

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

July 20, 1978

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on July 20, 1978, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Crowe, Fralin, Hall, Hassell, Hooper, Robinson, Roos, and Wrench.

Absent: Messrs. Glass and Landes.

On motion of Mr. Roos, seconded by Mr. Fralin, the minutes of the meeting of June 15, 1978, were approved.

On motion of Mr. Roos, seconded by Mr. Fralin, permits issued from June 15, 1978, to July 19, 1978, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Roos, seconded by Mr. Fralin, that cancellation of permits from June 15, 1978, to July 19, 1978, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Roos, seconded by Mr. Fralin, that the Commission approve additions to the Secondary System from June 15, 1978, to July 19, 1978, inclusive, as shown by records of the Department. Motion carried.

The chairman stated that he had removed from the agenda consideration of approval of location and design of Route 147 (Huguenot Road), Project 0147-020-101, C-503, C-504, Chesterfield County, because of the many unanswered questions surrounding the project. He appointed a committee comprised of Messrs. Crowe, Hassell, and Hooper to look into the overall facts and report to the Commission at its August meeting.

Mr. Tucker presented the attached report on the status of residue parcels. Mr. Fralin commended the Department's staff for their work in this regard and mentioned that the late Mr. Douglas G. Janney had a great interest in this program.

DR. C. KING, COMMONWEALTH
 LARD & WALL, BRITTON, BRITTON DISTRICT
 ROBERT PHALIN, BOALSON, BOALSON DISTRICT
 WALTER CLAPTON, BOALSON, BOALSON DISTRICT
 BILL W. BRUCE, BRITTON, BRITTON DISTRICT
 JIMMY BUCK, BOALSON, BOALSON DISTRICT
 JIMMY E. BROWN, WEST HONOL, WEST HONOL DISTRICT
 JIMMY E. BROWN, BRITTON, BRITTON DISTRICT
 ERIC SANDS STANTON, BRITTON DISTRICT
 FRANKELL W. CHANDLER, WEST HONOL DISTRICT
 LEE E. HUCKER, JR., CHESAPEAKE & ENGINEERING



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION
 1221 EAST BROAD STREET
 RICHMOND, 23219

MRS. LYNN B. HUSEBY

LEO E. HUSSEY, III
 DEPUTY COMMISSIONER & CHIEF ENGINEER
 T. ASHBY HENRY
 DIRECTOR OF ADMINISTRATION
 J.M. WRAY, JR.
 DIRECTOR OF OPERATIONS
 J. P. ADYER, JR.
 DIRECTOR OF PLANNING
 H. A. PERKINS, JR.
 DIRECTOR OF PROGRAM MANAGEMENT
 W. L. BRITTON, JR.
 DIRECTOR OF ENGINEERING

IN REPLY PLEASE REFER TO

July 20, 1978

Status of Residue Parcels

MEMORANDUM:

to: Mr. Harold C. King
 Attention Mrs. Lynn B. Huseby

The following is in essence comments given the Commission this morning:

Gentlemen:

In the Spring of 1975 we were at your direction to concentrate on the disposition of surplus properties. From May 1, 1975 to July 1, 1978, we have conveyed by deed 285 surplus properties. We received \$1,785,329.49 through the sale of these properties. This indicates that we have returned to the tax rolls of the various jurisdictions around the State property valued as indicated above, except for a few conveyances that were made to other State agencies.

Since the beginning of the 1977-1978 fiscal year, we have conveyed the following:

July.....	10 deeds	\$ 64,260.00
August.....	15 deeds	42,617.00
September.....	11 deeds	10,907.00
October.....	3 deeds	6,303.00
November.....	3 deeds	1,160.00
December.....	5 deeds	9,971.00
January.....	7 deeds	-0-
February.....	5 deeds	12,100.00
March.....	11 deeds	73,094.50
April.....	5 deeds	3,438.00
May.....	9 deeds	149,154.00
June.....	14 deeds	237,748.00
Totals - 98	deeds	\$610,752.50

W. P. Tucker

W. P. Tucker
 State Right of Way Engineer

WPT:bam

7/20/78

Moved by Mr. Roas, seconded by Mr. Fralin,
that the Commission confirm letter ballot action on bids received
May 31, 1978, on the following projects:

Route 220, Projects 6220-128-105, G-302; 6220-080-104, G-301, B-601, B-602,
D-605, D-606, D-607, D-608

0.796 Mi. N. SCL Roanoke (1943) - 0.230 Mi. S. Int. Route 419, City of
Roanoke and Roanoke County. Award of contract to low bidder, Wiley N.
Jackson Co., Roanoke, Virginia.

Bid	\$5,241,023.69
10% for engineering and additional work	524,102.36
Work by State Forces	24,200.00
Amount chargeable to project	5,789,326.00

\$821,934 to be provided in future Primary Construction Allocation.

Project MR-4-78, Schedule 4-A-8

Furnishing, Delivering, and Applying Plant Mix Bituminous Material,
Chesterfield County. Award of contract to low bidder, Shoosmith
Brothers, Inc., Chester, Virginia.

Bid	\$132,591.00
10% for engineering and additional work	13,259.10
Amount chargeable to project	145,850.00

To be financed 100% from State Maintenance Funds.

Project MR-4-78, Schedule 4-B-8

Furnishing, Delivering, and Applying Plant Mix Bituminous Material,
Chesterfield County. Award of contract to low bidder, Shoosmith
Brothers, Inc., Chester, Virginia.

Bid	\$136,941.00
10% for engineering and additional work	13,694.10
Amount chargeable to project	150,635.00

To be financed 100% from State Maintenance Funds.

Project MR-4-78, Schedule 4-C-8

Furnishing, Delivering, and Applying Plant Mix Bituminous Material,
Chesterfield County. Award of contract to low bidder, Warren Brothers
Co., A Division of Ashland-Warren, Inc., Richmond, Virginia.

Bid	\$105,584.00
10% for engineering and additional work	10,558.40
Amount chargeable to project	116,142.00

To be financed 100% from State Maintenance Funds.

7/20/78

Project MR-4-78, Schedule 4-D-8

Furnishing, Delivering, and Applying Plant Mix Bituminous Material, Chesterfield County. Award of contract to low bidder, E. G. Bowles Company, Richmond, Virginia.

Bid	\$124,691.00
10% for engineering and additional work	12,469.10
Amount chargeable to project	137,160.00

To be financed 100% from State Maintenance Funds.

Project MR-30-78

Various Locations, Goochland County. Award of contract to low bidder, Mega Contractors, Inc., Richmond, Virginia.

Bid	\$125,852.50
10% for engineering and additional work	12,585.25
Amount chargeable to project	138,437.00

To be financed from the Goochland County Secondary Maintenance and Improvement Funds.

Project MR-31-78

Various Locations, Goochland County. Award of contract to low bidder, Warren Brothers Company, A Division of Ashland-Warren, Inc., Richmond, Virginia.

