40	Franklin	Rocky Mount - East (Asphaltic Concrete Surfacing on Sections)	107,700
40	Franklin	Improve Intersection at Route 122 East of Rocky Mount (Initial Allocation for Safety Improvement)	25,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Craig	Improve Alignment East of Route 660 North of Sinking Creek (Supplemental Allocation)	\$ 7,000
42	Giles	Between Route 100 (Poplar Hill) and Bland County Line (Initial Allocation for Rehabilitation)	200,000
43	City of Bedford	NORTH STREET: East Main Street - North Bridge Street (Supplemental Allocation for Relocation)	200,000
43	Botetourt	Between Eagle Rock and Buchanan (Supplemental Allocation for Spot Reconstruction)	50,000
52	Carroll	Improve Sight Distance Near Route 865 North of Hillsville (Supplemental Allocation for Safety Improvement)	3,000
52	Carroll	Construct Turn Lanes at Route 691 South of Fancy Gap (Supplemental Allocation for Safety Improvement)	10,000
57 Alt.	Henry	Construct Turn Lanes at Route 682 near Stanleytown (Initial Allocation for Safety Improvement)	10,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Patrick	Construct Turn Lane and Improve Sight Distance at Route 835 East of Stuart (Initial Allocation for Safety Improvement)	\$ 10,000
58	Patrick	Stuart - West (Supplemental Allocation for Reconstruction)	400,000
58 & 221	Carroll	Between Hillsville and Galax (Supplemental Allocation to Continue Dual-laning)	600,000
58	Galax	EAST STUART DRIVE: Old East Corporate Limits (1950) - Hanes Road (Supplemental Allocation)	266,000
61	Giles	Bland County Line - North (Initial Allocation for Rehabilitation)	200,000
77	Carroll	Wythe County Line - North Carolina State Line (Supplemental Allocation)	5,288,000
100	Pulaski	Wythe County Line - North (Asphaltic Concrete Surfacing)	72,300
100	Pulaski	Dublin - South (Asphaltic Concrete Surfacing)	95,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
100	Pulaski & Giles	North of Dublin - South of Pearisburg (Supplemental Allocation to Continue Dual-laning)	\$ 500,000
103	Patrick	Route 8 - West (Supplemental Allocation for Construction)	188,000
114	Pulaski & Montgomery	Route 11 - East (Supplemental Allocation for Right of Way Acquired and Construction)	200,000
114	Montgomery	Provide Turn Lanes at Route 663 and Route 659 (Initial Allocation for Safety Improvement)	20,000
117	Roanoke	Construct Turn Lane at Intersection Route 1825 North of Roanoke (Safety Improvement)	6,000
122	Bedford	Route 24 - South (Supplemental Allocation for Right of Way Acquisition)	55,000
219	Giles	Improve Sight Distance at Route 764 North of Rich Creek (Initial Allocation for Safety Improvement)	15,000
220	Botetourt	Route 81 Interchange - North (Supplemental Allocation to Continue Dual-laning)	3,300,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	City of Roanoke & Roanoke County	Southwest Freeway: Elm Avenue - South (Supplemental Allocation to Continue New Construction)	\$ 3,500,000
220	Franklin	Bridge and Approaches Big Chestnut Creek (Initial Allocation for Reconstruction)	300,000
220	Franklin	Construct Left-turn Lane at Four Locations Between Route 755 and Henry County Line (Supplemental Allocation for Safety Improvement)	5,000
220 & 58	Henry	Martinsville Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	4,000,000
221	Roanoke	Roanoke - South (Supplemental Allocation for Dual-laning Including Climbing Lane on Bent Mountain)	600,000
221	Bedford	Improve Sight Distance at Route 661 Near Forrest (Initial Allocation for Safety Improvement)	25,000
311	Roanoke	Craig County Line - South (Supplemental Allocation for Construction)	200,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
311	Salem	THOMPSON MEMORIAL DRIVE: Hawthorne Road - North Corporate Limits (Initial Allocation)	\$ 200,000
460	Bedford	Improvement of Drainage at Montvale (Initial Allocation)	60,000
460	Botetourt	Left-turn Lane at Route 805 and Route 738 West of Bedford County Line (Supplemental Allocation for Safety Improvement)	2,000
460	Salem	WEST MAIN STREET TRAFFIC SIGNAL SYSTEM: Route 112 - Thompson Memorial Drive (Supplemental Allocation)	150,000
460 & 11	Salem	WEST MAIN STREET: Intersection Improvement at Mill Lane (Supplemental Allocation)	200,000
460 & 11	Salem	WEST MAIN STREET: Route 112 - 4th Street (Initial Allocation)	200,000
460	Christiansburg	NORTH FRANKLIN STREET: Depot Street - Cambria Street (Supplemental Allocation)	350,000
460	Montgomery	Blacksburg Bypass - East and West (Supplemental Allocation Including Interchange at Prices Fork)	100,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Montgomery	Between South Corporate Limits Blacksburg and Route 642 (Initial Allocation for Safety Improvement)	\$ 15,000
460	Montgomery	Construct Turn Lanes at Route 642 and Service Road (Initial Allocation for Safety Improvement)	15,000
460	Blacksburg	MAIN STREET: Faculty Street - North Corporate Limits of Blacksburg (Supplemental Allocation)	60,000
460	Giles	Narrows - East and West (Supplemental Allocation Including Demolition of Old Ripplemead Bridge)	820,000
501	Bedford	Between Amherst County Line and Lynchburg (Supplemental Allocation for Improvement of Structures)	150,000
--	Blacksburg	PRICES FORK ROAD: Route 460 Bypass - Main Street (Supplemental Allocation for Dual-laning)	600,000
--	Blacksburg	TOMS CREEK ROAD: Prices Fork Road - Route 460 Bypass (Supplemental Allocation)	300,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Christiansburg	PHLEGER STREET AND 1ST STREET: West Main Street - Roanoke Street (Supplemental Allocation)	\$ 100,000
--	Martinsville	SPRUCE STREET: Prospect Hill Drive - East Corporate Limits (Initial Allocation)	200,000
--	Martinsville	BROOKDALE STREET: East Church Street - Spruce Street (Supplemental Allocation)	350,000
--	Town of Fulaski	MEMORIAL DRIVE: (Formerly Allison Lane) Route 11 - Bobwhite Boulevard (Supplemental Allocation)	100,000
--	Radford	WADSWORTH STREET: 8th Street - Rock Road (Supplemental Allocation)	234,000
--	Radford	ROCK ROAD: Wadsworth Street - East Corporate Limits (Supplemental Allocation)	250,000
--	City of Roanoke	13TH STREET AND BENNINGTON STREET: Dale Avenue - Riverdale Road (Supplemental Allocation)	400,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	City of Roanoke	13TH STREET AND 9TH STREET: Dale Avenue - Orange Avenue (Supplemental Allocation)	\$ 200,000
--	City of Roanoke	VINTON MILL ROAD: Route 460 - South Corporate Limits (Initial Allocation)	600,000
--	City of Roanoke	10TH STREET: Gilmer Avenue - Williamson Road (Initial Allocation)	1,032,000
--	City of Roanoke	24TH STREET AND MELROSE AVENUE: Shaffers Crossing - Lafayette Boulevard (Supplemental Allocation)	1,000,000
--	City of Roanoke	JEFFERSON STREET: McClanahan Street - Reserve Avenue (Supplemental Allocation)	440,000
--	City of Roanoke	CENTRAL BUSINESS DISTRICT: Coordinated Signal System (Supplemental Allocation)	240,000
--	Salem	MILL LANE CROSSING: Modify Grade Crossing Protective Devices N & W Railroad (Initial Allocation for Safety Improvement)	18,000

FISCAL YEAR 1977-78

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Vinton	VINTON MILL ROAD: North Corporate Limits - Pollard Street (Supplemental Allocation)	\$ 300,000
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	435,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	105,500
Total, Salem District Allocations			<u><u>\$31,536,000</u></u>

LYNCHBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$ 177,000
Arterial and Other Primary Construction	15,705,000
Urban Construction	4,215,000
Highway Safety Improvements (Primary System)	719,000
Highway Safety Improvements (Urban System)	119,000
New Signs and Signals (Primary System)	145,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$21,230,000</u>

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Buckingham	Between James River Bridge and Dillwyn (Supplemental Allocation for Construction)	\$ 900,000
15	Buckingham	Reconstruct Channelization at Route 20 (Safety Improvement)	9,000
15 & 360	Charlotte	Construct Turn Lane at Route 646 (Initial Allocation for Safety Improvement)	10,000
15 & 360 Bus.	Charlotte	Area Improvements at Route 360 Bypass North of Keysville (Supplemental Allocation for Safety Improvement)	12,000
24	Campbell	Route 501 South of Rustburg - Route 29 (Supplemental Allocation for New Construction)	200,000
24	Campbell	Between Evington and Bedford County Line (Initial Allocation for Reconstruction)	200,000
29	Nelson	Between South Intersection Route 6 at Woods Mill and Albemarle County Line (Supplemental Allocation to Continue Dual-laning)	1,900,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Nelson	Lovington - North and South (Supplemental Allocation for Construction)	\$ 5,000
29	Amherst & Nelson	North of Lynchburg - North (Supplemental Allocation for Construction)	100,000
29	Amherst	Reconstruct Southbound Lane South of Amherst (Supplemental Allocation for Safety Improvement)	80,000
29	Amherst	Widen Crossover and Construct Turn Lane at Route 677 (Prices Store) (Supplemental Allocation for Safety Improvement)	2,000
29	Amherst	Bridge and Approaches James River at North Corporate Limits Lynchburg (Supplemental Allocation for Construction)	400,000
29	Lynchburg	LYNCHBURG EXPRESSWAY: Interchange Improvement at Main Street (Supplemental Allocation)	600,000
Alt. 29 & 501	Lynchburg	MEMORIAL AVENUE/5TH STREET: Bridge and Approaches N & W and Southern Railroads (Supplemental Allocation)	500,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Campbell	Construct Turn Lanes at Various Locations Between South Corporate Limits Lynchburg and Route 24 (Initial Allocation for Safety Improvement)	\$ 80,000
29	Campbell & Pittsylvania	South of Lynchburg - South (Supplemental Allocation for Rights of Way Acquired and Construction)	800,000
29	Pittsylvania	Improve West Connection of Route 719 North of Blairs (Initial Allocation for Safety Improvement)	50,000
29	Pittsylvania	South Corporate Limits Chatham - South (Asphaltic Concrete Surfacing on Northbound Lane)	12,400
29	Pittsylvania	North Corporate Limits Danville - North (Asphaltic Concrete Surfacing on Northbound and Southbound Lanes)	127,600
29	Danville	PINEY FOREST ROAD: North Main Street - Falwell Court (Initial Allocation)	800,000
45	Cumberland	Route 60 - North (Initial Allocation for Rehabilitation)	300,000
47	Appomattox	Underpass and Approaches N & W Railroad in Famplin City (Supplemental Allocation for Construction)	85,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
56	Nelson	New Bridge over Tye River at Route 680 (Supplemental Allocation for Construction)	\$ 35,000
56	Nelson	Drainage Structure and Approaches Buffalo Creek (Supplemental Allocation for Construction)	5,000
56	Nelson	Wingina - West (Initial Allocation for Rehabilitation)	300,000
58	Pittsylvania	Construct Turn Lanes at Various Locations Between Henry County Line and Halifax County Line (Supplemental Allocation for Safety Improvement)	55,000
58	Halifax	Improvements at Route 501 (Supplemental Allocation for Safety Improvement)	12,000
58	Halifax	Mecklenburg County Line - West (Supplemental Allocation for Rights of Way Acquired and Construction)	425,000
60	Amherst	Drainage Structure at Franklin Creek West of Route 631 (Supplemental Allocation for Safety Improvement)	70,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Nelson	Improve Sight Distance at Route 657 East of Amherst County Line (Supplemental Allocation for Construction)	\$ 55,000
60	Buckingham	Sprouses Corner - West (Supplemental Allocation for Dual-laning)	900,000
60	Cumberland	Cumberland Court House - West (Supplemental Allocation for Right of Way Acquisition)	400,000
62	Pittsylvania	Approaches to Dan River Bridge (Supplemental Allocation for Construction of Cooperative Project with North Carolina)	30,000
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	177,000
86	Danville	RELOCATED ROUTE 86: Watson Street - Randolph Street (Supplemental Allocation)	475,000
131	Appomattox	Town of Appomattox (Supplemental Allocation for Cooperative Project with Town)	55,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
221	Lynchburg	OAKLEY AVENUE: Mansfield Avenue - Fort Avenue (Initial Allocation for Relocation)	\$ 500,000
265	Pittsylvania	Danville Expressway (Phase I) (Supplemental Allocation for New Construction from Route 29 South to Route 58 East)	2,000,000
291	Lynchburg	Northwest Expressway (Phase I) (Supplemental Allocation for Rights of Way Acquired and Construction Between Route 460 and Route 221)	400,000
344	Halifax	Scottsburg - East (Supplemental Allocation for Construction Including Asphaltic Concrete Surfacing)	170,000
460	Campbell	Construct Turn Lanes at Various Locations Between Lynchburg and Bedford County Line (Supplemental Allocation to Continue Safety Improvements)	40,000
460	Lynchburg	FORT AVENUE: Belfast Street - Lindsay Street (Initial Allocation)	340,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460 & 128	Campbell & Lynchburg	Lynchburg Bypass (Phase I) (Supplemental Allocation for Construction Between Routes 460 and 501 East of Lynchburg and Route 29 in Lynchburg)	\$ 1,300,000
460	Campbell	Lynchburg Bypass (Phase II) Route 128 Connector - Route 29 South of Lynchburg (Supplemental Allocation to Continue Dual-laning)	850,000
460	Campbell	Interchange and Approaches with Route 726 Near Kelly (Supplemental Allocation for Construction)	250,000
460	Appomattox	Appomattox Bypass (Initial Allocation for Preliminary Engineering)	100,000
460	Appomattox & Prince Edward	East of Appomattox - Nottoway County Line (Supplemental Allocation for Construction Including Farmville Bypass)	3,200,000
460	Farmville	EAST THIRD STREET: A Street - East Corporate Limits (Supplemental Allocation)	300,000
501	Lynchburg	CAMPBELL AVENUE: South Corporate Limits - 0.61 Miles North of South Corporate Limits (Initial Allocation)	300,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
501	Campbell	Between Lynchburg and South of Rustburg (Supplemental Allocation for Dual-laning)	\$ 100,000
501	Halifax	Bridges and Approaches NF&D Railroad, Coleman Creek and Hyco River South of South Boston (Supplemental Allocation for Construction)	100,000
--	Danville	HUNTER STREET, STROKELAND AND HOLBROOK AVENUES: Grade Crossing Protective Devices at Three Locations of Southern Railroad (Initial Allocation for Safety Improvement)	94,500
--	Lynchburg	GARNET STREET: Modify Grade Crossing Protective Devices C & O Railroad (Initial Allocation for Safety Improvement)	24,500
--	South Boston	WOLF TRAP ROAD: Route 501 (Wilborn Avenue) - Route 304 (Supplemental Allocation)	400,000
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	295,000

FISCAL YEAR 1977-78

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvement)	\$ 299,000
Total, Lynchburg District Allocations			<u>\$21,230,000</u>

RICHMOND DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$40,645,000
Arterial and Other Primary Construction	15,202,300
Urban Construction	10,735,000
Highway Safety Improvements (Primary System)	511,700
Highway Safety Improvements (Urban System)	45,000
New Signs and Signals (Primary System)	400,000
New Signs (Interstate System)	55,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
Total	<u>\$67,744,000</u>

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Hanover	Widen Pavement for Turn Lane at Route 656 North of Henrico County Line (Supplemental Allocation for Safety Improvement)	\$ 20,000
1 & 301	Richmond	ROBERT E. LEE BRIDGE AND APPROACHES: (Supplemental Allocation)	2,500,000
1 & 301	Chesterfield	Southbound Lane Bridge over Falling Creek (Supplemental Allocation for Construction)	100,000
1 & 301	Chesterfield	Construct Turn Lane at Route 1417 North of Reymet Road (Safety Improvement)	6,000
1 & 301	Chesterfield	Widen Pavement to Provide Turn Lane at Route 144 (Initial Allocation for Safety Improvement)	30,000
1 & 301	Chesterfield	Construct New Cantilevers on South Approach to Route 10 (Initial Allocation)	10,000
1 & 301	Colonial Heights	ROUTE 1: Intersection Improvements at Temple Avenue and Sherwood Drive (Initial Allocation)	70,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Dinwiddie	Provide Turn Lanes at Route 603 and Route 460 Southwest of Petersburg (Initial Allocation)	\$ 8,000
6	Goochland	West of Richmond - West (Supplemental Allocation for Rights of Way Acquired and Construction)	300,000
10	Richmond	BROAD ROCK ROAD: Belt Boulevard - South Corporate Limits (Supplemental Allocation)	1,400,000
10	Chesterfield	Construct Left-turn Lane at Route 616 and Route 609 in Chester (Supplemental Allocation for Construction)	5,000
15	Mecklenburg	Construct Left-turn Lane at Route 722 South of Clarksville (Supplemental Allocation for Safety Improvement)	20,000
30	New Kent	South of Route 33 - South (Asphaltic Concrete Surfacing on Sections)	50,000
33	Henrico	Modify Grade Crossing Protective Devices Southern Railroad at Route 156 (Supplemental Allocation for Safety Improvement)	10,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Henrico	Route 250 (Broad Street) - North (Supplemental Allocation for Widening)	\$ 750,000
33	Henrico	Battery Street - Entrance to Masonic Home (Partial Allocation for Safety Improvement)	80,000
33	Henrico	Village of Highland Springs (Supplemental Allocation for Right of Way Acquired and Construction)	5,000
40	Dinwiddie	Modify Grade Crossing Protective Devices at SCL Railroad in McKenney (Supplemental Allocation for Safety Improvement)	16,000
40	Dinwiddie & Nottoway	Between McKenney and Blackstone (Supplemental Allocation for Reconstruction of Sections)	100,000
40	Lunenburg	Overpass and Approaches N & W Railroad Between Victoria and Kenbridge (Supplemental Allocation for Bridge Replacement)	350,000
40	Lunenburg	Charlotte County Line - East (Asphaltic Concrete Surfacing)	51,500

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
46 & 137	Brunswick	Overpass and Approaches N & W Railroad at Danieltown (Supplemental Allocation for New Construction)	\$ 50,000
46	Brunswick	Route 1 South of Alberta - North (Initial Allocation for Widening)	100,000
46	Brunswick	South of Route 58 - North Carolina State Line (Supplemental Allocation for Construction)	81,000
46	Nottoway	Between Route 40 and Brunswick County Line (Supplemental Allocation to Continue Rehabilitation)	175,000
49	Nottoway	Reconstruct Connection to Route 460 in Crewe (Supplemental Allocation)	55,000
49	Nottoway & Lunenburg	Between Crewe and Victoria (Supplemental Allocation for Construction)	10,000
49	Mecklenburg	South of Chase City - South (Asphaltic Concrete Surfacing)	86,000
49	Mecklenburg	Improve Sight Distance at Route 695 (Safety Improvement)	4,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
49	Mecklenburg	Between Halifax County Line and Averett (Supplemental Allocation for Construction)	\$ 5,000
54	Hanover	Widen Pavement for Turn Lanes at Route 810 and Route 9761 West of Ashland (Supplemental Allocation for Safety Improvement)	10,000
54	Hanover	South Anna River Bridge - East and West (Asphaltic Concrete Surfacing)	30,000
58	Mecklenburg	Halifax County Line - East (Supplemental Allocation for Right of Way Acquired and Construction)	275,000
58	Mecklenburg	Boydton Bypass - East and West (Supplemental Allocation for New Construction)	100,000
58	Mecklenburg & Brunswick	Between Lawrenceville Bypass and Route 85 Interchange (Supplemental Allocation for Rights of Way Acquired)	10,000
58	Brunswick	Construct Crossover East of Route 656 (Initial Allocation)	3,000
58	Brunswick	Between Lawrenceville Bypass and Greenville County Line (Supplemental Allocation)	2,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	New Kent	Bridge over Diascund Creek (Supplemental Allocation for Joint Bridge Replacement with Suffolk District)	\$ 40,000
60	Henrico	Eastern Connection to Route 95 (295) Interchange (Supplemental Allocation for New Construction)	300,000
60	Henrico	Improve Channelization at Intersection Airport Connector (Safety Improvement)	1,500
60	Chesterfield	West Corporate Limits Richmond - West (Supplemental Allocation for Widening)	600,000
60	Chesterfield	Extend Turn Lane at Route 150 (Supplemental Allocation for Safety Improvement)	12,000
60	Chesterfield	Construct Turn Lane and Extend Existing Turn Lane at Route 672 (Safety Improvement)	5,000
60	Chesterfield & Powhatan	West of Midlothian - West (Supplemental Allocation for Right of Way Acquired and Construction)	5,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
64	City of Richmond & Henrico, Goochland & New Kent Counties	West Richmond - East Bottoms Bridge (Supplemental Allocation)	\$ 1,000,000
76	Chesterfield	Powhite Parkway Extension: Route 150 (Chippenham Parkway) - Route 60 (Supplemental Allocation for Right of Way Acquisition)	100,000
92	Mecklenburg	Between Boydton and Chase City (Supplemental Allocation for Rehabilitation)	75,000
95	Henrico & Hanover	Routes 95 & 295 North of Richmond - North (Supplemental Allocation)	10,000,000
95	Prince George	Petersburg - South (Supplemental Allocation)	6,000,000
106	Prince George	Route 156 - West of Prince George Court House (Supplemental Allocation for Improvement)	300,000
137	Lunenburg	Route 138 - East (Initial Allocation for Rehabilitation Including Asphaltic Concrete Surfacing)	143,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
142	Dinwiddie	Provide Turn Lane at Route 319 (Initial Allocation)	\$ 2,800
144	Chesterfield	Widen Pavement to Provide Turn Lane at Route 145 (Initial Allocation for Safety Improvement)	7,000
144	Colonial Heights & Prince George	Temple Avenue Extension: Route 1 & 301 - Route 36 (Supplemental Allocation for New Construction)	1,225,000
150	Chesterfield	Chippenham Parkway (Supplemental Allocation for Construction Including Route 60 Interchange)	4,000,000
153	Nottoway	Route 460 - North (Supplemental Allocation for Reconstruction)	375,000
155	New Kent	Route 249 - South (Initial Allocation for Rehabilitation)	250,000
156	Henrico	Modify Grade Crossing Protective Devices at C & O Railroad Near Elko (Supplemental Allocation for Safety Improvement)	16,000
156	Henrico & Hanover	Bridge and Approaches Chickahominy River (Supplemental Allocation for Bridge Replacement)	30,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
156	Hanover	Between Route 360 and Henrico County Line (Initial Allocation for Spot Improvement)	\$ 150,000
156	Hanover	North of Chickahominy River Bridge - North (Asphaltic Concrete Surfacing)	50,000
157	Henrico	Pemberton Road: Entrance to Quail Run Subdivision (Initial Allocation for Widening)	15,000
157	Henrico	Improvement of Curve on Quioccasin Road (Supplemental Allocation for Safety Improvement)	50,000
195	Richmond & Henrico	McCloy Street in Richmond - Routes 95 & 295 North of Richmond (Supplemental Allocation)	1,645,000
195 (Old 88)	Richmond	DOWNTOWN EXPRESSWAY: South of Idlewood Avenue Near McCloy Street Meadow Street (Supplemental Allocation)	3,723,000
250	Henrico	Construct Turn Lanes Between West Corporate Limits of Richmond and Libby Avenue (Supplemental Allocation for Safety Improvement)	5,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
250	Henrico	Glenside Drive - West (Supplemental Allocation for Widening to Six Lanes)	\$ 750,000
250	Henrico	Construct Turn Lanes at Three Crossovers West of Horsepen Road (Initial Allocation for Safety Improvement)	20,000
271	Henrico, Goodland, & Hanover	Route 250 (Broad Street Road) - North (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	300,000
295	Henrico & Hanover	Route 64 East of Richmond - Route 64 West of Richmond (Supplemental Allocation)	22,000,000
301	Petersburg	CRATER ROAD: Morton Avenue - South Corporate Limits (Supplemental Allocation)	1,570,000
301 & 2	Hanover	North of Henrico County Line - North (Supplemental Allocation for Dual-laning including Joint Bridge Replacement Project over Pamunkey River with Fredericksburg District)	1,000,000
356	Henrico	Route 33 - Galaxie Road (Supplemental Allocation for Four-laning)	1,000,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Hanover	Between Mechanicsville and King William County Line (Initial Allocation for Spot Pavement Widening on Old Lanes)	\$ 180,000
360	Chesterfield	Construct Turn Lanes at Route 1686 West of Route 150 (Initial Allocation for Safety Improvement)	8,000
360	Chesterfield	Construct Turn Lane at Route 621 (Safety Improvement)	6,000
360	Amelia	Improve Intersection at Route 656 South of Southern Railroad Overpass (Supplemental Allocation for Safety Improvement)	2,000
460	Nottoway & Dinwiddie	Blackstone Bypass and East (Supplemental Allocation to Continue Dual-laning and Initial Allocation for Bridge Replacement at N & W Railroad)	1,825,000
460	Dinwiddie	West of Route 85 Interchange - West (Supplemental Allocation for Right of Way Acquired and Construction)	25,000
522	Goochland	Between Route 250 at Gum Spring and Goochland Court House (Supplemental Allocation to Continue Rehabilitation)	150,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Powhatan	Route 60 - North (Initial Allocation for Rehabilitation)	\$ 300,000
--	Hopewell	CEDAR LEVEL ROAD AND JACKSON FARM ROAD: Oaklawn Boulevard - Mesa Drive (Initial Allocation)	400,000
--	Hopewell	LAPRADE AVENUE AND 6TH STREET: Churchill Drive - . Foythress Street (Supplemental Allocation)	350,000
--	Petersburg	LINCOLN STREET: Grade Crossing Protective Devices SCL Railroad (Initial Allocation for Safety Improvement)	45,000
--	South Hill	CHAPTICO ROAD: Graymont Avenue - Mecklenburg Avenue (Initial Allocation)	11,000
--	South Hill	SOUTH HILL AVENUE: Second Avenue - Danville Avenue (Initial Allocation)	11,000
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	605,000

FISCAL YEAR 1977-78

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	\$ 183,200
Total, Richmond District Allocations			<u>\$67,744,000</u>

SUFFOLK DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$ 54,465,000
Arterial and Other Primary Construction	17,295,000
Urban Construction	35,453,000
Highway Safety Improvements (Primary System)	540,000
Highway Safety Improvements (Urban System)	108,000
New Signs and Signals (Primary System)	285,000
New Signs (Interstate System)	70,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$108,366,000</u>

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
5	James City	Route 199 - West (Supplemental Allocation for Pavement Widening)	\$ 400,000
10	Isle of Wight & Suffolk	Benns Church - North and South (Supplemental Allocation to Continue Dual-laning)	1,100,000
10	Suffolk	MAIN STREET: Signalize Four Intersections (Supplemental Allocation)	15,000
10	Surry	Reconstruction at South Intersection Route 31 (Initial Allocation for Safety Improvement)	25,000
13	Accomack	Spot Improvements Near Route T-620 at Keller (Supplemental Allocation for Safety Improvement)	20,000
13	Accomack & Northampton	Between Maryland State Line and Chesapeake Bay Bridge Tunnel (Supplemental Allocation to Continue Pavement Widening and Shoulder Stabilization at Various Locations)	400,000
13	Norfolk	ELIZABETH RIVER WAYSIDE (Supplemental Allocation to Improve Wayside Facilities)	25,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13	Suffolk	Suffolk Bypass: Route 13 South - Route 58 East (Initial Allocation for Preliminary Engineering)	\$ 100,000
13	Suffolk	Between Route 32 Near Nurneysville and North Carolina State Line (Supplemental Allocation for Rehabilitation of Sections)	165,000
17	York	Between North Corporate Limits Newport News and George P. Coleman Bridge (Shoulder Stabilization)	100,000
17	Isle of Wight & Newport News	New Bridge over James River (Supplemental Allocation for Construction)	1,500,000
17	Suffolk	Bridges and Approaches Nansemond River and Chuckatuck Creek (Initial Allocation for Bridge Replacement)	1,310,000
17 & 143	Newport News	JEFFERSON AVENUE: Main Street - J. Clyde Morris Boulevard (Supplemental Allocation)	1,000,000
17	Portsmouth	CHURCHLAND BOULEVARD: Bridge and Approaches Western Branch Elizabeth River (Supplemental Allocation)	190,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
31	Surry & Sussex	Between Route 10 and Route 460 (Supplemental Allocation for Spot Reconstruction and Rehabilitation)	\$ 250,000
32 & 258	Isle of Wight	Benns Church - Route 17 at Bartlett (Supplemental Allocation for Dual-laning)	100,000
32 & 258	Isle of Wight	Benns Church - Route 17 at Bartlett (Asphaltic Concrete Surfacing)	90,000
32	Suffolk	RELOCATED ROUTE 32: Grant Street - Washington Street (Supplemental Allocation)	300,000
35	Southampton & Sussex	Courtland - North (Supplemental Allocation for Improvement of Sections)	150,000
40	Sussex	Correction of Drainage East of Stony Creek (Supplemental Allocation)	15,000
40	Sussex & Surry	Between East Corporate Limits Waverly and Route 10 at Spring Grove (Supplemental Allocation to Continue Improvements Including Asphaltic Concrete Surfacing)	60,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
44	Norfolk & Virginia Beach	ROUTE 44: Kempsville Road - Newtown Road (Initial Allocation)	\$ 400,000
58	Virginia Beach	VIRGINIA BEACH BOULEVARD: West Corporate Limits - Farmington Road (Supplemental Allocation)	1,600,000
58 & 13	Chesapeake & Suffolk	Bowers Hill - East End Suffolk Bypass (Supplemental Allocation for Construction and New Interchange at Belleville Connector; Phase I)	2,800,000
58	Isle of Wight	Reconstruction at Curve West of Carrsville (Supplemental Allocation for Safety Improvement)	3,000
58 & 460	Suffolk	Suffolk Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	75,000
58	Suffolk, Isle of Wight & Southampton	Holland - Franklin Bypass (Supplemental Allocation for New Construction)	2,300,000
58	Southampton	Widen Pavement to Provide Turn Lane at Route 1521 Near East Corporate Limits Courtland (Initial Allocation for Safety Improvement).	25,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Southampton	Courtland Bypass (Supplemental Allocation for New Construction)	\$ 1,950,000
58	Greensville & Southampton	Between Emporia and Courtland (Supplemental Allocation for Safety Improvement)	30,000
58	Greensville	Emporia Bypass (Supplemental Allocation for New Construction)	1,000,000
60	James City	Construct Turn Lane at Route 645 East of Andersons Corner (Initial Allocation for Safety Improvement)	4,000
60	James City	Construct Left-turn Lanes Near Route 708 West of Williamsburg (Supplemental Allocation for Safety Improvement)	10,000
60	James City	Construct Turn Lane at Crossover East of Lightfoot (Initial Allocation for Safety Improvement)	4,000
60	Williamsburg & York	Bypass Road: Richmond Road - West Corporate Limits (Supplemental Allocation for Four-laning)	280,000
60	James City & York	East Corporate Limits of Williamsburg - East (Supplemental Allocation to Continue Dual-laning)	500,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Newport News	WARWICK BOULEVARD: Menchville Road - Sherwood Place (Supplemental Allocation)	\$ 1,300,000
60	Newport News	WARWICK BOULEVARD: Interchange Route 60 and Route 105 (Supplemental Allocation)	700,000
60	Newport News	WARWICK BOULEVARD: Lucas Crsek Road - Route 105 Interchange (Initial Allocation)	496,000
60 & 143	Hampton	SETTLERS LANDING ROAD: Wine Street - Emancipation Drive (Supplemental Allocation)	400,000
64	Chesapeake, Virginia Beach, Norfolk, Hampton, Newport News, York & James City	Bowers Hill (Route 264) - New Kent County Line (Supplemental Allocation)	16,000,000
95	Greensville & Sussex	North Carolina State Line - Prince George County Line (Supplemental Allocation)	12,465,000
139	Sussex	Relocation at Jarrett (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	50,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
143	York	Channelization at Route 162 (Initial Allocation for Safety Improvement)	\$ 120,000
164	Portsmouth & Suffolk	WESTERN FREEWAY: West Norfolk Bridge over Western Branch of Elizabeth River and West (Supplemental Allocation for New Construction)	4,260,500
165	Virginia Beach	PRINCESS ANNE ROAD: Newtown Road - Parliament Drive (Supplemental Allocation)	800,000
168	Chesapeake	GREAT BRIDGE BYPASS: Hillwell Road - Battlefield Boulevard (Supplemental Allocation)	2,500,000
168	Chesapeake	BATTLEFIELD BOULEVARD: Albemarle Drive - Johnston Road (Supplemental Allocation)	175,000
168	Chesapeake	ROUTE 168: Route 64 - North Corporate Limits (Supplemental Allocation)	300,000
170	Norfolk	ADMIRAL TAUSSIG BOULEVARD: Hampton Boulevard - Entrance to Naval Base (Initial Allocation)	800,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
171	York	West Corporate Limits Poquoson - West (Supplemental Allocation to Continue New Construction)	\$ 100,000
171 & 172	Poquoson	LITTLE FLORIDA ROAD AND WYTHE CREEK ROAD: Signalize Intersection (Initial Allocation)	20,000
172	Poquoson	WYTHE CREEK ROAD: Bridge and Approaches Brick Kiln Creek (Supplemental Allocation)	100,000
172	Hampton	WYTHE CREEK ROAD: Bridge and Approaches Brick Kiln Creek (Initial Allocation)	400,000
173	York	Widen Pavement Between Route 622 and Route 630 to Provide Turn Lane (Initial Allocation for Safety Improvement)	75,000
173	Newport News	DENBIGH BOULEVARD: Jefferson Avenue - East Corporate Limits (Supplemental Allocation)	1,200,000
178	Northampton	Town of Exmore: Route 13 Bypass - Route 13 Business (Supplemental Allocation for Widening and Curb and Gutter)	110,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
178	Accomack	Route 180 at Pungoteague - North (Initial Allocation for Widening)	\$ 85,000
179 & 178	Accomack	Onley and West (Supplemental Allocation for Four-laning)	300,000
187	Accomack	Route 13 at Nelsonia - Modest Town (Initial Allocation for Widening)	40,000
199	James City, York & Williamsburg	Williamsburg Artery (Supplemental Allocation for Dual-laning)	1,750,000
199	James City	James City County Extension: Route 5 - Route 64 (Initial Allocation for Preliminary Engineering)	100,000
258	Isle of Wight	Drainage Structure Improvements at Champion and Great Swamps (Supplemental Allocation for Widening)	20,000
258	Franklin	ROUTE 258: South Street - Mechanic Street (Initial Allocation for Pavement Strengthening)	25,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
258	Southampton	South of Franklin - South (Supplemental Allocation for Spot Strengthening and Widening)	\$ 5,000
264	Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64 South of Virginia Beach Boulevard (Supplemental Allocation)	5,000,000
301	Sussex	Correction of Drainage North of Stony Creek (Supplemental Allocation)	15,000
301	Emporia	SOUTH MAIN STREET: South Corporate Limits - Bridge over Meherrin River (Initial Allocation)	150,000
337	Portsmouth	PORTSMOUTH BOULEVARD: Melvin Drive - Bridge over Western Branch of Elizabeth River (Supplemental Allocation)	300,000
337	Chesapeake	PORTSMOUTH BOULEVARD: Western Branch Elizabeth River - 0.5 Mile West of Dock Landing Road (Supplemental Allocation)	800,000
337	Suffolk	Modify Grade Crossing Protective Devices NF&D Railroad East of Drivers (Initial Allocation for Safety Improvement)	25,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Sussex, Southampton, Isle of Wight & Suffolk	Between Prince George County Line and Suffolk Bypass (Supplemental Allocation to Continue Strengthening and Widening of Bridges)	\$ 35,000
460	Southampton	Sussex County Line - East (Asphaltic Concrete Surfacing)	160,000
460	Isle of Wight	Town of Windsor: Modification of Intersection at Route T-503 (Safety Improvement)	7,000
460 Bus.	Suffolk	Route 10 at Elephant Fork - South (Initial Allocation for Pavement Widening and Curb and Gutter for Safety Improvement)	75,000
460	Norfolk	GRANBY STREET: Bridge and Approaches Lafayette River (Supplemental Allocation)	1,082,000
460	Norfolk	CAMPOSTELLA BRIDGE: Location Study for Bridge Replacement (Initial Allocation)	1,000,000
464	Chesapeake & Norfolk	Route 64 - Norfolk- Portsmouth Bridge Tunnel (Supplemental Allocation)	5,000,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
664	Hampton, Newport News & Suffolk	Route 64 Interchange - South (Supplemental Allocation)	\$ 16,000,000
--	Chesapeake	PROVIDENCE ROAD: Military Highway - Atlantic Avenue (Supplemental Allocation)	600,000
--	Chesapeake	INDIAN CREEK ROAD: Grade Crossing Protective Devices Norfolk-Southern Railroad (Initial Allocation for Safety Improvement)	36,000
--	Chesapeake	DEEP CREEK BOULEVARD: Grade Crossing Protective Devices N & W Railroad (Initial Allocation for Safety Improvement)	36,000
--	Chesapeake	GUST LANE: Grade Crossing Protective Devices N & W Railroad (Initial Allocation for Safety Improvement)	36,000
--	Franklin	HIGH STREET: South Street - 4th Avenue (Initial Allocation)	70,000
--	Hampton	BUTLER FARM ROAD: West Corporate Limits - Little Back River Road (Supplemental Allocation)	2,800,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Hampton	POWHATAN PARKWAY: Route 664 - Briarfield Road (Initial Allocation)	\$ 300,000
--	Hampton	ABERDEEN ROAD: 52nd Street - Mercury Boulevard (Initial Allocation)	1,400,000
--	Newport News	OYSTER POINT ROAD: Warwick Boulevard - Jefferson Avenue (Supplemental Allocation)	800,000
--	Norfolk	CENTRAL BUSINESS DISTRICT: Computerized Signal System (Supplemental Allocation)	200,000
--	Norfolk	TIDEWATER DRIVE AND LAFAYETTE BOULEVARD: Signal System for Eight Intersections (Initial Allocation)	200,000
--	Norfolk	INDIAN RIVER ROAD: Marsh Street - East Corporate Limits (Initial Allocation)	500,000
--	Norfolk	BERKLEY AVENUE: State Street - N & W Railroad Crossing on Indian River Road (Supplemental Allocation)	900,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
—	Norfolk	WESTSIDE DRIVE: 49th Street - Midtown Tunnel (Supplemental Allocation)	\$ 500,000
—	Norfolk	CHESAPEAKE BOULEVARD: Norland Circle - Wayne Court (Supplemental Allocation)	125,000
--	Virginia Beach	LYNNHAVEN PARKWAY: Mapleton Twin Bridges over London Bridge Creek (Initial Allocation)	700,000
--	Virginia Beach	HOLLAND ROAD: South Plaza Trail - Rosemont Road (Initial Allocation for Phase II)	1,100,000
--	Virginia Beach	NEWTOWN AND HAYGOOD ROADS: Virginia Beach Boulevard - Independence Boulevard (Supplemental Allocation for Four Lanes Divided)	1,000,000
--	Virginia Beach	FIRST COLONIAL ROAD: Virginia Beach Boulevard - Willowisp Drive (Initial Allocation)	1,300,000
--	Virginia Beach	GREAT NECK ROAD: North of First Colonial Road - Shore Drive (Supplemental Allocation)	600,000