Bid	\$398,486.60
10% for engineering and additional work	39,848.66
Amount chargeable to project	438,335.00

To be financed from the Goochland County Secondary Maintenance and Improvement Funds.

Project MR-32-78

Various Locations, Hanover County. Award of contract to low bidder, Blakemore Construction Corp., Richmond, Virginia.

Bid	\$437,349.60
10% for engineering and additional work	43,734.96
Amount chargeable to project	481,084.00

To be financed from the Hanover County Secondary Maintenance and Improvement Funds.

7/20/78

Project MR-33-78

Various Locations, Hanover County. Award of contract to low bidder, Mega Contractors, Inc., Richmond, Virginia.

Bid	\$220,284.25
10% for engineering and additional work	22,028.42
Amount chargeable to project	242,312.00

To be financed from the Hanover County Secondary Maintenance and Improvement Funds.

Project MR-34-78

Various Locations, Hanover County. Award of contract to low bidder, E. G. Bowles Company, Richmond, Virginia.

Bid	\$520,364.00
10% for engineering and additional work	52,036.40
Amount chargeable to project	572,400.00

To be financed from the Hanover County Secondary Maintenance and Improvement Funds.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Frajin,
that the Commission confirm letter ballot action on bids received
June 13, 1978, on the following projects:

Project PM00-965-706, M-400

Epoxy Pavement Marking, Suffolk District. Award of contract to low bidder, Century Fence Company, Waukesha, Wisconsin.

Bid	\$411,858.13
10% for engineering and additional work	41,185.81
Amount chargeable to project	453,043.00

To be financed 100% by FHWA Pavement Marking Funds.

Project PM00-968-706, M-400

Pavement Marking - Various Locations, Staunton District. Award of contract to low bidder, Airport Markings, Inc., Alexandria, Virginia.

Bid	\$44,921.95
10% for engineering and additional work	4,492.19
Work by State Forces	37,943.55
Amount chargeable to project	87,357.00

To be financed 100% by FHWA Pavement Marking Funds.

7/20/78

Route 17, Project 6017-028-110, C-501, B-605

Bridge and Approaches over Mt. Landing Creek, Essex County. Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Virginia.

Bid	\$888,486.50
10% for engineering and additional work	88,848.65
Work by State Forces	9,039.80
Amount chargeable to project	986,374.00

\$392,774 to be provided in future Primary Construction Allocations.

Route 17, Project 6017-030-105, C-502, D-609, D-610

3.106 Mi. S. Southern Railway (Bealeton) - 0.151 Mi. S. Southern Railway (Bealeton), Fauquier County. Award of contract to low bidder, Bero Construction Corp., Waterloo, New York.

Bid	\$1,566,724.71
10% for engineering and additional work	156,672.41
Utilities	18,096.00
Amount chargeable to project	1,741,492.00

\$663,892 to be provided in future Primary Construction Allocations.

Routes 23 and 11, Projects 0023-084-117, C-501; 0023-052-103, C-501; 0011-098-103, C-501; 0011-095-105, C-501; 0011-086-104, C-501

Guardrail, Drainage, and Other Safety Improvements - Various Locations, Counties of Scott, Lee, Wythe, Washington, and Smyth. Award of contract to low bidder, Wagoner & Wilson, Inc., Carlisle, Kentucky.

Bid	\$317,165.00
10% for engineering and additional work	31,716.50
Amount chargeable to project	348,881.00

Routes 29 and 460, Projects 0029-015-107, M-501; 0460-015-107, M-501

Turning Lanes and Related Safety Improvements - 0.16 Mi. S. Int. Route 678 (M.P. 15.25) - 0.13 Mi. N. Int. Route 688 (M.P. 19.74) and 0.13 Mi. E. Int. Route 769 (M.P. 18.83) - 0.20 Mi. W. Int. Route 1580 (M.P. 22.26), Campbell County. Award of contract to low bidder, Lawhorne Bros., Inc., Lynchburg, Virginia.

Bid	\$316,566.72
10% for engineering and additional work	31,656.67
Work by State Forces	12,771.00
Amount chargeable to project	360,994.00

\$137,259 to be provided in future Primary Construction Allocations.

7/20/78

Route 42, Project 0042-035-101, N-501

2.658 Mi. W. Int. Route 100 - 0.015 Mi. W. Int. Route 100, Giles County. Award of contract to low bidder, Adams Construction Co. & Subsidiary, Roanoke, Virginia.

Bid	\$389,943.40
10% for engineering and additional work	38,994.34
Work by State Forces	27,225.00
Amount chargeable to project	456,162.00

\$181,162 to be provided in future Primary Construction Allocations.

Route 66, Project 0066-076-102, P-404, P-405

1.876 Mi. E. Prince William-Fauquier CL - Int. Route 29/211, Prince William County. Award of contract to low bidder, Superior Paving Corporation, Centreville, Virginia.

Bid	\$3,824,477.99
10% for engineering and additional work	382,447.79
Work by State Forces	2,750.00
Amount chargeable to project	4,209,675.00

\$420,967 to be provided in future Interstate Construction Allocations.

Route 81, Project 0081-962-106, S-901; 107, S-901

Travel Services Signing and Map Displayers - Wythe-Pulaski CL - Botetourt-Rockbridge CL, Salem District. Award of contract to low bidder, Fosco Fabricators, Inc. & Subsidiary, Dixon, Illinois.

Bid	\$289,945.00
10% for engineering and additional work	28,994.50
Work by State Forces	27,335.00
Amount chargeable to project	346,274.00

Route 123, Project 0123-029-113, M-501

Left-Turn Lanes - Various Locations Route 123, Fairfax County. Award of contract to low bidder, Shirley Contracting Corporation, Alexandria, Virginia, and Robert E. & Barbara S. Post, Alexandria, Virginia.

Bid	\$80,655.00
10% for engineering and additional work	8,065.50
Amount chargeable to project	88,720.00

\$33,720 to be provided in future Primary Construction Allocations.

7/20/78

Route 250, Project 0250-043-105, M-501

M.P. 6.84 - M.P. 7.05, Henrico County. Award of contract to low bidder, Lee Hy Paving Corporation, Richmond, Virginia.

Bid	\$63,066.00
10% for engineering and additional work	6,306.60
Work by State Forces	110.00
Amount chargeable to project	69,482.00

\$24,482 to be provided from future Primary Construction Allocations.

Route 257, Project 0257-082-107, M-501

Int. Route 731 - 2.245 Mi. E. Int. Route 731, Rockingham County. Award of contract to low bidder, Hammond-Mitchell, Inc., Covington, Virginia.

Bid	\$391,008.70
10% for engineering and additional work	39,100.87
Work by State Forces	26,271.30
Amount chargeable to project	456,380.00

\$131,380 to be provided in future Primary Construction Allocations.

Route 604, Project 0604-026-192, C-501, B-647

0.231 Mi. S.W. Seaboard Coast Line Railroad - 0.314 Mi. N.E. Seaboard Coast Line Railroad, Dinwiddie County. Award of contract to low bidder, Bishop & Settle Construction Co., Inc., Albemarle, Virginia.

Bid	\$720,843.50
10% for engineering and additional work	72,084.35
Work by State Forces	4,510.00
Utilities	2,269.34
Amount chargeable to project	799,707.00

\$605,407 to be provided in future Secondary Construction Allocations.

Route 604, Project 0604-095-168, B-632

Bridge over South Fork Holston River, Washington County. Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Virginia.

Bid	\$207,957.80
10% for engineering and additional work	20,795.78
Utilities	2,280.00
Amount chargeable to project	231,033.00

\$162,775 to be provided in future Secondary Construction Allocations.

7/20/78

Route 612, Project 0612-063-118, M-501

Int. Route 249 - 1.352 Mi. N.E. Int. Route 249, New Kent County. Award of contract to low bidder, T&L Construction Co., Powhatan, Virginia.

Bid	\$141,785.45
10% for engineering and additional work	14,178.54
Work by State Forces	23,685.30
Utilities	17,218.00
Amount chargeable to project	196,867.00

\$77,762 to be provided in future Secondary Construction Allocations.

Route 614, Project 0614-084-139, C-501

0.153 Mi. W. Int. Route 896 - 1.456 Mi. E. Int. Route 896, Scott County. Award of contract to low bidder, All Contracting Co., Inc., Bristol, Virginia.

Bid	\$268,168.00
10% for engineering and additional work	26,816.80
Work by State Forces	2,695.00
Utilities	20,090.00
Amount chargeable to project	317,769.00

\$5,878 to be provided in future Secondary Construction Allocations.

Route 622, Project 0622-005-130, C-501

0.512 Mi. E. Int. Route 29 (Ramp "F") - 0.106 Mi. E. Int. Route 677, Amherst County. Award of contract to low bidder, D. S. Nash Construction Co. & D. S. Nash & Marion D. Nash, Appomattox, Virginia.

Bid	\$ 959,182.10
10% for engineering and additional work	95,918.21
Work by State Forces	9,806.50
Utilities	73,404.00
Amount chargeable to project	1,138,310.00

\$449,737 to be financed from future Secondary Construction Allocations.

Route 644, Project 0644-029-168, C-502, B-667

Int. Route 638 - Int. Route 643, Fairfax County. Award of contract to low bidder, Shirley Contracting Corp., Alexandria, Virginia, and Robert E. & Barbara S. Post, Alexandria, Virginia.

Bid (REGULAR)	\$2,843,512.90
10% for engineering and additional work	284,351.29
Utilities	162,281.00
Amount chargeable to project	3,290,145.00

\$1,513,182 to be provided in future Secondary Construction Allocations.

7/20/78

Route 647, Projects 0647-035-131, C-501; 0647-289-131, C-502

Int. Route 1024 - 0.024 Mi. N. Int. Route 646, Giles County and Town of Rich Creek. Award of contract to low bidder, Robertson-Fowler Company, Inc., Salem, Virginia.

Bid	\$634,949.65
10% for engineering and additional work	63,494.96
Work by State Forces	1,870.00
Utilities	4,131.00
Amount chargeable to project	704,445.00

\$529,060 to be provided in future Secondary Construction Allocations.

Route 696, Project 0696-047-118, C-501

Access Road to York River State Park, James City County. Award of contract to low bidder, Jack L. Massie Contractor, Inc., Williamsburg, Virginia.

Bid (REGULAR)	\$335,315.30
10% for engineering and additional work	33,531.53
Work by State Forces	5,362.50
Utilities	8,551.00
Amount chargeable to project	382,760.00

Authorization No. 5 dated 6/20/78. \$227,760 to be financed by Department of Conservation and Economic Development, Division of Parks.

Project MR-35-78

Various Locations, Augusta County. Award of contract to low bidder, Valley Paving, Inc., Staunton, Virginia.

Bid	\$309,718.60
10% for engineering and additional work	30,971.86
Amount chargeable to project	340,690.00

To be financed 100% by Augusta County Secondary Maintenance Replacement Fund.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Fralin, that the Commission confirm letter ballot action rejecting bids received June 13, 1978, and authorize readvertisement of the following projects:

7/20/78

Project PM00-967-713, M-400

Thermoplastic Pavement Markings - Various Locations, Culpeper District.
Low bid - 39.3% over estimate.

Route 18, Project 0018-003-701, M-500

Drainage Structure at Still Run, Alleghany County. Low bid - 71.9% over estimate.

Route 28, Project 0028-076-105, C-503

0.010 Mi. N. NCL Manassas Park - 0.176 Mi. S. Prince William-Fairfax County Line, Prince William County. Low bid - 21.0% over estimate.

Route 29, Project 0029-005-117, C-501

1.683 Mi. N. Carter Glass Bridge - N. End Carter Glass Bridge, Amherst County. Low bid - 21.0% over estimate.

Route 81, Project 0081-060-109, L-803

Rest Area and Related Buildings - 1 Mi. W. Roanoke-Montgomery CL on WBL Route 81, Montgomery County. Low bid - 21.2% over estimate.

Route 168, Project 7168-131-101, RW-201

Demolition of Buildings - 2.194 Mi. S. Reloc. Route 165 - 2.764 Mi. N. Reloc. Route 165, City of Chesapeake. Low bid - 27.0% over estimate.

Route 237, Project 0237-000-1010

Bridge Repair - Route 237 over Route 50 WBL, Arlington County. Low bid - 21.7% over estimate.

Route 614, Project 0614-008-126, N-501

0.758 Mi. Grade and Drain - Int. Route 657 - Int. Route 678, Bath County. Low bid - 161.6% over estimate.

Route 628, Project 0628-091-136, B-622

Bridge over Sea Cock Swamp, Sussex County. Low bid - 90.0% over estimate.

Route 643, Project 0643-051-120, M-501

Int. Route 646 - 0.108 Mi. E. Int. Route 644, Lancaster County. Low bid - 25.0% over estimate.

7/20/78

Route 678, Project 0678-085-170, M-502, B-627, B-628, B-629, B-630

0.149 Mi. S. Int. Route 803 - 4.143 Mi. S. Warren County Line, Shenandoah County. Low bid - 49.6% over estimate.

Project 9999-295-166, B-624

Bridge over North Fork Holston River, Town of Saltville. Low bid - 17.8% over estimate.