FISCAL YEAR 1977-78

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Virginia Beach	WITCHDUCK ROAD: Virginia Beach Expressway - Pembroke Boulevard (Supplemental Allocation for Four Lanes Divided)	\$ 1,100,000
--	Virginia Beach	BIRDNECK ROAD: Laskin Road - Southern Boulevard (Supplemental Allocation)	800,000
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	505,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	117,000
Total, Suffolk District Allocations			<u>\$108,356,000</u>

FREDERICKSBURG DISTRICT

SUMMARY OF ALLOCATIONS

FISCAL YEAR 1977-78

Interstate System Construction	\$ 4,786,000
Arterial and Other Primary Construction	10,095,000
Urban Construction	1,400,000
Highway Safety Improvements (Primary System)	201,000
New Signs and Signals (Primary System)	240,000
New Signs (Interstate System)	30,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
Total	<u>\$16,902,000</u>

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Stafford	Improve Intersection at Route 630 (Stafford Court House) (Initial Allocation for Safety Improvement)	\$ 30,000
1	Stafford	Construct Turn Lane at North Intersection Route 631 (Safety Improvement)	4,000
1	Spotsylvania	Drainage Structure and Approaches Massaponax Creek (Supplemental Allocation for Bridge Replacement)	100,000
3	Spotsylvania	Construct Turn Lane at West Intersection Route 620 West of Five Mile Fork (Safety Improvement)	4,000
3	Spotsylvania	Between Route 1 Bypass and Route 95 (Initial Allocation to Realign Pavement at Intersections for Safety Improvement)	40,000
3 Bypass	Stafford & Fredericksburg	East-West Connector: Route 1 and 3 - Route 3 East of Fredericksburg (Supplemental Allocation for New Construction)	1,900,000

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Stafford & King George	East End Chatham Bridge - East (Supplemental Allocation to Continue Dual-laning)	\$ 285,000
3	King George	King George Court House (Supplemental Allocation for Curb and Gutter and Sidewalk)	35,000
3	Westmoreland	Between Route 202 and Route 214 (Supplemental Allocation for Dual-laning)	150,000
3	Lancaster	Between Kilmarnock and Lively (Supplemental Allocation for Dual-laning)	200,000
3 & 14	Gloucester & Mathews	Between Route 17 at Gloucester Court House and Fort Nonsense (Supplemental Allocation for Rights of Way Acquired and Construction)	75,000
3	Mathews	Fort Nonsense - Soles (Initial Allocation for Rehabilitation and Widening)	100,000
14	King & Queen	Between Route 360 and King & Queen Court House (Supplemental Allocation for Construction)	100,000

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
14	King & Queen	Route 614 at Little Plymouth - North (Initial Allocation for Reconstruction)	\$ 40,000
14	King & Queen	Relocation at Corbins Mill (Supplemental Allocation for Construction)	100,000
14	King & Queen & Gloucester	Route 33 (Shacklefords Fork) - Route 17 (Adner) (Initial Allocation for Rehabilitation and Widening)	250,000
14	Mathews	Mathews Court House - North (Supplemental Allocation for Four-laning)	100,000
14	Mathews	East Intersection of Route 600 (Bavon) - Route 602 (Initial Allocation for Rehabilitation and Spot Widening)	75,000
17	Gloucester	Route 14 at Adner - North and South (Supplemental Allocation for Construction)	750,000
17	Gloucester	Improve Intersection at Route 615 (Short Lane) (Initial Allocation for Safety Improvement)	10,000
17	Middlesex	Saluda Bypass (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	275,000

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Essex & Middlesex	South of Tappahannock - South (Supplemental Allocation to Continue Dual-laning)	\$ 1,535,000
17	Essex & Caroline	North of Tappahannock - North (Supplemental Allocation to Continue Dual-laning Including New Bridge over Mount Landing Creek)	600,000
17	Stafford	Route 95 Interchange - North (Supplemental Allocation for Rights of Way Acquired and Construction)	100,000
17 Bus. & 2	Spotsylvania	Bridge and Approaches Ruffins Pond (Initial Allocation for Bridge Replacement)	250,000
30	Caroline	Between Route 301 at Dawn and Hanover County Line (Asphaltic Concrete Surfacing)	125,000
30	King William	Between Central Garage and West Point (Supplemental Allocation to Continue Rehabilitation and Widening)	300,000
33	King & Queen & Gloucester	East of Lord Delaware Bridge - East (Supplemental Allocation to Continue Dual-laning)	600,000
33	Middlesex	Saluda - East (Supplemental Allocation for Construction)	320,000

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Middlesex	Route 3 at Harmony Village - East (Supplemental Allocation for Construction and Rehabilitation)	\$ 275,000
95	Caroline, Spotsylvania & Stafford	Hanover County Line - Prince William County Line (Supplemental Allocation)	4,786,000
201	Lancaster & Northumberland	Between Route 3 and Route 360 at Heathsville (Initial Allocation for Rehabilitation and Widening)	150,000
202	Westmoreland	Bridge and Approaches Nomini Creek (Supplemental Allocation for Reconstruction)	200,000
202	Westmoreland	Improve Vertical Sight Distance at Route 611 East of Hague (Supplemental Allocation for Safety Improvement)	10,000
202	Northumberland & Westmoreland	Between Route 203 and Route 619 (Widening and Spot Improvement)	30,000
205	Westmoreland	King George County Line - East (Asphaltic Concrete Surfacing)	61,600

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
206	King George	Between Route 301 and Dahlgren (Initial Allocation for Rehabilitation and Widening)	\$ 60,000
207	Caroline	Route 95 Interchange - North (Asphaltic Concrete Surfacing)	88,400
208	Spotsylvania	Route 1 at Four Mile Fork - West (Supplemental Allocation for Four-laning)	400,000
208	Spotsylvania	Between Post Oak and Spotsylvania Court House (Asphaltic Concrete Surfacing on Sections)	80,000
218	Stafford	Route 3 - East (Supplemental Allocation for Four-laning)	185,000
218	Stafford & King George	Between Routes 607 (Deacon Road) and Route 205 (Initial Allocation for Bituminous Concrete Surfacing)	200,000
218	King George	Between Route 301 and Route 206 (Supplemental Allocation for Pavement Widening)	20,000
301 & 2	Caroline	Bridge and Approaches Pamunkey River (Supplemental Allocation for Joint Bridge Replacement Project with Richmond District)	50,000

FISCAL YEAR 1977-78

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
301 & 2	Caroline	Bridge and Approaches Mattaponi River (Supplemental Allocation for Reconstruction)	\$ 160,000
301	Caroline & King George	Bridge and Approaches Rappahannock River at Port Royal (Supplemental Allocation for Construction)	350,000
360	King William	Improvement at Route 30 (Safety Improvement)	2,500
360	Richmond & Northumberland	Warsaw - East (Supplemental Allocation to Continue Dual-laning)	820,000
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	420,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	100,500
Total, Fredericksburg District Allocations			<u>\$16,902,000</u>

CULPEPER DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$40,081,000
Arterial and Other Primary Construction	24,037,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	8,815,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Highway Safety Improvements (Primary System)	711,000
New Signs and Signals (Primary System)	380,000
New Signs (Interstate System)	55,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
Total	<u>\$74,229,000</u>

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Alexandria, Arlington, Fairfax County, Cities of Fairfax & Falls Church	<u>Aid to Mass Transit</u> Aid to Washington Metropolitan Area Transit Authority for Construction of Fringe Parking Facilities (Supplemental Allocation)	\$ 3,500,000
1	Fairfax	Route 495 - South (Supplemental Allocation for Drainage Improvement at North Fork Dogue Creek and to Continue Dual- laning)	1,600,000
1	Prince William	Construct Turn Lanes and Provide Traffic Control Devices at Route 610 South of Neabsco Creek (Initial Allocation for Safety Improvement)	60,000
3	Orange & Culpeper	Route 20 (Wilderness) - Lignum (Supplemental Allocation for Widening and Reconstruction of Sections)	500,000
6	Albemarle	Nelson County Line - East (Asphaltic Concrete Surfacing)	40,000
7	Alexandria	KING STREET: West Corporate Limits - Route 95 (Supplemental Allocation)	200,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7 & 244	Fairfax	Interchange at Baileys Cross Roads (Supplemental Allocation for Cooperative Project with County for Construction)	\$ 1,000,000
7	Fairfax	Bridge and Approaches Sugarland Run (Westbound Lane) East of Route 228 (Initial Allocation for Bridge Replacement)	110,000
7	Loudoun	Construct Turn Lanes at Route 641 and Route 846 East of Leesburg (Initial Allocation for Safety Improvement)	40,000
7	Leesburg	MARKET STREET: Catoctin Circle - East Corporate Limits (Supplemental Allocation)	360,000
7	Loudoun	Leesburg Bypass and West (Supplemental Allocation for New Construction)	3,500,000
15	Leesburg	KING STREET: Route 7 Bypass - Catoctin Circle (Supplemental Allocation)	40,000
15	Prince William	Construct Turn Lanes at Route 234 and Route 601 North of Haymarket (Supplemental Allocation for Safety Improvement)	11,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15	Orange	South of Orange - South (Supplemental Allocation for Rights of Way Acquired and Construction)	\$ 250,000
15	Orange	South Corporate Limits Orange - North and South (Supplemental Allocation to Reconstruct Gap Including Cooperative Project with Town from South Corporate Limits - North)	110,000
15	Orange	Widen Pavement to Provide Left-turn Lane at South Intersection Route 20 (Supplemental Allocation for Safety Improvement)	3,000
15	Fluvanna	Fork Union - James River Bridge (Asphaltic Concrete Surfacing)	92,000
17	Fauquier	Modify Grade Crossing Protective Devices Southern Railroad South of Route 623 at Delaplane (Supplemental Allocation for Safety Improvement)	14,000
17	Fauquier	Stafford County Line - West (Supplemental Allocation to Continue Dual-laning)	1,000,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20	Albemarle	Between Scottsville and Charlottesville (Supplemental Allocation to Continue Reconstruction of Sections)	\$ 275,000
20	Albemarle & Orange	Between Charlottesville and Route 33 at Barboursville (Supplemental Allocation for Rehabilitation of Sections)	100,000
20	Orange	Route 522 - East and West (Asphaltic Concrete Surfacing)	73,000
20	Orange	Construct Turn Lanes at Route 629 East of Orange (Initial Allocation for Safety Improvement)	20,000
20	Orange	Improvement North and South of Route 639 (Supplemental Allocation for Joint Project with Secondary Roads for Reconstruction)	150,000
20	Orange	Route 231 - South (Initial Allocation for Reconstruction)	35,000
20 Bus.	Orange	Town of Orange (Initial Allocation for Reconstruction)	70,000
22 & 208	Louisa	Improve Intersection at Route 623 West of Mineral (Supplemental Allocation for Safety Improvement)	25,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
28	Prince William	Improve Intersection of Route 215 and Route 619 (Initial Allocation for Safety Improvement)	\$ 30,000
28	Prince William	Improvements at Route 1006 South of Manassas (Supplemental Allocation for Safety Improvement)	15,000
28	Prince William & Fairfax	Manassas - North (Supplemental Allocation for Dual-laning)	1,300,000
29 & 211	Arlington	Lee Highway: Spout Run Parkway - West of Route 66 (Supplemental Allocation for Rights of Way Acquired and Construction)	460,000
29 & 211	Fairfax	Installation of Traffic Control Devices at Route 699 (Supplemental Allocation for Safety Improvement)	2,000
29 & 211	Fairfax	Construct Turn Lanes at Various Locations Between Route 621 and West Corporate Limits Fairfax (Supplemental Allocation for Safety Improvement)	14,000
29, 211 & 50	City of Fairfax	LEE HIGHWAY: Bridges over Accotink Creek and Central Fork (Supplemental Allocation)	700,000