MOTION CARRIED

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

WHEREAS, the Commission on June 15, 1978, by resolution, approved the location and major design features for the proposed bridge and approaches over Nansemond River on Route 17 in the City of Suffolk, State Project 6017-061-103, C-501, B-603; Federal Project F-103-1 (106), as proposed and presented by the Department's engineers at the location and design public hearing held in the John Yeatts High School in Suffolk, Virginia, on April 12, 1978, at 7:30 p.m.; and

WHEREAS, the Commission's resolution of June 15, 1978, has been found to be incomplete;

NOW, THEREFORE, BE IT RESOLVED, that the Commission's resolution of June 15, 1978, be amended to read:

WHEREAS, in accordance with the provision 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 John Yeatts High School in Suffolk, Virginia, on April 12, 1978, at 7:30 p.m., for the purpose of considering the proposed location and major design features for the proposed bridge and approaches over Nansemond River on Route 17 in the City of Suffolk, State Project 6017-061-103, C-501, B-603; Federal Project F-103-1 (106); 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

7/20/78

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, which includes a fixed span bridge; and

BE IT FURTHER RESOLVED, that if a need should ever occur, as determined by the Commission, a draw span would be installed to satisfy industry on the upper Nansmond River.

MOTION CARRIED

Moved by Mr. Roos, 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

WHEREAS, the City Council of Chesapeake has by resolution requested industrial access funds to provide access to Urban Forest Industry, Incorporated, to be located in the Cavalier Industrial Park within the City of Chesapeake, estimated to cost \$128,000; 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 \$128,000 from the 1977-78 industrial access fund be allocated to provide access to Urban Forest Industry, Incorporated, to be located in the Cavalier Industrial Park within the City of Chesapeake, Project 9999-131-111, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

7/20/78

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

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

WHEREAS, the Highway and Transportation Commission has selected certain streets within the corporate limits of the Town of Altavista for such payments; and

WHEREAS, due to annexation by the Town of Altavista, effective January 1, 1978, and through mutual agreement between the Town and the Highway and Transportation Department, the Town is to maintain the streets within the area annexed from Campbell County, effective January 1, 1978; and

WHEREAS, due to the annexation, the population is now in excess of 3,500 thereby necessitating a status change from the existing maintenance payments of "Other Streets" mileage under Section 33.1-80 of the Code to maintenance payments of "Other Streets" mileage under Section 33.1-43 of the Code of Virginia; and

WHEREAS, the Town of Altavista has requested not to take over the maintenance of the Primary Extensions mileage within the corporate limits as it is not equipped to maintain them to the satisfactory standards required by Section 33.1-41 of the Code of Virginia;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments be made to the Town of Altavista on streets, totaling 10.57 miles, annexed by the Town which meet standards required by the aforementioned section of the Code and 13.95 miles of presently approved streets under Section 33.1-80 of the Code for a total of 24.52 miles, effective January 1, 1978, for the quarterly payment due after March 31, 1978. The additional streets and mileage in the annexed area eligible for payment are described on attached tabulation sheets numbered 1 through 4, dated January 1, 1978.

The additions, totaling 10.57 miles in the annexed area and 13.95 miles now being maintained by the Town of Altavista, will bring the Town's total mileage to 24.52 miles of approved streets subject to payment.

MOTION CARRIED

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

- #1 - B-3 Bituminous Base
- #2 - Aggregate Base
- #4 - Surface Treatment
- #5 - Mixed-in-Place
- #6 - Plant Mix S-5

MUNICIPALITY Altavista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 12/28/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-11-78)

RT. NO.	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
							Yes	No			
1	526 Lynch Creek	Exist. Limit to Rt. 774 Corp. Limit		30'	16'	0.25	yes	yes	2	4	2
2	620 Riverview Dr.	Rt. 29 to Dead End (West)		30'	16'	0.45	yes	yes	2	4	2
3	620 Riverview Dr.	Rt. 29 to Dead End (East)		30'	16'	0.20	yes	yes	2	4	2
4	Rt. 714	Rt. 714 to New Corp. Limit		30'	16'	0.80	yes	yes	2	4	2
5	Rt. 714	Rt. 29 to Rt. 715		60'	22'	0.78	yes	yes	2	6	2
6	Rt. 714	Rt. 715 to 1319		60'	16'	0.10	yes	yes	2	4	2
7	Rt. 714	Rt. 1319 to New Corp. Limit		60'	20'	0.35	yes	yes	2	5	2
8	Rt. 715	Rt. 714 to Lola Ext.		60'	16'	0.70	yes	yes	2	4	2
9	746 Fambleroy St.	Rt. 714 to Valleyview Dr.		30'	16'	0.06	yes	yes	2	4	2
10	747 Rt. 747	Rt. 29 to Dead End (East)		30'	16'	0.10	yes	yes	2	4	2
11	753 Valleyview Dr.	Rt. 714 to Dead End		30'	16'	0.24	yes	yes	2	4	2
12	774 Route 774	Rt. 43 to Rt. 626 Lynch Creek		30'	16'	0.45	yes	yes	2	4	2
13	793 Altavista Ave.	Rt. 43 to Walnut Ave.		60'	18'	0.19	yes	yes	2	4	2

SIGNED _____

Dept. of Highways' Engineer

Post

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

2/4

Page 2 of 4
January 1, 1978

- 81 - B-3 Bituminous Base
- 82 - Aggregate Base
- 84 - Surface Treatment
- 85 - Mixed-in-Placs
- 86 - Plant Mix S-5

MUNICIPALITY Altavista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 12/28/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-11-78)

RT. NO.	NAME OF STREET	FROM (if width vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	L.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
14	943 Forest St.	Rt. 774 to Dead End		30'	18'	0.11	yes	yes	2	4	2
15	1301 Ridgeway	Rt. 43 to Elizabeth St.		30'	16'	0.06	yes	yes	2	4	2
16	1302 Elizabeth Ave.	Ridgeway to Altavista Ave.		30'	16'	0.11	yes	yes	2	4	2
17	1303 Laurel Lane	Altavista Ave. to Corp. Limits		30'	20'	0.40	yes	yes	2	4	2
18	1304 Dale Ave.	Rt. 43 to Exist. Corp. Limits		30'	16'	0.09	yes	yes	2	4	2
19	1305 Tabby Lane	Laurel Lane to Dead End		50'	20'	0.39	yes	yes	2	4	2
20	1306 Shady Lane	Laurel Lane to Dead End		50'	20'	0.25	yes	yes	2	4	2
21	1307 5th St. Ext.	Exist. Corp. Limit to Dead End		30'	16'	0.06	yes	yes	2	4	2
22	1308 3rd St. Ext.	Exist. Corp. Limit to Dead End		40'	20'	0.07	yes	yes	2	4	2
23	1309 4th St. Ext.	Exist. Corp. Limit to Dead End		40'	16'	0.06	yes	yes	2	4	2
24	1310 Melinda	Rt. 1319 to Exist. Corp. Limits		60'	20'	0.53	yes	yes	2	4	2
25	1311 Toddsbucy	Rt. 715 to Dead End		50'	20'	0.25	yes	yes	2	4	2
26	1313 Edgewood Ave.	Rt. 715 to Dead End		50'	22'	0.11	yes	yes	2	6	2

SIGNED _____

Dept. of Highways' Engineer

January 1, 1978

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

3/4

- 01 - E-3 Bituminous Base
- 02 - Aggregate Base
- 04 - Surface Treatment
- 05 - Mixed-In-Place
- 06 - Plant Mix S-9

MUNICIPALITY - Altavista, Va.