FISCAL YEAR 1977-78

GULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29 & 211	Fairfax	Improve Drainage Capacity at Holmes Run (Supplemental Allocation)	\$ 6,000
29	Prince William	Bridge over Broad Run (Initial Allocation for Bridge Replacement)	75,000
29 & 211	Fauquier	Construct Turn Lane at Three Locations Between Route 600 and Prince William County Line (Supplemental Allocation for Safety Improvement)	7,000
29 & 15	Culpeper & Fauquier	Culpeper Bypass and North (Supplemental Allocation for Rights of Way Acquired and Construction)	1,340,000
29	Culpeper	Improvement of Intersection at Route 29 Business South of Culpeper (Supplemental Allocation for Safety Improvement)	5,000
29	Albemarle	Bridge and Approaches North Fork Rivanna River (Initial Allocation for Bridge Replacement)	250,000
29	Albemarle	Construct Turn Lane at Route 1403 North of Charlottesville (Supplemental Allocation for Safety Improvement)	5,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29 & 250 Bypass	Albemarle	Charlottesville Bypass (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 500,000
29	Albemarle	Charlottesville - South (Supplemental Allocation for Rights of Way Acquired and Construction)	375,000
29	Albemarle	Improve Intersections with Greenbriar Drive and Westfield Road (Initial Allocation)	16,000
33	Greene	Swift Run Gap - East (Supplemental Allocation for New Construction)	1,000,000
33	Louisa	Improve Connection at West Intersection Route 522 (Supplemental Allocation for Safety Improvement)	50,000
50	Arlington	Arlington Boulevard: Interchange at George Mason Drive (Supplemental Allocation)	500,000
50	Arlington	Install Safety Shields on Structure Rails at Route 120 and Lynn Street (Safety Improvement)	25,000
50	Arlington	Arlington Boulevard: Bridge and Approaches Four Mile Run and Carlyn Springs Road (Initial Allocation for Safety Improvement)	150,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Fairfax	Interchange at Gallows Road (Route 650) (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	\$ 1,000,000
50	Loudoun	Fairfax County Line - West (Supplemental Allocation to Continue Dual-laning)	575,000
50	Fauquier	Construct Turn Lane at Route 611 East of Loudoun County Line (Supplemental Allocation for Safety Improvement)	5,000
64	Albemarle, Fluvanna & Louisa	Nelson County Line - Goochland County Line (Supplemental Allocation)	800,000
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	10,781,000
95 & 395	Alexandria, Arlington, Fairfax & Prince William	Washington, D. C. Line - Stafford County Line (Supplemental Allocation)	13,000,000
120	Arlington	South Glebe Road: Route 1 - Route 395 (Initial Allocation for Preliminary Engineering)	25,000
120	Arlington	South Glebe Road: Bridge over Long Branch (Initial Allocation for New Bridge)	90,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
123	Prince William	Widen Pavement North and South of Route 641 South of Occoquan (Supplemental Allocation for Safety Improvement)	\$ 6,000
123	Fairfax	South Corporate Limits Fairfax - South (Supplemental Allocation for Four-laning)	1,000,000
123	Fairfax	Between South Corporate Limits Vienna and Route 66 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	60,000
193	Fairfax	Install Traffic Control Devices at Route 681 (Initial Allocation for Safety Improvement)	30,000
208	Louisa	Between Route 33 at Louisa Court House and Route 64 (Supplemental Allocation for Reconstruction of Sections)	200,000
211	Warrenton, Fauquier, Culpeper & Rappahannock	Warrenton - West (Supplemental Allocation for Rights of Way Acquired and Construction)	1,500,000
228	Fairfax	Drainage Structure for Branch of Sugarland Run (Supplemental Allocation for Construction)	145,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
231	Albemarle & Louisa	Between Route 22 and Gordonsville (Supplemental Allocation for Structure Widening for Safety Improvement)	\$ 80,000
231	Madison	Route 230 - Orange County Line (Supplemental Allocation for Rehabilitation)	200,000
231	Rappahannock	Between Route 522 and Madison County Line (Supplemental Allocation for Spot Reconstruction)	200,000
234	Prince William	South Corporate Limits Manassas - South (Supplemental Allocation for Dual-laning)	300,000
234	Manassas	GRANT AVENUE: Liberty Street - Church Street (Initial Allocation)	400,000
234	Prince William	Extend Left-turn Lanes at Various Locations Between Manassas and Route 66 (Supplemental Allocation for Safety Improvement)	17,000
234	Prince William	North Corporate Limits Manassas - Route 66 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	330,000
235	Fairfax	Install Warning Flashers at Route 623 (Safety Improvement)	2,500

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
236	Alexandria	DUKE STREET: Jordan Street - Longview Drive (Supplemental Allocation)	\$ 800,000
236	Alexandria	DUKE STREET: Roberts Lane - Diagonal Road (Supplemental Allocation)	1,000,000
236	Fairfax	Between East Corporate Limits Fairfax and West Corporate Limits Alexandria (Initial Allocation for Safety Improvements)	80,000
237	Arlington	10th Street North - Route 120 (Glebe Road) (Supplemental Allocation for Construction)	265,000
244	Arlington	Columbia Pike: South Courthouse Road - South Wayne Street (Supplemental Allocation for Construction)	26,000
250	Charlottesville	PRESTON AVENUE: 10th Street - McIntire Road (Supplemental Allocation)	1,400,000
287	Loudoun	Maryland State Line - South (Asphaltic Concrete Surfacing)	100,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
309	Fairfax	Improve Intersection at Route 2807 (Pavement Widening to Provide Turn Lanes)	\$ 4,000
495 & 95	Alexandria & Fairfax	Capital Beltway (Supplemental Allocation)	13,500,000
522	Louisa	Between Route 33 at Cuckoo and Route 64 (Supplemental Allocation for Reconstruction of Sections Including Asphaltic Concrete Surfacing)	315,000
595	Arlington	Route 95 - Airport Connector (Supplemental Allocation)	2,000,000
--	Arlington	Computerized Signal System (Supplemental Allocation)	825,000
--	Alexandria	CENTRAL BUSINESS DISTRICT: Traffic Signal System (Initial Allocation)	1,400,000
--	Charlottesville	5TH STREET: South Corporate Limits Charlottesville - Cherry Avenue (Supplemental Allocation)	125,000
--	Falls Church	EAST ANNANDALE ROAD: South Washington Street - Hillwood Avenue (Initial Allocation)	100,000

FISCAL YEAR 1977-78

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	City of Fairfax	PICKETT ROAD: Main Street - Arlington Boulevard (Supplemental Allocation)	\$ 450,000
--	Warrenton	BLACKWELL ROAD: Alexandria Pike - Routes 15, 29, and 211 (Initial Allocation)	340,000
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	585,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvement)	164,500
Total, Culpeper District Allocations			<u>\$74,229,000</u>

STAUNTON DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1977-78

Interstate System Construction	\$ 8,399,000
Arterial and Other Primary Construction	11,673,000
Urban Construction	4,160,000
Highway Safety Improvements (Primary System)	317,000
New Signs and Signals (Primary System)	245,000
New Signs (Interstate System)	40,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
Total	<u>\$24,984,000</u>

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Clarke	Town of Berryville (Supplemental Allocation for Curb and Gutter)	\$ 50,000
7	Frederick & Clarke	East of Route 81 Interchange - East (Supplemental Allocation for Right of Way Acquired and Construction)	55,000
11	Frederick	Grade Crossing Protective Devices B & O Railroad North of Winchester (Initial Allocation for Safety Improvement)	20,000
11	Winchester	VALLEY PIKE: Weems Lane - Bellview Avenue (Supplemental Allocation)	800,000
11	Frederick	Modify Grade Crossing Protective Devices B & O Railroad South of Winchester (Initial Allocation for Safety Improvement)	25,000
11	Shenandoah	Town of Woodstock (Supplemental Allocation for Cooperative Curb and Gutter Project)	100,000
11	Harrisonburg & Rockingham	Grattan Street - South of South Corporate Limits Harrisonburg (Supplemental Allocation for Right of Way Acquisition and Construction)	650,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Rockingham	Town of Mount Crawford (Supplemental Allocation for Cooperative Drainage Project with Town)	\$ 25,000
11	Augusta	Alternate Route 11 - Route 275 (Supplemental Allocation to Provide Additional Lane for Safety Improvement)	10,000
11	Rockbridge	Between Route 64 and Route 81 (Initial Allocation for Pavement Strengthening and Rehabilitation on Northbound Lane)	125,000
18	Covington	SOUTH CARPENTER DRIVE: Persinger Street - Mallow Drive (Initial Allocation)	300,000
33	Rockingham	Construct Turn Lane at East Intersection Route 704 East of Harrisonburg (Initial Allocation for Safety Improvement)	7,000
33	Rockingham	West Corporate Limits Harrisonburg - West (Supplemental Allocation for Dual-laning)	125,000
37	Frederick	Winchester Bypass (Phase II) (Supplemental Allocation for Construction)	3,500,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Shenandoah	Improve Sight Distance at Route 691 North of Conicville (Safety Improvement)	\$ 8,000
42	Rockingham	Harrisonburg - Bridgewater (Supplemental Allocation for Construction)	5,000
42	Rockingham	Town of Bridgewater (Supplemental Allocation for Cooperative Drainage Project)	50,000
42	Augusta	Reconstruction at Curve North of Route 760 near Parnassus (Initial Allocation for Safety Improvement)	45,000
42	Rockbridge	Widen Bridge Between North and South Intersections of Route 614 at Bells Valley (Initial Allocation for Safety Improvement)	20,000
42	Bath	Millboro Springs - South (Asphaltic Concrete Surfacing)	73,000
50	Frederick	Modify Grade Crossing Protective Devices W & W Railroad East of Hayfield (Supplemental Allocation for Safety Improvement)	15,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Frederick	Modify Grade Crossing Protective Devices W & W Railroad East of Gore (Supplemental Allocation for Safety Improvement)	\$ 15,000
50	Frederick	Extend Acceleration Lane Between Route 81 Off Ramp and Route 522 (Supplemental Allocation for Safety Improvement)	7,000
50 & 17	Frederick & Clarke	East of Winchester - East (Supplemental Allocation for Rights of Way Acquired and Construction)	1,500,000
55	Front Royal	SOUTH STREET AND JOHN MARSHALL HIGHWAY: Route 340 - East Corporate Limits (Supplemental Allocation)	400,000
60	Rockbridge	Bridge over Maury River at West Corporate Limits Buena Vista (Initial Allocation for Bridge Replacement)	300,000
64	Clifton Forge, Alleghany & Rockbridge	West Virginia State Line - Route 81 (Lexington) (Supplemental Allocation)	5,399,000
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	2,000,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
81	Rockbridge, Augusta, Rockingham, Shenandoah, Warren & Frederick	Botetourt County Line - West Virginia State Line (Supplemental Allocation)	\$ 1,000,000
127	Frederick	Route 522 - North (Initial Allocation for Rehabilitation)	300,000
159	Alleghany	Bridge and Approaches Ogle Creek (Supplemental Allocation for Reconstruction)	150,000
211	Page	Luray Bypass and West (Supplemental Allocation for Right of Way Acquired)	10,000
211	Page	Skyline Drive - West (Initial Allocation for Pavement Strengthening)	180,000
220	Bath	Highland County Line - South (Asphaltic Concrete Surfacing)	77,000
220	Alleghany	North of Covington - North (Supplemental Allocation for Improvement of Sections)	25,000
250	Augusta	Waynesboro - Staunton (Supplemental Allocation for Widening)	500,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
250	Augusta & Highland	Route 42 at Churchville - West (Supplemental Allocation for Construction)	\$ 150,000
250	Highland	Augusta County Line - West (Supplemental Allocation to Continue Rehabilitation)	125,000
251	Rockbridge	Improve Route 764 Connection South of Lexington (Supplemental Allocation for Safety Improvement and Rehabilitation)	95,000
252	Staunton	MIDDLEBROOK AVENUE: South Corporate Limits - South Lewis Street (Supplemental Allocation)	200,000
254	Augusta	Route 275 - East of Christian Creek (Supplemental Allocation for Right of Way Acquired and Construction)	485,000
255	Clarke	Routes 17 and 50 - Route 340 (Asphaltic Concrete Surfacing)	100,000
256	Augusta	Route 11 - Rockingham County Line (Initial Allocation for Pavement Strengthening)	125,000
257	Rockingham	West of Dayton - West (Supplemental Allocation for Spot Improvement)	200,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
262	Augusta	Southern Route: Route 81 - West (Supplemental Allocation for New Construction)	\$ 400,000
263	Shenandoah	Between Route 42 at Mill and Orkney Springs (Supplemental Allocation for Spot Improvement)	100,000
340	Clarke	North of Berryville - North (Supplemental Allocation for Dual-laning)	400,000
340	Warren	Underpass and Necessary Approaches N & W Railroad South of Front Royal (Supplemental Allocation for Construction)	40,000
340	Page	Improve Sight Distance at Route 700 (Supplemental Allocation for Construction)	23,000
340	Page	Spot Improvement at Route 9878 South of Newport (Supplemental Allocation for Safety Improvement)	10,000
340	Page	Town of Stanley (Supplemental Allocation for Cooperative Project with Town for Curb and Gutter, Sidewalk and Pavement Widening Between West Corporate Limits and West Intersection Route T-638)	50,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Rockingham	Town of Elkton (Initial Allocation for Widening)	\$ 30,000
340	Augusta	West Corporate Limits Waynesboro - West (Supplemental Allocation for Dual-laning)	635,000
340	Waynesboro	NORTH DELPHINE AVENUE: 4th Street - Faber Avenue (Supplemental Allocation)	1,000,000
501	Rockbridge	Between South Corporate Limits Buena Vista and Route 130 (Initial Allocation for Pavement Strengthening and Bridge Widening)	150,000
522	Frederick	West of Winchester - West (Supplemental Allocation for Right of Way Acquired and Construction)	600,000
--	Front Royal	SIXTH STREET: Commerce Avenue - Crosby Road (Supplemental Allocation)	200,000
--	Harrisonburg	CANTRELL AVENUE: South Mason Street - Paul Street (Supplemental Allocation)	400,000
--	Staunton & Augusta	INNER LOOP: Route 11 (Greensville .. Avenue) - Coalter Street (Supplemental Allocation for New Construction)	1,060,000

FISCAL YEAR 1977-78

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Guardrail , Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	\$ 435,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	100,000
Total, Staunton District Allocations			<u>\$24,984,000</u>

**PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1977-78 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
HOTEL ROANOKE**

June 8, 1977

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Salem, Bristol, Lynchburg and Staunton Districts on June 8, 1977 at 9 a.m. in the Shenandoah Room of Hotel Roanoke.

Commissioner John E. Harwood called the hearing to order and introduced the members of the Highway and Transportation Commission that were present, as well as Highway personnel.

Salem District

Bedford County

Irving Latham, County Administrator of Bedford County, advised that he would like for the tentative allocations to be made permanent.

Botetourt County

Mrs. Mary Pauley, vice chairman of the Botetourt County Board of Supervisors, asked for additional funding on Route 43 north.

Craig County (also Bland County, Tazewell County, Richlands)

Senator Danny Bird asked that something be done on the following:

1. Two one-way bridges on Route 311 in Craig County
2. Make an allocation for 0.2 mile of Route 98 in the Town of Bland
3. Expressed appreciation for all allocations in his Senatorial District

Floyd County

Henry McDaniel, County Administrator of Floyd County, read a resolution adopted by the Board of Supervisors concerning Route 8 (resolution enclosed). J. P. Weeks, member of the Board of Supervisors, submitted a petition (enclosed) asking for the second phase on Route 8.

Franklin County (and Henry County)

Senator Virgil Goode, Jr. brought out the following items: -

1. Asked for two bridges over Route 220 south near Ridgeway
2. Mentioned improvement of Route 108 out of Martinsville and up Kings Mountain Road area
3. The Board of Supervisors of Henry County wants curb and gutter on Route 57 from downtown Bassett to Route 616 (he says a resolution has been adopted)
4. Read an article from the Roanoke Newspaper concerning a reporter going to Ferrum College for the Blue Ridge Folklore Festival and his observations of the road (Route 40 from Rocky Mount to Ferrum). Asked that work be speeded up on this section of Route 40, and Bypass would be appreciated.

Henry County

Jim Wagoner, Jr., member of the Henry County Board of Supervisors, submitted the following:

1. Letter dated May 16, 1977 from Virgil Goode, Jr. to Mr. John E. Harwood
2. Letter dated June 2, 1977 from Mr. John M. Richardson, County Administrator of Henry County, to Mr. Harwood, together with recent road count, and proposed map of the intersection of Route 220 and the new Bypass after it is completed, and a sketch indicating current proposal in that the Bypass will terminate just west of the current Route 220, with a facility for traffic going south and a facility for traffic going north.
3. Another sketch showing what they would like done to this intersection prior to the completion of the total Bypass.

(Mr. Harwood advised he answered Mr. Richardson's letter on June 7 and he thinks the Department can make some improvements).

Jack Dalton, member of the Henry County Board of Supervisors, supported what Mr. Wagoner said.

John Richardson, County Administrator of Henry County, reiterated what Mr. Dalton and Mr. Wagoner stated in regard to the 220 Bypass intersection with Route 220 south. Would appreciate any consideration that can be given to completing the bridges and the Interchange at this location.

Montgomery County

Senator Madisen Marye spoke of the following:

1. Asked for an allocation for a 3-mile section of Route 21 south of Independence in Grayson County
2. Spoke of the tentative allocation on Route 58 between Hillville and Galax and hopes it includes between I-77 and Galax also
3. Asked for Information Center on I-77 in Carroll County
4. Asked when the bids will be advertised on the next section of Route 8. (Mr. Harwood advised it was tentatively for July and certainly by August)
5. Asked when the Prices Fork Road work will go to bid. (Mr. Perkinson advised in the fall of 1977)
6. Asked that the other lane of I-77 into Radford be completed.

Roanoke City

Sam McGhee, Assistant City Manager of Roanoke, submitted a statement advising that resolutions have been forwarded to the Commission requesting the programming of Hershberger Road between Cove Road and Williamson Road, (2) the programming of Hershberger Road between Hollins Road and Route 460 (east), and (3) request that improvements on 10th Street between Gilmer Avenue and Williamson Road not be delayed because of the Hershberger Road projects. (enclosed is a statement and another copy of resolutions 23589, 23590 and 23629).

Mrs. Louella J. Burnett, representing the 10th Street citizens, asked that any allocations made for 10th Street not be reduced.

Bristol District

Grayson County

Don Young, County Administrator of Grayson County, asked for continuation of work south of Independence on German Curve. Asked when the contract will be let for work on Route 21 south in the Town of Independence. (John Turner advised very shortly). Young asked if it would be one project or two. (advised it would be one).

Grayson County continued -

Letcher Wingate from Independence urged that some work be done on Route 21 south between Bald Hill and the North Carolina line; it has 8 bad curves and 3 real dangerous curves. Fred Adams, Jr., member of the Board of Supervisors of Grayson County, asked that the following roads be upgraded: (1) Route 58 west of Independence, (2) Route 21 north and south of Independence, (3) Between the intersection of I-77 and Route 221 in Carroll County to Independence.

Wythe County, Wytheville

Jim Williams of GLFHA expressed appreciation for the allocations that have been made in Southwest Virginia and spoke in the interest of the following:

1. Route 21 South
2. Segment of Interstate from Wytheville to Ft. Chiswell
3. Information Centers in Bland and Carroll Counties, and Rest Area in Carroll County

Staunton District

Alleghany County, Clifton Forge, Covington

Ian Moorman presented a delegation representing Covington, Clifton Forge, Lexington, and Rockbridge County and expressed thanks to the Commission for the allocations made to Route 64, Route 220 and all other locations in their area.

Delegata William T. Wilson presented a plea for the 4-laning of Route 220 between Fincastle and Clifton Forge.

Augusta County

Steve Crosby, Assistant County Administrator of Augusta County, expressed appreciation for the allocations that have been made for the county.

Lynchburg District

none

PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1977-78 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
RICHMOND, FREDERICKSBURG, CULPEPER & SUFFOLK DISTRICTS

RICHMOND, VIRGINIA
JUNE 16, 1977

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the four Eastern Districts, Richmond, Fredericksburg, Culpeper and Suffolk on June 16, 1977 at 9:00 a.m. in the auditorium of the Virginia Department of Highways and Transportation Building in Richmond, Virginia.

Mr. John E. Harwood, Chairman of the Virginia Department of Highways and Transportation Commission, presided. Commissioner Harwood called the hearing to order and introduced the members of the Commission present and also stated that he was sorry that Mr. Janney was unable to attend because of illness.

Commissioner Harwood stated that highway revenues through February of this year are running about 7 3/4% ahead of the same period last year. However, this rate of increase has been declining through the year, and we are now estimating that the annual growth rate for the year will be about 5 1/2% which will produce approximately \$424.9 Million. After adding Federal-aid and deducting appropriations to the two counties not in the Secondary System, for Aid to Transit, and for other state agencies, the total funds available for highways in the current year amount to \$605 Million.

The Commission has allocated \$558 Million, which leaves an estimated \$47 Million of unallocated revenue at the end of the current year. These unallocated funds will be needed to finance the \$10 Million appropriation by the 1977 Legislature for Metro Rail in Northern Virginia, provide a reserve to pay for extraordinary winter damages (currently estimated at \$25 Million), and sufficient cash to pay for the repairs to the Benjamin Harrison Bridge and the flood damage in Southwest Virginia until such time as we can obtain reimbursement for these expenditures. These funds also would provide a margin of safety in the event there is any sudden shortfall in the estimated revenue for the coming year as a result of the proposed Energy Plan.

Further, Mr. Harwood stated that for the fiscal year 1977-78, we are estimating that the annual rate of growth in highway fund revenues will decline further to about 5.3% and will produce about \$447.8 Million.

Federal-Aid for the coming year will decrease to \$218.1 Million. Federal-Aid for the current year is higher because of a one-time additional apportionment brought about by changing the beginning of the Federal Fiscal Year from July 1 to October 1 and because of an additional reapportionment of Interstate Funds not used by other states.

Adding the Federal-Aid to the estimated state revenue and deducting appropriations to the two counties, transit, and other agencies, leaves \$616.4 Million.

In addition to this estimated amount, there is available \$34.6 Million of unallocated 1975-76 revenue. (for the fiscal year 1975-76, revenue collections exceeded amounts allocated.) This brings the total amount available for highways to \$651 Million.

The proposed allocations for the coming year have been made in accordance with the new distribution procedures established by the 1977 Legislature.

Funds for maintenance of all systems, general expense and industrial access, have been taken "off the top." The proposed allocations for these activities amount to \$196.4 Million or a 7.8% increase. The increase over last year was brought about by the July 1, 1976 wage increase, additional lane miles added to the systems, and higher energy and material costs.

The remaining funds of \$454.6 Million are available for construction. After deducting \$151 Million of Federal Interstate Funds that can be used only on the Interstate System, there is \$303.6 Million left to be distributed according to the new formula set up in House Bill 1041 enacted by the 1977 General Assembly. This distributes 50% to the Primary System, which is \$151.8 Million. After subtracting matching funds for the Interstate and Planning and Research Funds, there is left \$133.7 Million to be allocated to the Primary and Arterial Routes in the state. This is \$32.8 Million more than was available last year.

Twenty-five percent of the \$303.6 Million is to be allocated to the Urban System under the new formula, and this amounts to \$75.9 Million. \$400,000 is set aside for planning and research, leaving \$75.5 Million to be allocated to urban projects. This is \$17.8 Million more than was available last year.

Federal Interstate Funds amount to \$151 Million and \$17.3 Million for State Matching Funds. After deducting the planning and research funds and a portion set aside for rehabilitation, together with State Matching Funds, there is left \$161 Million to be allocated to the Interstate projects, which is \$2 Million more than was available last year.

A series of nine preallocation hearings held by the Department around the state earlier this spring has proven helpful in preparation of the tentative fund recommendations which the Commission adopted in May.

The allocations are not an indication of the number of new projects to be started next year. Much of the money will help to pay for work already under contract, while some is a part of our long-range budgeted amounts being accumulated over a period of several years to finance major new improvements.

The allocations include funds for preliminary engineering and right-of-way acquisition, as well as for actual construction.

Before calling on the Districts, Commissioner Harwood recognized those people in the audience who were instrumental in preparing the recommendations for the tentative allocations, Mr. W. S. G. Britton, Deputy Commissioner and Chief Engineer, Mr. Leo E. Busser III, Director of Administration, Mr. E. R. Perkinson, Jr., Director of Program Management, Mr. Don Eure, Programming and Scheduling Engineer and Mr. Joe Ripley, Urban Engineer. Also, he recognized the Speaker of the House of Delegates, Mr. John Warren Cooke.

FREDERICKSBURG DISTRICT

Mr. Benjamin J. Skinner, Chairman of the Board of Supervisors for King William County, appeared with two of the Board members; namely, Mr. Wylie C. Johnson, Mr. R. C. Givens and the County Administrator, Mr. Charles M. Waddell presented a statement representing the Board on behalf of the citizens of King William County. He also recognized the Honorable John Warren Cooke and Senator Elmo G. Cross, Jr.

Mr. Skinner's remarks were confined to Route 30. He stated that since the preallocation hearing in March, some construction is nearing completion at the West Point Town boundary. The rehabilitation project now underway for the short distance proves that Route 30 can be salvaged. However, the system of rehabilitating Route 30 in segments appears to be defeating the purpose. The segment system disrupts traffic for many, many months while requiring extended and expensive maintenance on the unimproved portion of the road.

The Board's plea to the Commission was to reconsider the supplemental allocation to continue rehabilitation over a long period of time and to increase that amount sufficiently, going ahead with the complete rehabilitation of Route 30 in King William County beginning this summer. The savings in maintenance and reduction of winter damage should justify this.

Mr. Skinner emphasized that as long as Route 30 remains in its present condition, the county suffers economically.

Honorable John Warren Cooke reiterated that Route 30 is a vital artery in the life of King William County and as such deserves consideration.

Mr. Cooke stated that the piecemeal allocation and piecemeal construction has been of help; but anything that can be done to improve the economic life of King William County, which is a fast-growing county, deserves meritorious consideration by the Commission. It was hoped that the allocation that has been awarded will hold and be supplemented if possible.

Senator Elmo G. Cross, Jr. supported the statements by the others, reemphasizing that Route 30 needs immediate attention from Central Garage to the Town of West Point.

Mr. Dan Heaney, the Director of Planning for Spotsylvania County, representing both the Planning Commission and the Board of Supervisors for Spotsylvania County, expressed their concern in reference to the supplemental allocation for the four-laning of Route 208 between Route 1 and Route 639.

He stated the Board in January 1976 passed a resolution opposing that project due to the realignment needs in that area and the disruption to the existing living units. He further stated that his concern now was the preparation of a complete transportation plan for the county, which is expected to be completed by the end of this year.

Mr. Heaney requested that the allocation on Route 208 be applied to a project which is currently underway, in terms of initial design phase, in the Courthouse area of Spotsylvania County, which would be a bypass around the Courthouse.

Due to the congestion in that area, the Board of Supervisors would like to see consideration given to that project first-- let them complete the transportation plan and comprehensive plan now underway so that they can decide what is best in the immediate area of Route 1 along 208. He also stated that they would be more than willing to work with the Commissioners or planning people in discussing the order in developing the exact merits of it.

Mr. Tom Nagg, Executive Vice President of the Fredericksburg Chamber of Commerce, spoke on behalf of Fredericksburg, Spotsylvania, Stafford, King George and Caroline Counties. Mr. Nagg recognized Mr. Ronald J. Rebman from the RADCO Planning District.

He stated that in reviewing the tentative allocations with those of the prior year, it was noted that there were a lot of funds that were unspent and he wanted to know why. He emphasized that he would like to see those funds expended in the budget this year, as there are many needs within the Fredericksburg District.

Secondly, he submitted for reconsideration the attached summary of the recommendations presented at the Fredericksburg Pre-allocation Hearing. Particular concern was voiced in the way of new highway projects, about consideration of a bypass route around Fredericksburg for Route 17. He stated that a new bypass route that would take off north of Fredericksburg on 17 near Berea and go on an easterly route through Stafford County across Route 218 and across the Rappahannock River, connecting up eventually with Route 2 (the bypass route at New Post), would be a tremendous asset to the area as far as carrying Route 17 traffic.

Also, much of the traffic in the Fredericksburg area, particularly in Stafford County, presently has to go to the intersection of Route 1 and 17. The bypass route would allow access to much of the heavily populated Stafford County. It was also mentioned that there is a similar bypass route that they would like to see developed in Spotsylvania County, particularly an extension of the Route 17 bypass at New Post on across Route 1 in a north-westerly direction on up eventually connecting with Route 3. It was felt that this is a very important roadway to be built.

Mr. Nagg reiterated that they were particularly concerned that the funds that are allocated be spent and that the projects be gotten underway because they feel they are very important.

Mr. Harwood stated that there is no one that would like to get the funds spent more than he would, but sometimes the projects are allocated more or less on the installment plan and then we have to accumulate enough money until the project is financed; but the major reason is the very numerous permits that have to be obtained and the tremendous amount of red tape that has to be gone through before a project can be gotten underway.

Mr. Ronald J. Rebman, Executive Director of Planning District 16, stated that the Planning District Commission shares the same viewpoints as expressed by Mr. Nagg regarding the previous allocations of funds, and particularly on I-95.

Mr. Rebman further stated that he would like to have more involvement with the local elected officials in developing the priorities and benefit from that major input for the allocations instead of waiting until the tentative allocations come out each year and then try to scramble around at the last minute to see how this fits into the overall community development.

It was brought out that in his 5 years with the planning district, during the last 2 years, he has noticed considerable improvement with the Department of Highways and Transportation in working with the localities and he commended the Department for that.

Mr. Woodrow W. Saft, member of the Board of Supervisors for King George County, stated that the highest priority for the county is to provide a priority listing of primary road improvements for King George County which was established by the Board at their regular meeting on March 17, 1977, which are as follows:

The highest priority for the county is to provide major improvements on Route 206 between Route 301 and the Naval Weapons Station at Dahlgren. Such improvements should include the removal of the dip, bump and twist at the Williams Creek Bridge and to activate the plans to replace the bridge at the earliest practical date.

In addition, plans should be generated to install guardrail at hazardous embankments and to provide shoulders to permit troubled vehicles to pull over for emergency repairs on this heavily traveled highway.

The last traffic count showed 4,035 vpd, 3 of the 4 public schools are located on this highway and the Naval Weapons Station provides \$49 Million plus payroll to the community annually plus about a \$23 to \$25 Million worth of contracts per year.

Based on these facts, it was felt that this was significant and worthy of immediate and priority consideration for improvement especially since this bridge has already been considered in the construction program.

Mr. Saft urged the implementation of the plan to increase the priority for this construction. Also, of a lesser priority, generate plans to remove the existing stop sign on Primary Route 218 going into the Secondary Route 618. It was recommended that the right of way be expanded to permit a properly engineered curve to be constructed before the intersection becomes a location for commercial enterprise. This is a case of a primary highway where traffic is interrupted, which carries approximately 1,705 vpd, which must stop to enter a secondary road which has a traffic count of about 10 vpd. It is felt that this is a gross oversight and needs immediate consideration before the soybean field becomes a commercial establishment.

Also, urged was the development of the plans for the major improvement to Route 218 to handle the traffic generated by the major improvement plan of Stafford County which they are planning on four-laning portions of 218 but also the plan development of the Caledon State Park in King George County. It was suggested that a plan be devised to control the traffic on 218 that will be generated with the development of the State Park which has been donated to the state.

In addition, it was thought that there should be some increased priority to rejuvenate the plans to four-lane Route 3 through King George County. It was felt that this should be accelerated due to the large amount of traffic generated on Route 3 and the access it has to the Tidewater and Northern Neck areas for the water recreation facilities offered to the metropolitan area.

Also, Mr. Saft strongly endorsed the Fredericksburg Bypass as recommended by the Chamber of Commerce. He said the need for such a bypass is long overdue.

Mr. Nagg spoke on behalf of Mr. Bandy and the members of the Board of Supervisors for Stafford County. He stated that they were primarily interested in having the construction on Interstate 95 start at both ends if possible. Also, interest was shown in a courthouse bypass which was outlined in the recommendations for Route 1 and also to straighten the county road which intersects with Route 1 right at the Courthouse.

Mr. Alvin Y. Bandy, Chairman of the Stafford County Board of Supervisors, submitted the attached statement.

CULPEPER DISTRICT

Mr. Harwood presented a letter from Mr. Shiva Pant, Director of the Office of Transportation for Fairfax County, dated June 14, 1977, indicating that the Board of Supervisors of Fairfax County has reviewed the tentative allocations and did not suggest any changes or modifications and requested that we enter the Board's support into the record of the public hearing.

Ms. Alice Humphries, Chairman of the Board of Supervisors for Prince William County, asked for status of the 234 bypass around the City of Manassas as was requested at the preallocation hearing. She stated that the City of Manassas was supporting them. The desire to have it given status now has been brought about primarily by the proposed expansion of the Battlefield Park. She reiterated by saying that the bypass would have the effect of opening up a zoned industrial area for Prince William County to increase the tax value. The bypass needs status at this time so that they can plan with the Department of Interior, National Park Service, for the National Park to plan a bypass.

The Park Service is very desirous of reducing the traffic on 234 as it passes through the park. She requested that consideration for the bypass on Route 234 in Prince William County be given attention.

Mr. Jeff Middlebrooks, Director of Planning for Prince William County, expressed appreciation to the staffs of Culpeper, Richmond and the Residency over the past year. Mr. Middlebrooks reiterated that this road is imperative to the county. Route 234 is the only cross-county arterial linking I-95 with I-66. The section of Route 234 from the southern end of Manassas to I-66 is severely congested. The county has passed a resolution regarding this.

Mr. Harwood recognized Mr. Jim Thomson, Floor Leader of the House

Senator Charles L. Waddell brought to the attention of the group the urgent need for the four-laning of Route 28 from Prince William County to Route 7. He stated that he believed the project had been approved from Prince William to Centerville on Route 28, which is the priority part of the route. Also, he would like to see the completion and the widening and improvement of that road all the way up to Route 7.

Senator Waddell expressed appreciation for all the projects that have been planned and the progress in his area of the Culpeper District. He asked if the \$3 million allocation for Route 7 would complete the project from Clarkes Gap to Round Hill. Mr. Perkinson replied that it would not because it was a stage allocation.