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 12/28/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-12-78)

RT. NO.	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
27	Rt. 1314	Rt. 1319 to Dead End		40'	22'	0.26	yes	2	6	2
28	Beech Ave.	Walnut to Dead End		50'	20'	0.29	yes	2	4	2
29	Woodhaven Ln.	Yabby Lane to Dead End		50'	20'	0.10	yes	2	4	2
30	Rt. 1317	Avondale to Dead End		40'	18'	0.12	yes	2	3	2
31	Avondale	Rt. 899 to Dead End		40'	16'	0.35	yes	2	4	2
32	Rt. 1319	Rt. 899 to Rt. 714		40'	16'	0.35	yes	2	4	2
33	Lakewood Dr.	Rt. 714 to Elm Ave.		60'	20'	0.21	yes	2	4	2
34	Souwood Ln.	Lakewood Dr. to Dead End		50'	20'	0.10	yes	2	4	2
35	Dormwood Ln.	Lakewood Dr. to Dead End		50'	20'	0.16	yes	2	4	2
36	Ash Lane	Lakewood Dr. to Dead End		50'	20'	0.07	yes	2	4	2
37	Elm Ave.	Rt. 715 to Lakewood Dr.		60'	20'	0.11	yes	2	4	2
38	Elm Cir.	Elm Ave. to Lakewood Dr.		60'	20'	0.11	yes	2	4	2
39		Rt. 43 to Dead End		40'	24'	0.13	yes	1	6	2

SIGNED _____

Dept. of Highways' Engineer

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

January 1, 1978

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- 01 - 2-3 Situations Page
- 02 - 2 Situations Page
- 04 - Surveys Enclosed
- 05 - Maps-As-Filed
- 06 - Plans As-Filed

MUNICIPALITY Altavista, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 10.57

SUBMITTED BY THE CITY OR TOWN (Date 12/28/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 1-31-78)

RT. NO.	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RE. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
40	1102 River Road	Rt. 43 to Dead End		50'	20'	0.47	yes	2	4	2
41	1340 River Oaks	River Road to Dead End		50'	20'	0.12	yes	2	4	2
42	809 Avondale	Rt. 1319 to Exist. Corp. Limit		50'	20'	0.40	yes	2	4	2
						Total Additional Mileage				10.57
						Total additional Lane Mileage				21.14

SIGNED _____

Dept. of Highways' Engineer

7/20/78

Moved by - Mr. Hooper, seconded by Mr. Robinson,
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 James City County has by resolution requested industrial access funds to provide access to the proposed plant of Owens-Illinois, Incorporated, to be located east of Route 60 near Toano in James City County, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$100,000 from the 1977-78 industrial access fund be allocated to provide access to the proposed plant of Owens-Illinois, Incorporated, to be located east of Route 60 near Toano in James City County, Project 0754-047-130, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Robinson, seconded by Mr. Hooper,
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 Mathews County has by resolution requested industrial access funds to serve Mathews Insulators, Incorporated, to be located in the Willow Oak Industrial Park off Route 198 near Cobbs Creek in Mathews County, estimated to cost \$3,000; and

7/20/78

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 \$3,000 from the 1977-78 industrial access fund be allocated to provide access to the proposed new facility of Mathews Insulators, Incorporated, to be located in the Willow Oak Industrial Park off Route 198 near Cobbs Creek in Mathews County, Project 1101-057-121, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility or having actually started construction, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund 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 Highway and Transportation Commission allocated \$134,000 from the 1976-77 industrial access fund to provide adequate access to the proposed new facility of Greer Lime Company, to be located off Plant Road within the Town of Saltville in Smyth County, Project 9999-295-166, C-501, B-624; and

WHEREAS, Project 9999-295-166, C-501, B-624, is now estimated to cost \$263,500; and

WHEREAS, it has been ascertained that matching funds will be provided to assist in financing this project in accordance with the Commission's policy; 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;

7/20/78

NOW, THEREFORE, BE IT RESOLVED, that \$72,750 from the 1978-79 industrial access fund be allocated to assist in providing adequate access to the proposed new facility of Greer Lime Company, to be located off Plant Road in the Town of Saltville in Smyth County, Project 9999-295-166, C-501, B-624, contingent upon \$56,750 of nonpublic funds being provided to match dollar for dollar with additional industrial access funds over and above the \$150,000 initial maximum.

MOTION CARRIED

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

WHEREAS, with respect to the forthcoming completion of construction on the western section of the route bypassing the City of Franklin in Southampton County, and in accordance with recommendations by our Highway and Transportation engineers, it is deemed necessary to add said route section to the Primary System of highways as an arterial route and to establish the route marker designation preparatory for signing; and

WHEREAS, said section beginning at a point on U.S. Route 58 west of the City of Franklin and extending southeasterly 3.80 miles to an intersection with U.S. Route 258 south of the City of Franklin will ultimately be a part of the major relocation of U.S. Route 58 continuing in an easterly direction into the City of Suffolk to a tie-in with a previously constructed section, bypassing the former Town of Holland to an intersection with U.S. Route 58; and

WHEREAS, construction on the remaining portion of this major relocation is not scheduled for advertisement until a later date; and

WHEREAS, this location cannot be designated as U.S. Route 58 until the relocation is completed in its entirety as a through route as required by the American Association of State Highway and Transportation Officials;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Commission, in accordance with authority entrusted under Sections 33.1-34 and 33.1-29 of the 1950 Code of Virginia, as amended, does hereby add to the Primary System of highways as an arterial route the western section of the route bypassing the City of Franklin, from a point on U.S. Route 58 west of the City of Franklin to an intersection with U.S. Route 258 south of the City of Franklin, length 3.80 miles; and

7/20/78

BE IT FURTHER RESOLVED, that this route section, as described, shall be designated as State Route 280 until the relocation is completed in its entirety.

MOTION CARRIED

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

WHEREAS, with respect to the forthcoming completion of construction on the route bypassing the central sector of the Town of Boydton in Mecklenburg County, and in accordance with recommendations by our Highway and Transportation engineers, it is deemed necessary to add said route to the Primary System of highways as an arterial route and to establish the route marker designations preparatory for signing; and

WHEREAS, the Executive Committee of the American Association of State Highway and Transportation Officials has heretofore given approval for the route designations contained herein;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Commission, in accordance with authority entrusted under Sections 33.1-29 and 33.1-34 of the 1950 Code of Virginia, as amended, does hereby add to the Primary System of highways as an arterial route, the route bypassing the central sector of the Town of Boydton, beginning at a point on present U.S. Route 58 near the east corporate limits of Boydton and extending westerly approximately 1.3 miles to a point on present U.S. Route 58 near the west corporate limits of Boydton; and

BE IT FURTHER RESOLVED, that the aforementioned route shall be designated as U.S. Route 58; and

BE IT ALSO FURTHER RESOLVED, that present U.S. Route 58 through the central sector of the Town of Boydton and between points of intersection with the new route shall be redesignated as U.S. Route Business 58.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-29 of the 1950 Code of Virginia, the Highway and Transportation Commission in connection

7/20/78

with the establishment and construction of the arterial network of the State Highway System may transfer to and from the State Highway System such streets, roads, and bridges as it shall deem proper, such transfers being in accordance with Sections 33.1-34 and 33.1-35 but without regard to the limitations or conditions as set forth in said sections; and

WHEREAS, the Department of Highways and Transportation has been requested by resolutions from the Boards of Supervisors of Roanoke and Botetourt Counties under dates of October 17, 1977, and November 9, 1977, respectively, to consider the transfer of Secondary Route 604, between U.S. Route 221-460 in Roanoke County and U.S. Route 11 in Botetourt County, to the Primary System of highways; and

WHEREAS, this location has heretofore been officially designated a part of the arterial network by the Highway and Transportation Commission; and

WHEREAS, the Department's engineers have studied this request in line with the nine point criteria established for consideration of transfers to the Primary System of highways; and

WHEREAS, this route meets five of the nine points of the criteria, thus constituting a majority; and

NOW, THEREFORE, BE IT RESOLVED, that under authority of Sections 33.1-29 and 33.1-34 of the 1950 Code of Virginia it is hereby declared that Secondary Route 604, between U.S. Route 221-460 in Roanoke County and U.S. Route 11 in Botetourt County, a distance of 5.0 miles, shall be transferred to the Primary System of highways as an arterial route; and

BE IT FURTHER RESOLVED, that in conjunction with this transfer a new route number designation, that being State Route Alternate 220, is hereby approved beginning at the interchange of U.S. Route 220, Route 460, Alternate 11 and Interstate Route 581 in the City of Roanoke and extending over U.S. Route Alternate 11-460 to an intersection with U.S. Route 11-221, thence over U.S. Route 221-460 to Bonsack, thence over present Secondary Route 604 to U.S. Route 11, thence over U.S. Route 11 and Frontage Road F-049 to the interchange of U.S. Route 220 and Interstate Route 81 south of Troutville.

MOTION CARRIED, Mr. Frajin abstaining.

7/20/78

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Blauvelt Engineering Company, New York, New York, for Stage II (Final Plans and Estimates) and Stage III (Review of Shop Drawings) for Route I-64 structures. This work is in the Newmarket Creek interchange with I-664 and is identified as:

Route I-64, Project 0064-114-103, PE-101, C-503
City of Hampton;

and

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

WHEREAS, the consulting firm of Blauvelt Engineering Company is in the best position to provide the service more expediently and economically than other engineering firms; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of the Memorandum of Agreement with Blauvelt Engineering Company which establishes a lump sum fee of \$169,000.

MOTION CARRIED

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

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 Arlington County Courthouse in Arlington, Virginia, on June 1, 1978, at 8 p.m., for the purpose of considering the proposed location and major design features of 16th Street North and 17th Street North Connection from North Court House Road to North Rhodes Street in Arlington County, State Project 0000-000-110, C-501; Federal Project U-5506 (4); 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

7/20/78

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. Roos, seconded by Mr. Hooper,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a design public hearing was held in the Magruder Elementary School, Williamsburg, Virginia, on March 2, 1978, at 7 p.m., for the purpose of considering the proposed major design features of Route 60 from 3.838 miles west of the west corporate limits of Newport News to 1.619 miles west of the west corporate limits of Newport News in James City County, State Project 0060-047-105, C-502; 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 major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers, amended to delete the limited access highway designation for the relocated section of Route 60, as approved by the Highway Commission on March 18, 1971.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Robinson,
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 Easton Elementary School in Norfolk,

7/20/78

Virginia, on June 8, 1978, at 7 p.m., for the purpose of considering the proposed location and major design features of Routes 264 and 44 from 1.364 miles west of the Norfolk-Virginia Beach corporate limits to 1.030 miles east of the Norfolk-Virginia Beach corporate limits in the Cities of Norfolk and Virginia Beach, State Projects 0264-122-105, C-501; 0044-122-103, C-501; 0044-134-103, C-501; Federal Projects I-264-6 (40) 288; M-5403 (131); 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;

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

MOTION CARRIED

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

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 Hunt Valley Elementary School at Springfield, Virginia, on June 2, 1977, at 7:30 p.m., for the purpose of considering the proposed location and major design features for the proposed box culvert and approaches at Middle Run on Route 636 (Hooes Road) in Fairfax County, State Project 0636-029-205, C-501, 8-543; 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;

7/20/78

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 include the addition of a double line of 73" x 55" corrugated metal pipe arch under Hooes Road.

MOTION CARRIED

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

WHEREAS, on Thursday, June 29, 1978, at 10 a.m., pursuant to newspaper advertisement, informational proceedings were conducted by T. Ashby Newby, the Commission's specially designated subordinate as to proposed amendment of the Rules and Regulations for the Administration of Waysides and Rest Areas to prohibit sleeping in rest area buildings; and

WHEREAS, the authority to entertain such amendments is vested in the Commission pursuant to the discretion delegated to it by Section 33.1-218 of the Code of Virginia (1950), as amended; and

WHEREAS, the Commission has reviewed the public hearing testimony and written public comment as reflected in a report submitted by its designated subordinate, a copy of which report is attached and made a part hereof, recommending that the amendment be adopted as proposed; and

WHEREAS, the aforesaid report supplies the information required by Section 9-6.14:7 of the Code; and

WHEREAS, a statement of the basis, purpose, and impact of the proposed amendment is attached and made a part hereof;

NOW, THEREFORE, BE IT RESOLVED, that the Rules and Regulations for the Administration of Waysides and Rest Areas be amended as follows:

Add as a new Section: "Section 6. Sleeping in any section of the rest area building is not permitted at any time."

Amend former Sections 6 through 17, inclusive, by renumbering them in their present order as Sections 7 through 18 without changing the existing language therein.