He further stated that he would like to see consideration being given to future needs on Route 9 from Clarkes Gap to the West Virginia Line by means of a Hillsboro Bypass. Also, the Route 50 section finished as soon as possible to complete that section of the road. He also stated that he was very pleased with the progress hopefully that will be made on I-66.

SUFFOLK DISTRICT

Mrs. Charles Sieracki, resident of Hilton Village in Newport News, noted that she was very happy to see that there was no allocation this year for the widening of the intersection of Warwick Boulevard and Main Street and wanted to reiterate that it was hoped that there would be no allocation in future planning.

Mr. Val J. Wasson, Managing Director of the Williamsburg Area Chamber of Commerce, emphasized that immediate action is needed with regard to the ferry service from Jamestown to Scotland Wharf as outlined in the attached statement. Further, he presented letters in support from the General Managers of the Anheuser-Busch Brewery, Busch Gardens, Kingsmill Plantation and the Williamsburg Hotel/Motel Association (attached).

In addition, Mr. Wasson stated that the next phase of Route 199 is very important to the development of James City County and the economy of the entire Williamsburg area and requested any possible acceleration for this extension.

Mr. Fenton Jordan, Director of Public Works for the City of Suffolk, stated he was pleased to see the allocation for the preliminary engineering on the southeastern leg of the Suffolk Bypass. Mr. Jordan did state, however, that he noticed that the allocation for the short bridge over the Nansemond River at the Old City Limits of Suffolk has been taken out of this year's allocations, and it was hoped that if the problems with the river are resolved that the money for this project will still be available.

Mr. Jim Dunn, Executive Vice President of the Suffolk Chamber of Commerce, basically echoed the remarks made by Mr. Jordan, as noted in his attached statement.

Mr. Oral Lambert, Director of Public Works for the City of Virginia Beach, stated that they were well satisfied with the tentative allocations. As stated, the funds will make a significant impact on their transportation corridors and provide much needed improvement, and he hoped to see continued sensitivity to the needs in Virginia Beach.

Mr. Bill Shelburne, Surry County, who was appointed by the Bridge Tunnel Committee, appeared to reemphasize the need for immediate improvement in the ferry service. Mr. Shelburne also asked that additional emphasis be placed on the cleanliness of the restroom facilities on the ferries.

Mr. Marshall Fenley, Director of Planning for York County, representing the Board of Supervisors and Mr. Richard Bain, County Administrator, requested the Commission to consider one additional project, that being Route 17 which is the major north/south link through the county as stipulated in the attached resolution adopted by the Board of Supervisors on June 9, 1977.

The meeting adjourned at 10:01 a.m.

AMERICA'S
MOST



HISTORIC
CITY

Fredericksburg Area Chamber of Commerce

BUILDING A BETTER FREDERICKSBURG AREA

806 Princess Anne Street—Fredericksburg, Virginia 22401—A.C. 703—373-9400

March 22, 1977

VIRGINIA HIGHWAY COMMISSION
PRE-ALLOCATION HEARING
Fredericksburg, Virginia

The Chamber's Highways & Transportation Committee has just completed a series of meetings on Fredericksburg area highway needs. One immediate conclusion was that the fastest growing area in Virginia needs to organize to more effectively promote key road improvements for our area. Another conclusion was that our area is not getting its fair share of construction funds to meet the areas growing needs.

The Chamber recommends that the Virginia Department of Highways proceed expeditiously with projects listed in the 1976-77 Fredericksburg Residency Allocations for Interstate, Primary, and Urban construction.

These projects include:

- * Route 1 drainage structure at Massaponax Creek
- * Route 1/Route 17 Bypass South of Fredericksburg
- * Route 3 right-of-way acquisition west of Chancellorsville
- * Route 3 East-West Connection thru Fredericksburg
- * Route 3 East end of Chatham bridge east-dual laning
- * Route 17 & I-95 Interchange improvement
- * I-95 Widening-Hanover County line north
- * Route 208 - Route 1 west-preliminary engineering
- * Route 218 - Route 3 east -- four laning
- * Route 218 - Between Route 301 and Route 206 - widening

The Chamber support completion of all projects in Planning District 16 included in the Fredericksburg allocations.

New Highway Project Proposals

The Fredericksburg area thoroughfare plan now being up-graded lists a number of future projects that the Chamber would like to see elevated to top priority projects. In addition there are several road projects that should be in the new plan when the up-dating is completed. These projects are listed as "top priority" and "future top priority"

TOP PRIORITY

- * New Route 17 By-Pass Route - traffic in Stafford County would be significantly improved if a by-pass route were developed eastward from Route 17 near Berea over I-95 at the new interchange near Cranes Corner, then southeast toward Route 218, then south to Route 3, then over the Rappahannock River to Route 17 near New Post. (map attached)
- * Route 17 to Route 3 Connector in Stafford over Butler Road. This project is badly needed to serve the new National Park Service facility at Chatham. It is in the present Thoroughfare Plan.
- * Route 1 to Route 630 Intersection in Stafford County - This intersection improvement is extremely important.
- * Route 208 Spotsylvania Courthouse By-Pass - this project is a top priority of Spotsylvania County officials and the Chamber agrees wholeheartedly.

FUTURE TOP PRIORITIES

- * Route 1 Stafford County By-Pass
- * Routes 2 & 17 - Widening from City Limits to New Post
- * Route 3 to Route 1 Southwest Connector in Spotsylvania. This new road would serve a rapidly developing area. Right-of-way should be secured before the area develops further and costs go up.
- * I-95 and Route 17 By-Pass Interchange - new ramps to the interstate road will eliminate hazardous left turns at the present I-95 & Route 1 Massaponax interchange.
- * Route 218 widening from Route 664 to Route 206 in Stafford County.

OTHER NEEDED IMPROVEMENTS

- * Improved traffic control on Route 3 from Route 1 to I-95.
- * Install traffic signals at Route 2 & 17 intersection at New Post.
- * Remove bushes in median strip on Route 1 by-pass between Four Miles Fork and Hudgins Road. These plantings have contributed to serious traffic accidents.

NEW PRIMARY ROUTES

The Chamber supports re-designating Routes 638 (Lansdowne Road) and 636 (Mine Road) in Spotsylvania County, and Route 610 and 664 (Butler Road) in Stafford County, as primary roads due to the traffic volume handled.

Special consideration should be given in the new Thoroughfare Plan toward planning for new or improved roads to serve State Parks improvements to be included in this years special bond referendum.

Respectfully, submitted,

HIGHWAYS & TRANSPORTATION COMMITTEE
FREDERICKSBURG AREA CHAMBER OF COMMERCE

Jim Crooks, Chairman



N. C. SHARP
COUNTY ADMINISTRATOR

COUNTY OF STAFFORD

STAFFORD, VIRGINIA 22554
659-4101

June 16, 1977

BOARD OF SUPERVISORS

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LINDBERGH A. FAITER
VICE-CHAIRMAN

GEORGE W. EMBREY

RALPH M. METTS

W. HANSPORD ABEL

CHARLES D. NELMS, III

MEMORANDUM TO: Mr. J. E. Hanwood, Commissioner
Virginia Department of Highways
and Transportation

SUBJECT: Primary Priorities

1. New Route 17 By-Pass Route: Traffic in Stafford County would be significantly improved if a by-pass route were developed eastward from Route 17 near Berea over I-95 at the new interchange near Cranes Corner, then southeast toward Route 218, then south to Route 3, then over the Rappahannock River to Route 17 near New Post. (Map attached)
2. Route 17 to Route 3 Connector in Stafford over Butler Road. This project is badly needed to serve the new National Park Service facility at Chatham. It is in the present Thoroughfare Plan.
3. Route 1 for Route 630 Intersection in Stafford County: This intersection improvement is extremely important.
4. The Stafford County Board of Supervisors encourages the Virginia Department of Highways and Transportation to begin the improvements to I-95 in the vicinity of I-95 and Route 17 as the first widening and improvements area of the proposed 6-laning of I-95 from Prince William County to Hanover County.



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030



June 14, 1977

Mr. H. R. Parkinson, Jr.
Director of Program Management
Virginia Department of Highways
and Transportation
1221 East Broad Street
Richmond, Virginia 23219

Dear Mr. Parkinson:

The Board of Supervisors of Fairfax County have reviewed the tentative allocations of interstate, primary and urban construction funds for FY78 and at their regular meeting on June 13, 1977 supported these allocations. The Board did not suggest any changes or modifications to these tentative allocations and it is requested that you enter the Board's support into the record at the public hearing to be held on June 16, 1977.

Sincerely,

Shiva K. Pant, Director
Office of Transportation

cc: Mr. D. B. Hope, District Engineer, VDH&T, Culpeper
cc: Mr. D. E. Keith, Resident Engineer, VDH&T, Fairfax
cc: Mr. O. K. Mabry, Transportation Planning Engineer, VDH&T, Richmond



Williamsburg Area CHAMBER OF COMMERCE

P. O. DRAWER HQ - WILLIAMSBURG, VIRGINIA 23185 - (804) 229-6511

STATEMENT PRESENTED AT A PUBLIC HEARING CONDUCTED BY THE VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION IN RICHMOND ON JUNE 16, 1977

I am Val Wasson, Managing Director of the Williamsburg Area Chamber of Commerce.

The ferry service from Jamestown to Scotland Wharf is very important to the economy of our area and of great concern to us.

We are aware that various individuals and groups in Surry County have been in contact with the Highway Department previously regarding the ferry service. We applaud their efforts and also ask that the service be improved.

We realize that some actions necessarily fall into a category of long range planning. However, we want to emphasize that immediate action is needed. The present service is inadequate to the needs of persons on both sides of the James River.

We need more frequent crossings and we need an extension of the hours during which service is provided, preferably 24-hour service.

Many persons employed in the Williamsburg area live south of the James River and must depend on the ferry to get to and from work. Many Williamsburg, James City County, and York County employes depend on that work force. The Surry County Administrator has estimated that 300 individuals in Surry County use the ferry to get to and from work. This represents 150,000 to 180,000 crossings per year. The Virginia Employment Commission has advised us that many others in Surry County are seeking employment in the Williamsburg area.

James City County is now operating a bus service to and from the ferry to serve commuters and some employers are paying the bus fare for their employees. Such actions are helpful but cannot replace the need for better ferry service.

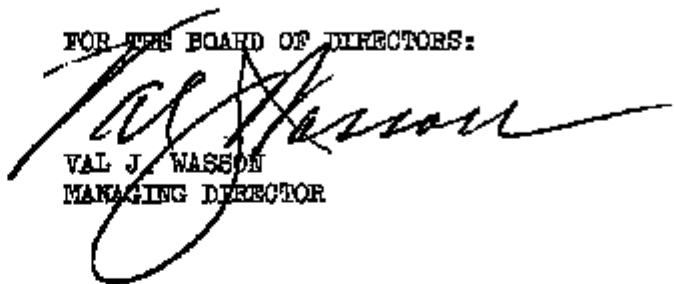
As you know, tourism is the leading provider of jobs in the Williamsburg area and is vital to the Commonwealth. Thousands of visitors utilize the ferry service. However, lengthy delays in boarding the ferry and lack of a full schedule create hardships on residents and discourage visitors. We have received numerous reports of many persons being left ashore to await another crossing. Many of these have waited for lengthy periods to board a ferry and still get to work late.

We appreciate that it will take some time to buy additional ferries but we believe that other improvement actions can be taken right away.

Serving the City of Williamsburg and the Counties of James City and York

We respectfully request that the next budget allocation include funds for immediate improvement by increasing the frequency of the service and extending the hours of service. We suggest that hiring additional personnel and increasing the maintenance on the present ferries would contribute greatly toward the needed improvement.

FOR THE BOARD OF DIRECTORS:

A large, stylized handwritten signature in black ink, appearing to read "Val Wasson". The signature is written over the typed name and title.

VAL J. WASSON
MANAGING DIRECTOR



Williamsburg Area CHAMBER OF COMMERCE

P. O. DRAWER HQ · WILLIAMSBURG, VIRGINIA 23185 · (804) 228-8511

R E S O L U T I O N

The Board of Directors of the Williamsburg Area Chamber of Commerce in session on May 19, 1977, having reviewed the existing ferry service from Glasshouse Point (Jamestown) to Scotland Wharf and in consideration of its importance to the economy of this area, presents the following resolution:

WHEREAS the Williamsburg Area Chamber of Commerce is vitally concerned with the economic well-being of the Williamsburg-Jamestown-Yorktown areas, the counties of James City and York, and the lower peninsula; and

WHEREAS many persons employed in this area reside south of the James River and depend on the ferry service for the shortest route from residence to work; and

WHEREAS employers in this area depend on the work force south of the James River; and

WHEREAS tourism is the leading industry of this area and vital to the Commonwealth and thousands of visitors utilize the ferry service at Jamestown; and

WHEREAS the existing ferry service is not adequate to present needs; and

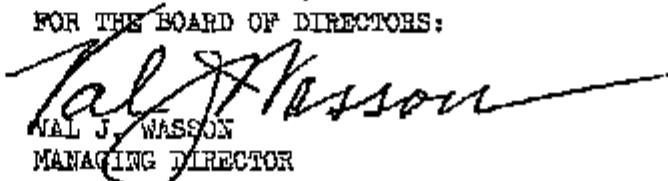
WHEREAS lengthy delays in boarding the ferry and lack of a full schedule create hardships on residents and are discouraging to visitors and must therefore have detrimental impact on the economy of the area; and

WHEREAS no other suitable crossing exists for the many persons who travel between this area and areas to the south except for lengthy detours;

NOW THEREFORE, the Williamsburg Area Chamber of Commerce, recognizing the detrimental and unfavorable impact the existing ferry service at Jamestown has on the citizens and economy of this area, does hereby urge the Commissioners of the Virginia Department of Highways and Transportation to improve the greatly needed ferry service at Jamestown as quickly as possible by:

- (1) Increasing the frequency of ferry crossings during periods of heavier traffic, and
- (2) Extending the hours during which ferry service will be provided with all possible consideration being given to providing ferry service on a 24 hour schedule.

FOR THE BOARD OF DIRECTORS:


WAL J. WASSON
MANAGING DIRECTOR

Serving the City of Williamsburg and the Counties of James City and York

The Old Country

Busch Gardens
Williamsburg, Va.

P.O. Drawer F.C.
Williamsburg, Virginia 23185
(804) 220-2000
June 16, 1977

Mr. T. R. Vermillion
President
Williamsburg Chamber of
Commerce
Patrick Henry Inn
Williamsburg, Virginia 23185

Dear Bob:

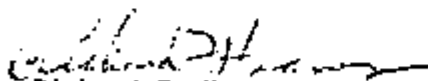
Upon examining the information available to us concerning the ferry service between Surry and Jamestown, it is apparent that the service should be improved. We think that it is particularly important at this time because of the increased burden in tourist traffic that the ferries are carrying as a result of the Benjamin Harrison Bridge accident.

We have received numerous complaints from several of our employees who live in Surry and are dependent on the Jamestown ferry service for transportation.

Additionally, we have received complaints from tourists about the inconvenience. Particularly we think that the reduction in capacity of the Jamestown ferry and the Benjamin Harrison Bridge could potentially hurt the tourist business for Williamsburg and, of course, The Old Country.

Therefore, Anheuser-Busch joins the Williamsburg Area Chamber of Commerce in requesting that the state Department of Transportation take whatever action is necessary to improve the Jamestown ferry service to an adequate level of service for both residents and tourists.

Sincerely,


Richard F. Heaney
Plant Manager
Williamsburg Brewery

 
Richard G. Knight
General Manager
Busch Properties, Inc.

John B. Roberts
General Manager
The Old Country

JBR/WRF

Williamsburg Hotel/Motel Assoc.
Williamsburg, Virginia
June 15, 1977

Mr. Harwood, Commissioner
Va. State Dept. of Highways

Commissioner/Gentlemen:

I am Richard K. Phillips, President of the Williamsburg Hotel Motel Association, representing some 4700 rooms in the Williamsburg, James City County and York County area.

The ferry service from Jamestown to Scotland Wharf is very important to the economy of our area and of great concern to us as businessmen.

We are very much aware of various individuals and groups of Surrey County that have been in contact with the Highway Department previously regarding the ferry service. We applaud their efforts and also ask that the service be improved.

We as businessmen do depend a great deal on the labor market from the Southside of the James River, Surrey County. The Surrey County Administrator has estimated that some three hundred individuals living in Surrey County use the ferry to get to and from work. Most, and I repeat most, of the members of the Williamsburg Hotel Motel Association have in their employment one or more of the above mentioned individuals who depend solely upon the ferry to get them to and from the jobs in our hotels and motels in the Williamsburg area.

On many occasions they have been left on the Scotland Wharf side of the river only to find that when they arrived at their jobs late, they had been replaced by someone who can be at work on time.

We feel that the first step has already been taken by James City County in an effort to help the individuals who do use the ferry to get bus transportation from Jamestown to Merchants' Square in Williamsburg, which has been in effect for one month. Many of the hotels and motels are offering the bus tickets free to the employee who chooses to ride the bus. Such action is helpful, but cannot replace the need for better and more frequent ferry service.


As you know, tourism is a leading provider of jobs in the Williamsburg area and is vital to the Commonwealth. Thousands of visitors utilize the ferry service. However, lengthy delays in boarding the ferry and the lack of a full schedule create hardships on residents and discourage visitors to use the facility.