MOTION CARRIED

KE HARWOOD, COMMISSIONER
KARO R. HALL, STAFF, SERVICE DIVISION
RICK D. HALL, POLICE & TRAFFIC DIVISION
WAZ H. BLAIR, CHIEF OF ESTIMATION DIVISION
WALLY BRONK, REGIONAL, ACCOUNTING DIVISION
JOHN T. ROSS, REGIONAL, SUPPLY DIVISION
JAMES B. BRINSON, WEST POINT, ENGINEERING DIVISION
JAN & WRENCH, SPRINGFIELD, CIVIL ENGINEERING
PAT B. LEONIC, STATION, EAST VIRGINIA DISTRICT
G. W. HALL, III, CHIEF OF STATE AID DIVISION
LEO E. BUSSEY, III, CHIEF OF EAST VIRGINIA DISTRICT



COMMONWEALTH of VIRGINIA
DEPARTMENT OF HIGHWAYS & TRANSPORTATION
1721 EAST BROAD STREET
RICHMOND, 23219

LEO E. BUSSEY, III
DEPUTY COMMISSIONER & CHIEF ENGINEER
T. ASHBY HEWBY
DIRECTOR OF ADMINISTRATION
J. M. WRAY, JR.
DIRECTOR OF OPERATIONS
J. P. ROVER, JR.
DIRECTOR OF PLANNING
H. R. PERKINS, JR.
DIRECTOR OF PROGRAM MANAGEMENT
W. L. SMITH, JR.
DIRECTOR OF ENGINEERING
IN REPLY PLEASE REFER TO

28

June 29, 1978

Proposed Rules and Regulations
for the Administration of Waysides
and Rest Areas - Public Hearing

MEMORANDUM

To: Members of the State Highway
and Transportation Commission

At 10:00 A.M. on June 29, 1978, a public hearing was held for the Commission in the auditorium of the Department of Highways and Transportation for the purpose of receiving public comments on the proposed amendment to the rules and regulations for the administration of waysides and rest areas by adding a new section thereof as follows:

"Sleeping in any section of the rest
area building is not permitted at any
time."

Only one (1) person attended this hearing, and he was given a statement of its basis, purpose and impact and no objection was voiced. Attached and made a part of the record is a copy of letter to Mr. John E. Harwood, Commissioner, regarding the use of rest area buildings during periods of storms and other emergencies.

T. Ashby Hewby
T. Ashby Hewby
Director of Administration

TAN/nhw

cc: Mr. Leo E. Bussey, III
Mr. J. M. Wray, Jr.
Mr. C. O. Leigh
Mr. J. W. Smithers, Jr.

SUBJECT: PROPOSED AMENDMENT TO RULES AND REGULATIONS OF THE STATE HIGHWAY AND TRANSPORTATION COMMISSION FOR THE ADMINISTRATION OF WAYSIDES AND REST AREAS

BASIS: § 33.1-218, Code of Virginia (1950), as amended.

PURPOSE: To prevent persons from sleeping in the several rest area buildings maintained by the Department of Highways and Transportation as a service to the travelling public throughout the State and, by doing so:

- (a) To avoid the disturbance and inconvenience to the general public caused by the frequent occurrence of persons sleeping on the floors of passageways and restroom facilities in rest areas, and
- (b) To insure the orderly use of rest areas by the public for their intended purpose.

IMPACT: Adoption of the amendment will affect the general public using rest area buildings (more than 25 people) and will render violators of the proposed regulation subject to the penalties imposed by § 33.1-218 of the Code of Virginia. The cost of implementation and compliance should not exceed \$25,000.00.

SUMMARY: The proposed amendment itself, which is brief, and the foregoing statement of "purpose" and "impact" provide an adequate summary.

7/20/78

Moved by Mr. Hooper, seconded by Mr. Robinson,
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 Meadville Elementary School located on Route 832, approximately one-half mile west of Route 642 on April 12, 1978, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 832 (Chatham Road) from 0.261 mile north of the intersection of Route 671 to 0.383 mile north of the intersection of Route 915 in Halifax County, State Project 0832-041-150, C-501; Federal Project RS-418 (102); and

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

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

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 along the original alignment at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

In regard to Route 640, Project 0640-065-137, M-501, M-502, in Northampton County, Mr. Roos stated that the Department had re-evaluated the costs of the different alternatives for improving the facility, as had been requested at last month's meeting. It had been determined that the cost of construction in the presently approved corridor would be \$299,102.61, the cost of construction of a comparable type facility on the existing secondary road would be \$420,676.00, and the cost of making minimal improvements on the existing road in order to provide the required traffic service would be \$394,054.00. Based on this information, motion was made by Mr. Roos, seconded by Mr. Hooper, that the Department proceed to advertise the project for bid as outlined in the plan previously adopted on February 21, 1974. Motion carried.

Mr. King advised that he has had a number of requests for movement of loads wider than 12 feet (other than mobile homes), and specifically mentioned a request to move a boat measuring 13½ feet in width through the state. He asked the Permit Committee to look into these requests before the August meeting.

7/20/78

Moved by Mr. Robinson, seconded by Mr. Hassell,

that

WHEREAS, the Commonwealth is the apparent owner of the lands of Aylett Public Landing in King William County; and

WHEREAS, the Commission of Game and Inland Fisheries has requested that Commonwealth convey the said land; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that he deems it in the public interest to convey the land shown on Right of Way Plat No. 946 and lying outside the Right of Way lines for Route 360.

NOW, THEREFORE, in accordance with the provisions of Section 2.1-5 of the Code of Virginia (1950), as amended, the conveyance of such land to the Commission of Game and Inland Fisheries is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a quitclaim deed conveying same in such form and subject to such restrictions as may be deemed proper.

Motion carried.

Moved by Mr. Robinson, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 168, State Highway Project 1177-A, the Commonwealth acquired certain lands from Frank Richardson, et al, by deed dated December 28, 1937, as recorded in Deed Book 27, Page 150, in the Office of the Clerk of the Circuit Court of New Kent County; and

WHEREAS, the plans originally calling for the construction of four lanes were abandoned and the northbound lane was never built; and

WHEREAS, a portion of the land, so acquired, lying southeast of and adjacent to the southeast normal right of way limits of Route 633, approximately 100 feet northeast of present Route 168, has been requested by the adjoining landowner in order that he may more fully develop his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southeast of and adjacent to the southeast normal right of way limits of Route 633 on the east side of Route 168 from a point approximately 135 feet opposite Station 209+25 (centerline present Route 168) to a point approximately 115 feet opposite approximate Station 209+65 (centerline present Route 168) 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.

7/20/78

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

Motion carried.