We appreciate that it will take some time to buy additional ferries, but we believe that other important improvement actions can and need to be taken right away.

We respectfully request that the next budget allocations include funds for a heavier schedule for the commuting individuals at the early morning and afternoon hours, which people depend so heavily upon for the only means of transportation to and from Scotland Wharf across the James River.

Please help us help our employees and potential guests ferry across the James.

Respectfully,



Richard K. Phillips,
President,
Williamsburg Hotel/Motel Assoc.



VIRGINIA'S LARGEST CITY

SUFFOLK CHAMBER OF COMMERCE

1001 W. WASHINGTON STREET, SUFFOLK, VIRGINIA 23494
804-538-2111

June 16, 1977

TO: Department of Highways and Transportation
1221 East Broad Street
Richmond, Virginia 23219

RE: FY 78 Budget Allocations

FROM: Suffolk, Virginia Chamber of Commerce

My name is Jim Dunn, and as the Executive Vice President of the Suffolk Chamber of Commerce I am pleased to represent our 600 business members at today's Public Hearing.

Having viewed the preliminary proposal we note some \$108 million targeted for the Suffolk District, with \$27 million earmarked for various projects in the City of Suffolk.

We applaud the well rounded range of projects proposed for funding, and in particular the \$100,000 earmarked for preliminary engineering work on the southeastern leg of the Suffolk Bypass (Route 13 South to Route 58 East).

As Virginia's largest city in terms of square miles, and functioning as a viable cog in the rapidly emerging Tidewater Metropolitan Area, it is imperative that an efficient transportation network be developed and carried out now to accommodate future growth that will occur in the City of Suffolk.

Justification for this bypass has been well expressed by many agencies and official bodies, including the City of Suffolk, Chesapeake Bay Bridge and Tunnel District, United States Department of the Interior Fish and Wildlife Service, Suffolk Industrial Development Authority and the Transportation Task Force of the Suffolk Chamber of Commerce. Their remarks are included in the report I am leaving with you this morning.

Continued---

Page 2.

Department of Highways and Transportation Cont'd.--

We appreciate the job you are doing and recognize your limitations due to availability of funds and the establishment of priorities on a statewide basis.

Your attention to the southeast leg of the Suffolk Bypass and proper funding to initiate and complete this project on a timely basis will be greatly appreciated by our citizenry.

JWD:ms



CITY OF SUFFOLK

P. O. BOX 1888, SUFFOLK, VIRGINIA 23434, PHONE 538-0263

DEPARTMENT OF PUBLIC WORKS

February 8, 1977

Mr. Major T. Benton, Executive Vice President
Chamber of Commerce
1001 East Washington Street
Suffolk, Virginia 23434

Dear Major Benton:

As the Director of Public Works in the City of Suffolk, I have been asked to express my views to you regarding the need for the southeastern bypass.

The bypass around the southeastern portion of Suffolk is the most needed highway improvement in the city today. It is important not only as a vital segment of the city's street system, but it will also become an integral part of the state highway arterial network, linking the eastern Tidewater region of Virginia and the Atlantic Coast states to the south.

The southeastern bypass will serve at least four principal purposes:

1. It will provide a free flowing route for through truck, bus and passenger vehicle traffic now using U.S. 13, a heavily congested north-south route along the Atlantic seaboard.
2. It will provide improved access for truckers to the industrial area in the southeastern portion of the old City of Suffolk.
3. It will aid in the reduction of congestion in downtown Suffolk by removing a great deal of unnecessary through traffic from the central Business District.
4. It will eliminate ever present delays at numerous railroad grade crossings.

The southern bypass will serve as a replacement for outdated U.S. 13 which now carries most of the truck traffic through the southeastern portion of Suffolk. At the present time, a portion of U.S. 13 overlaps U.S. 58 from the north bypass to East Washington Street at Magnolia, a distance of about one and one-half mile. This part of the route is a four lane divided

highway but once U.S. 13 leaves 58, at Magnolia, it becomes a narrow city street wandering aimlessly through east Suffolk and the heavily industrialized area along the N & W Railway tracks.

In the 4.3 mile section the roadway varies in width from two to three lanes between Magnolia and the former city limit on Carolina Road at the NF&D Railway with railroad grade crossings at five locations. At two of these points U.S. 13 does not actually cross the tracks but when a train is moving across these crossings, through traffic is effectively blocked by the long lines of waiting vehicles.

On Friday, February 4, eight speed and delay studies (four in each direction) were made along this 4.3 mile stretch of U.S. 13 between Magnolia and the NF&D crossing at the old city limits. Although weather conditions were about average for this time of the year, the Governor's Energy Emergency edict was in full effect and many of the factories had curtailed operation and railroad traffic was exceedingly low. The present speed limits vary from 25 to 35 m.p.h.. The fastest time for the 4.3 miles on any of the eight trips was 8.3 minutes which is an average of approximately 31 m.p.h.. The slowest time was 12.6 minutes which is an average of a little more than 20 m.p.h.. The principal congestion area which showed up in every run was on East Washington Street/Hall Avenue between Factory Street and Carolina Road (See attached graph). In some instances, the width of the street was reduced to one lane due to the fact that trucks were loading and unloading in the industrial plants on both sides of the road. The average speed in this particular area was less than 6 m.p.h. and on two of the four round trips, traffic was completely stopped for several minutes due to blockage. These delays were of minimum length due to the shortness of the trains, but on many occasions at other times of the day traffic will be held at a stand still by grade crossing delays which run as high as 25 to 30 minutes.

Traffic control devices along this portion of U.S. 13 serve as very effective "traffic stoppers". There are two traffic signals, one at the intersection with U.S. 58 at Magnolia and the other at Sixth and East Washington streets both of which are multi-phase installations and delay the free movement of traffic at certain times of the day. Stop signs are located at many intersections on U.S. 13, which effectively stop through traffic and thereby materially increases the congestion along this arterial route. Parking is prohibited but trucks loading and unloading at the curb in this area not only makes the lane virtually useless for the movement of through traffic but reduces the effective width of the street to one lane.

The need for the southern bypass has been documented in Wilbur Smith's Southeastern Virginia Regional Transportation Study of 1965, which has been updated to 1980, and also in the current Southeastern Virginia Planning District Commission reports. The present volume of traffic on U.S. 13 in the vicinity of Carolina Road is better than 10,500 vehicles a day and it is estimated that it will rise to 20,000 vehicles a day by 1985.

In summary, the southern bypass which will be designated as U.S. 13 through the City of Suffolk will fulfill a need for the relief of through

and local traffic congestion which has existed for many, many years. It is my belief that the Highway Department should give the highest priority toward the completion of this vital link in the arterial highway system of the State of Virginia.

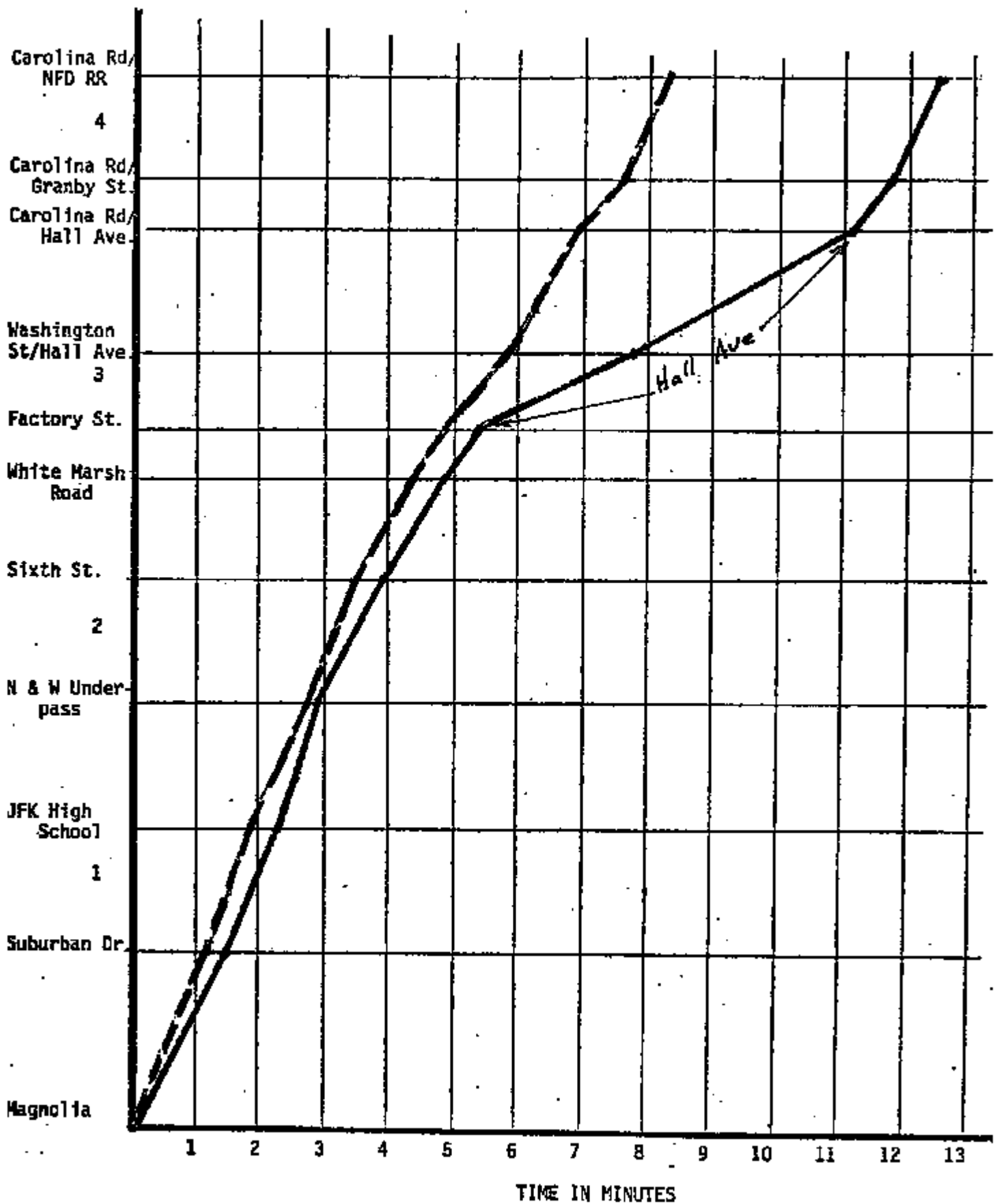


Fenton G. Jordan, Jr., Director
Department of Public Works

FGJ,JR/cfc

February 4, 1977

SPEED AND DELAY STUDY U.S. 13
FROM MAGNOLIA TO NF&D CROSSING (OLD CITY LIMIT)



COMMISSION MEMBERS

LUCIUS J. KELLAM
CHAIRMAN
BELLE MEAD, VA.

J. C. BIGGINS
VICE-CHAIRMAN
NEWPORT NEWS, VA.

SIDNEY B. KELLAM
SECRETARY-TREASURER
VIRGINIA BEACH, VA.

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PANTON, VA.

GEORGE T. ABERNATHY
NEWPORT NEWS, VA.

REID M. SPENCER
NORFOLK, VA.



COMMONWEALTH OF VIRGINIA

CHESAPEAKE BAY BRIDGE AND TUNNEL DISTRICT
NORTH TOLL PLAZA

P. O. BOX 111, CAPE CHARLES, VIRGINIA 23310
AREA CODE 804 - CAPE CHARLES 331-2800 - NORFOLK 464-3511

COMMISSION MEMBERS

MORRIS H. RAPPOPORT
PORTSMOUTH, VA.

THOMAS H. JAMES
FASTVALE, VA.

RICHARD C. MARSHALL
HAMPTON, VA.

WILLIAM T. BOOS
YORBTOWN, VA.

HENRY C. TODD
CHESAPEAKE, VA.

J. CLYDE MORRIS
EXECUTIVE DIRECTOR

November 23, 1976

Mr. Major T. Benton
Executive Vice President
Suffolk Chamber of Commerce
1001 West Washington Street
Suffolk, Virginia 23434

Dear Mr. Benton:

Your letter of October 20, 1976, to our Chairman, Mr. Lucius J. Kellam, was referred to this office for handling.

We are pleased that our Messrs. Anderson and Kiehl could visit with you and observe the road and traffic conditions on that portion of U. S. Route 13, as outlined in your letter.

The Chesapeake Bay Bridge and Tunnel District Commission has long recognized the vital need for modern limited-access road nets, connecting the Tidewater area to the north, south and west. We feel this would greatly improve the traffic growth on our facility and in the entire Tidewater area. Several times we have appealed to the Governor, and the Virginia Department of Highways and Transportation Commission for improvements to the southern access arterial roads leading to and from our facility, including both U. S. Route 17 and U. S. Route 13.

We shall continue our efforts and appreciate the opportunity to join with you in seeking improved roadways in the Suffolk area, consistent with the overall development program for Eastern Virginia interstate, arterial and urban roads.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Clyde Morris".

J. CLYDE MORRIS
Executive Director

JCM/mcf



UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
DISMAL SWAMP NATIONAL WILDLIFE REFUGE
P. O. BOX 349
SUFFOLK, VIRGINIA 23434

September 14, 1976

Mr. Major T. Benton
Executive Director
Suffolk Chamber of Commerce
Suffolk, Virginia 23434

Dear Mr. Benton:

As we discussed in our telephone conversation last week, the U.S. Fish and Wildlife Service is in support of the City of Suffolk's desire to expedite construction of the proposed Southern Bypass by the Virginia State Highway Commission.

The bypass was incorporated into the recommendations of the Secretary of Interior when the Dismal Swamp Study (Public Law 92-478) was transmitted to Congress in July of this year.

The intent of the Fish and Wildlife Service remains essentially as was indicated during discussion in 1974 with State Highway Commission officials and others. Upon receipt of approved appraisals for the severed portions of Great Dismal Swamp National Wildlife Refuge, the Service's interest in those lands will be conveyed to the Nature Conservancy. The Nature Conservancy would then accept the market value for the severed land and use that money to acquire lands of higher biological quality located adjacent to the existing refuge to be donated in full fee title to the Service.

Most of the severed property in question consists of upland and is covered primarily by pine. All of the property constitutes an unmanageable projection of land which extends into the city limits of Suffolk. Much of the area has been used for garbage disposal and contains debris and other undesirable features that do not complement the refuge. The construction of the bypass in its proposed location would provide a very prominent administrative boundary and would lessen management problems associated with the area in question. Of primary importance is that the exchanged upland area would result in considerably more acres of high quality wetlands at a location more compatible to a wildlife management and ecological program.



On August 18, 1976, a meeting was held between The Nature Conservancy and Fish and Wildlife Service officials. It was determined it would be in the best interests of all parties if the FWS/TNC land exchange occurred as soon as possible upon assurances from the State Highway Commission that construction of the Southern Bypass was imminent.

Contacts are being made between the Service's Regional Office in Boston and the Highway Commission in the hope that action will be taken soon.

Sincerely,

A handwritten signature in black ink, appearing to read "David E. Jones", written over a horizontal line.

David E. Jones
Refuge Manager

cc: Harvey Warner (RE)
RFS

DEJ/dh



CITY OF SUFFOLK

P. O. BOX 1858, SUFFOLK, VIRGINIA 23434, PHONE 836-2351

10 February 1977

RESOLUTION

WHEREAS, the Industrial Development Authority of the City of Suffolk has been appointed, and charged, by the Suffolk City Council with the responsibility for promoting desirable industrial growth within the City, and

WHEREAS, the City Council has adopted a General Development Plan for the growth and development of the City which in part delineates where it is desired that industrial growth shall occur, and

WHEREAS, according to the aforesaid General Plan, major industrial growth is projected to occur in and around the Suffolk Municipal Airport, and

WHEREAS, it is felt that industrial growth and the development of the Suffolk Municipal Airport will greatly contribute to the economic progress of this area, and

WHEREAS, adequate vehicular accessibility has been shown to be a major determinant in such development,

NOW, THEREFORE be it resolved that the Industrial Development Authority of the City of Suffolk strongly urges that the Highway Department of the Commonwealth of Virginia give immediate consideration to the resumption of plans for the completion of the southeast quadrant of the Suffolk By-pass, which said completion will provide that access which is deemed to be essential to the successful development of the Suffolk Airport and future industrial growth in this area.

Adopted

John W. Haley, Jr.
Assistant Secretary

February 24, 1977

RESOURCE DOCUMENT
SOUTHERN BY-PASS

G. R. JOYNER, JR.
CHAIRMAN

CHAMBER OF COMMERCE
TRANSPORTATION TASK FORCE

RESOURCE DOCUMENT - SOUTHERN BY-PASS

I. Background information and benefits to be derived from Southern by-pass:

The importance of vehicular traffic in the central business district is derived from the impact it has on all other activities which take place in the downtown area. From a positive perspective, stores and other commercial institutions depend primarily on cars, trucks, and buses to transport their customers and supplies into the CBD. On a negative note, such traffic often detracts from the beauty and environmental quality of the downtown area, through contributions of visual, noise, and air pollution. Furthermore, the flow of pedestrian traffic, the lifeblood of the central business district, is frequently ranked second to the needs of vehicles to reach their destinations, whether these destinations be inside or outside of the CBD.

Major highways serving Suffolk and the downtown area are U. S. Routes 58, 460, 13 and State Routes 10, 32, and 337. Attached is a map which identifies the above mentioned routes. All major streets and highways in Downtown Suffolk have two traffic lanes with the exception of Constance Road, which has four lane sections of roadway. These major streets are presently carrying the burden of local traffic between major traffic generators and through traffic passing within the downtown.

There are currently two major circulation problems prevalent in the downtown area; through traffic is routed on downtown streets, and there are frequent traffic blockages at several railroad grade crossings in the downtown area. The through traffic routed within the downtown, especially large tractor trailer trucks, conflicts with local traffic flow causing considerable traffic congestion and frequent delays at intersections. The blockages at railroad grade crossings prevent uniform flow of traffic through the downtown area and thereby increase vehicular conflict.

Major downtown streets crossing railroad grade crossings are East Washington Street, North Main Street, South Main Street, and South Saratoga Street. The location of the railroad tracks adjacent to the downtown area, separating it from industrial and residential areas to the North and South, makes traffic blockage particularly undesirable.

The major thrust of vehicular traffic is along North Main Street from both the North and South. Washington Street serves as the major carrier of traffic in an East-West direction (Route 13). Within the downtown area through traffic and local traffic compete for movements and turns that frequently create rather severe traffic flow problems. The most serious congestion normally occurs at the intersection of Washington Street and Saratoga Street. All through traffic must cross or turn at one of these major intersections, and in each case itinerant vehicular traffic is subject to and the cause of traffic congestion.

The proposed railroad overpass from Carolina Road to South Main will considerably ease the City's railroad blockage problem, but on the other hand it will channel all through traffic into the main intersection in the downtown area.

Much of the traffic, such as through traffic, has no reason to be in the CBD, except that the routes leading into the downtown area are the only streets which provide a convenient connection between two points. As stated previously, this situation results in a weakening of the downtown roadways as it relates to providing access and circulation for local vehicular traffic and pedestrians.

A method for dealing with the conflicting roles of pedestrian, local and through traffic would be the construction of a Southern by-pass. A by-pass such as this would divert traffic, particularly through traffic and major local movements, from the arterial network.

Functional Plans for a Suffolk Southern by-pass were developed and incorporated within Volume II of the 1965 Major Throughfare Plan. A copy of these plans is attached.

The traffic demands and recommendations contained in the 1985 Major Throughfare Plan were based on the needs developed from an analysis of growth estimates and land use projections. Implied in the plan is the fact that a sound highway transportation plan for a rapidly growing area requires the maximum utilization of existing streets and highways. The provision for improvements and new facilities was oriented toward travel corridors now experiencing capacity deficiencies and those corridors with an anticipated traffic overload.

In addition to the above mentioned reports, the proposed Southern by-pass has been referred to in the City of Suffolk's Community Facilities Plan (1975), 1990 General Plan (1976) and the Airport Master Plan (1976). The proposed Southern by-pass is recommended in the Community Facilities Plan and 1990 General Plan as a project which will be necessary to serve the demands of Suffolk's growing population between 1976 and 1985. According to the Airport Master Plan the proposed Southern by-pass would largely eliminate the severe access handicap imposed by travel through the CBD and would provide for excellent access to the airport. It is also viewed by the airport consultants who prepared the Airport Master Plan that the proposed Southern by-pass will greatly complement aviation development.

Benefits to be derived from a Southern by-pass are:

- Increased emphasis on pedestrian traffic in the CBD,
- Increased emphasis on local traffic in the CBD,
- Improved access to downtown parking,
- Improved safety to pedestrians and occupants of vehicles,
- Improved movements for emergency vehicles,
- Benefit downtown businesses that depend on good circulation and easy access,

Higher speeds may be possible through better signal progression and less mid-block delay,
Shorter and more convenient routes from neighboring cities,
Channel more growth to outlying areas of the City,
Provide an esthetically improved route through the City,
Keep long-haul truckers out of the CBD,
Improved access to the Suffolk Municipal Airport,
Shorter and more convenient routes for interstate traffic, and
Improved access to the inner-core industrial area of the City.

II. Traffic Counts

(See attached charts)

III. Slides of Traffic Congestion (Attached)

- A. Pedestrians
- B. Trains
- C. Aerials
- D. Vehicular Congestions & Major Intersections

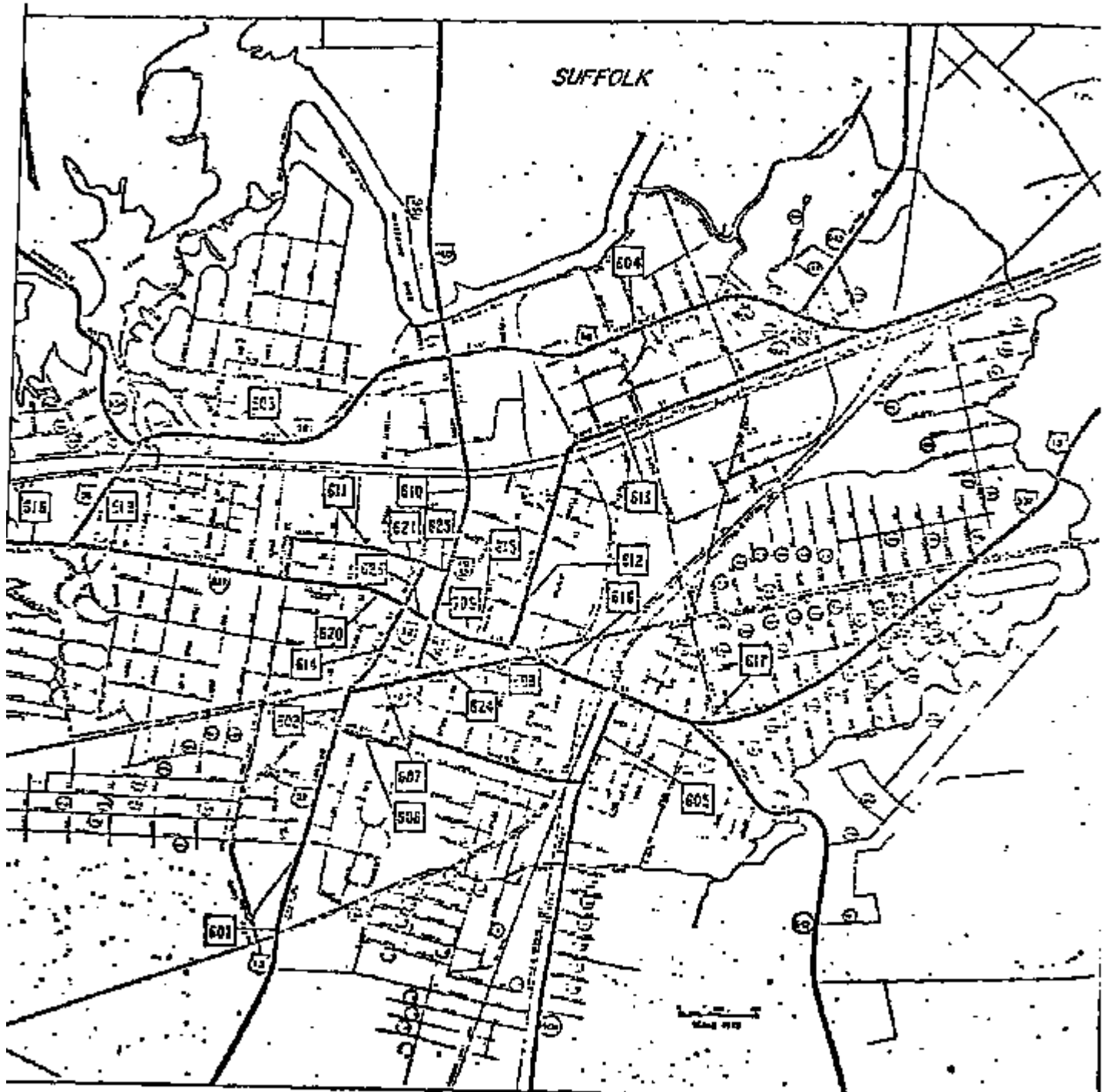
SOUTHEASTERN VIRGINIA
1975 - 24 HOUR TRAFFIC VOLUMES
CITY OF SUFFOLK

<u>STREET NAME</u>	<u>ROUTE</u>	<u>STA. NO.</u>	<u>BETWEEN</u>	<u>VOLUME</u>	<u>DATE</u>
Caroline Avenue	13/32	601	SOE Suffolk & Kilby Ave.	9,780	6-16, 17 M., Tu.
Caroline Avenue	13/32	602	Fayette & Hall Aves.	9,450	6-16, 17 M., Tu.
Constance Road	58	603	N. Broad St. & Western Ave.	8,540	6-16, 17 M., Tu.
Constance Road	58/460	604	Kingsboro & Lakeside Sts.	7,700	6-17, 18 Tu., W.
Factory Street		605	Jefferson & Adams Sts.	2,760	6-16, 17 M., Tu.
Fayette Street		606	York & S. Main Sts.	1,870	6-16, 17 M., Tu.
Hall Avenue	13	607	York & Main Sts.	5,900	6-17, 18 Tu., W.
Hall Avenue	13	608	Morgan & Cullodan Sts	4,120	6-17, 18 Tu., W.
Main Street	10/32	609	Washington & Bank Sts	10,210	6-16, 17 M., Tu.
Main Street	10/32	610	Fenny St. & Seaboard Coastline RR	17,420	6-17, 18 Tu., W.
S. Main Street		624	Washington & Cherry Sts.	3,810	6-17, 18 Tu., W.
Market Street		611	Chestnut & Pine Sts.	5,080	6-16, 17 M., Tu.
Market Street		625	N. Saratoga & N. Main Sts.	7,930	6-16, 17 M., Tu.
Pinner Street		612	Bank & Pearl Sts.	3,890	6-16, 17 M., Tu.
Pinner Street		613	Moore Ave. & Kingsboro St.	7,020	6-16, 17 M., Tu.
N. Saratoga Street		626	Washington & Market Sts.	5,280	6-16, 17 M., Tu.
S. Saratoga Street	32	614	Cherry & Jackson Sts.	9,360	6-17, 18 Tu., W.

CITY OF SUFFOLK

<u>STREET NAME</u>	<u>ROUTE</u>	<u>STA. NO.</u>	<u>BETWEEN</u>	<u>VOLUME</u>	<u>DATE</u>
E. Washington Street	13/337	615	Commerce & Franklin Sts.	8,980	6-16, 17 K
E. Washington Street	13/337	616	Tynes & Liberty Sts.	11,780	6-16, 17 K
E. Washington Street	13/337	617	Willow St. & ECL Suffolk	10,740	6-16, 17 K
W. Washington Street	58	618	WCL Suffolk & Maury Place	11,230	6-16, 17 K
W. Washington Street	337	619	Gays Row & Park Rd.	7,820	6-16, 17 K
W. Washington Street	337	620	Pine & Clay Sts.	8,730	6-16, 17 K
W. Washington Street	337/32	621	N. Saratoga & N. Main Sts.	8,330	6-16, 17 K

SOUTHEASTERN VIRGINIA
REGIONAL TRANSPORTATION STUDY
TRAFFIC VOLUME COUNTS

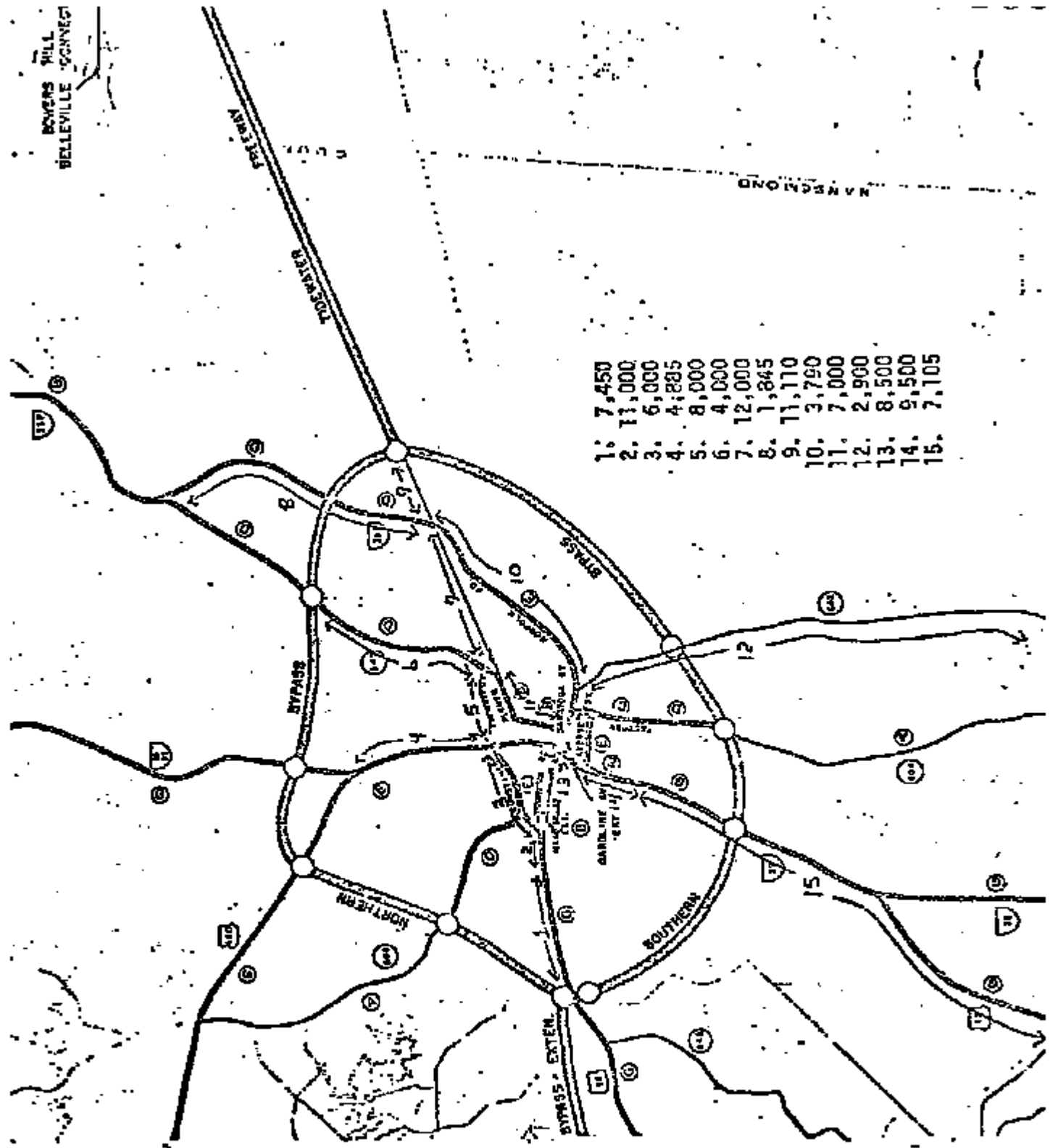


BOYERS HILL
BELLEVILLE SCHMECT

ROUTE 154
ROUTE 153

MANSCOND

1. 7,450
2. 11,000
3. 6,000
4. 4,885
5. 8,000
6. 4,000
7. 12,000
8. 1,845
9. 11,110
10. 3,790
11. 7,000
12. 2,960
13. 8,500
14. 9,500
15. 7,105



EXISTING SYSTEM

- 4 LANE THROUGHWAY
- 2 LANE THROUGHWAY

PROPOSED SYSTEM

- 4 LANE AIRTEL (60' WIDE)
- 2 LANE AIRTEL
- RAILWAY

15 TYPICAL SECTION

Board of Supervisors
County of York
Yorktown, Virginia

Resolution

At a regular meeting of the York County Board of Supervisors held in the Circuit Courtroom at Yorktown, on the 9th day of June, 1977:

Present:

Shirley F. Cooper, Chairman
R. Tabb Smith, Vice Chairman
Howard T. Burcher
George D. Cole
John M. Quarles

Vote:

Yea
Yea
Yea
Yea
Yea

On motion of Dr. Quarles, which carried 5:0, the following resolution was adopted:

WHEREAS, the Virginia Department of Highways and Transportation has prepared a 1977-1978 Tentative Allocation for Interstate Primary and Urban Construction, and

WHEREAS, said tentative allocation proposes several projects in the Suffolk District that will provide needed highway improvements beneficial to the residents of York County, and

WHEREAS, the Board of Supervisors of the County of York has reviewed said tentative allocations and finds the projects needed and beneficial; however the absence of allocation of funds for improvements for Route 17 has been noted, and

WHEREAS, Route 17 is serving traffic volumes below its rated capacity but suffering from congestion caused by inefficient signal systems and left turn storage capacity, and

WHEREAS, necessary improvements are low-capital projects that will provide significant improvements to the safety and capacity of this major arterial highway,

NOW THEREFORE BE IT RESOLVED by the Board of Supervisors of the County of York, Virginia, that the Virginia Department of Highways and Transportation be and hereby is petitioned to include funding in the 1977-1978 Allocations for Interstate, Primary and Urban Construction for the interconnection of traffic signals, construction of left turn storage lanes, and other similar improvements as may be necessary to facilitate the safe and convenient movement of traffic along Route 17.

A Copy Teste:



R. E. Bain
County Administrator