Moved by Mr. Robinson, seconded by Mr. Hassell,

that

WHEREAS, in connection with Route 33, now Route 11, the Commonwealth acquired certain lands from Winchester and Martinsburg Turnpike Company, by deed dated April 26, 1919, and recorded in Deed Book 144, Page 62 in the Office of the Clerk of the Circuit Court of Frederick County; and

WHEREAS, under Route 33, now Route 11, State Highway Project 685-01 a section of Route 11 was relocated in a northwestern direction, 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, the State Highway and Transportation Commission, at its meeting held on November 14, 1938, abandoned the section of old Route 11 from a point opposite approximate Station 197+40 to a point opposite approximate Station 205+10; and at its meeting held on January 13, 1939, the County Board of Supervisors of Frederick County concurred in the abandonment of the old location of Route 11; and

WHEREAS, the land acquired by deed dated April 26, 1919 and lying outside the present normal right of way limits of Route 11 is large enough for independent development; however, the County of Frederick has a need for this land for use as a solid waste collection station; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land acquired by deed dated April 26, 1919 and lying outside the present normal right of way limits of present Route 11 from a point 40 feet opposite approximate Station 200+15 (centerline Route 11) to a point 40 feet opposite approximate Station 205+50 (centerline Route 11) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

7/20/78

Moved by Mr. Robinson, seconded by Mr. Hassell,

that

WHEREAS, in connection with the construction of Route 58, State Highway Project 6058-058-117, RW-201, the Commonwealth acquired certain lands from Margaret T. Cantrell by deed dated August 17, 1976, as recorded in Deed Book 259, Page 624 in the Office of the Clerk of the Circuit Court of Mecklenburg County, and

WHEREAS, subsequent to the purchase of the land, it was found that an access to the Margaret Crowder and other properties was by way of a 15-foot easement across the land acquired; and

WHEREAS, in order to resolve this matter, our attorney has requested the conveyance of a 15-foot easement across the property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that a 15-foot easement on the north side of and adjacent to the south property line of the land acquired from Margaret T. Cantrell from a point 234 feet opposite Station 17+77 (Ultimate Ramp "D") to a point on the west right of way line of Route 92 does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-11 of the Code of Virginia (1950), as amended, the proposed conveyance of the said easement, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same to the adjoining landowners for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

7/20/78

The Commissioner polled the members of the Commission for any changes in the tentative allocations before their finalization.

Mr. Crowe offered a motion, seconded by Mr. Rous and carried, that an allocation of \$25,000 be made to a new project, Route 147 in Henrico County, improvement at west intersection of River Road (initial allocation for cooperative project with Henrico County). This action required adjustment in the Richmond District allocations as follows:

decreased district-wide allocation to New Signs and Signals by \$25,000.

Mr. Wrench made a motion, seconded by Mr. Hall and carried, that an allocation of \$150,000 be made toward a new project, Route 123 in Fairfax County, interchange at International Drive (initial allocation for preliminary engineering and design). This required the following adjustments in the Culpeper District allocations:

decreased allocation to Route 1, Fairfax County, South of Route 495 - South, by \$100,000;

decreased allocation to Route 7, Fairfax County, Bridge and Approaches Sugarland Run, by \$15,000;

decreased allocation to Route 241, Fairfax County, between Route 1 and South Corporate Limits Alexandria, by \$35,000.

In the absence of Mr. Landes, Mr. Hooper made a motion, seconded by Mr. Robinson and carried, that an allocation of \$50,000 be made toward a new project, Route 275 Extension, Augusta County, Route 11 - Route 250 West (initial allocation for preliminary engineering and design), necessitating the following adjustment to the Staunton District allocations:

decreased allocation to Route 340, Augusta County, West Corporate Limits Waynesboro - West, by \$50,000.

After making these changes, on motion of Mr. Hooper, seconded by Mr. Robinson, the Commission approved final allocation of Interstate, Primary and Urban Construction Funds for Fiscal Year 1978-79, as shown by the attached tabulation.

7/20/78

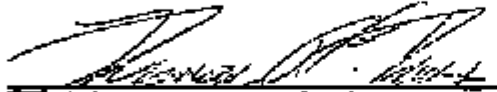
The next meeting of the Commission will be held on
August 17, 1978.

The meeting adjourned at 11 a.m.

Approved:


Chairman

Attested:


Secretary

FISCAL YEAR 1978-79



**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 20, 1978

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS - FISCAL YEAR 1978-79

F I N A L Allocation of State Funds-----	\$159,984,000
Federal-aid Funds for Interstate System (Excludes HPR Funds)-----	152,625,000
Federal-aid Funds for Primary System (Excludes HPR Funds)-----	32,079,000
Federal-aid Funds for Urban System (Excludes HPR Funds)-----	19,152,000
Total Funds-----	<u>\$363,840,000</u>

<u>District</u>	<u>Interstate</u>	<u>Primary</u>	<u>Urban</u>	<u>Total Funds</u>
Bristol	\$ 8,123,000	\$ 14,694,000	\$ 2,235,000	\$ 25,052,000
Salem	4,308,000	16,956,000	7,417,000	28,681,000
Lynchburg	203,000	15,597,000	4,103,000	19,903,000
Richmond	37,631,000	15,139,000	10,644,000	63,414,000
Suffolk	65,832,000	16,956,000	33,155,000	115,943,000
Fredericksburg	7,326,000	9,603,000	1,169,000	18,098,000
Culpeper	37,613,000	23,296,000	8,043,000	68,952,000
Staunton	8,547,000	11,345,000	3,905,000	23,797,000

TOTAL	\$169,583,000	\$123,586,000	\$70,671,000	\$363,840,000
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STATE WIDE
SUMMARY OF CONSTRUCTION ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$169,293,000
Arterial and Other Primary Construction	116,508,600
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	70,366,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Highway Safety Improvements (Primary System)	3,941,400
Highway Safety Improvements (Urban System)	305,000
New Signs and Signals (Primary System)	1,936,000
New Signs (Interstate System)	290,000
Strengthening and Widening of Bridges	800,000
Guardrail	400,000
	<hr/>
Total	<u>\$363,840,000</u>

BRISTOL DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$ 8,123,000
Arterial and Other Primary Construction	14,230,000
Urban Construction	2,195,000
Highway Safety Improvements (Primary System)	314,000
Highway Safety Improvements (Urban System)	40,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
	<hr/>
Total	<u>\$25,052,000</u>

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Marion	NORTH MAIN STREET: Campbell Avenue - East Corporate Limits (Supplemental Allocation)	\$ 500,000
16	Smyth	Bridge and Approaches North Fork Holston River (Initial Allocation for Bridge Replacement)	50,000
19	Russell & Tazewell	Alternate Route 58 at Hansonville - East (Supplemental Allocation for Construction)	3,100,000
19 & 460	Tazewell	Bluefield Bypass (Supplemental Allocation to Continue New Construction)	1,280,000
21 & 221	Grayson	North of North Carolina State Line - North (Supplemental Allocation for Spot Improvement)	75,000
21 & 221	Grayson	Town of Independence (Supplemental Allocation for Construction)	25,000
21	Grayson	North of Independence - North (Supplemental Allocation for Reconstruction at Route 658)	25,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
23	Lee, Wise & Norton	Scott County Line - North (Supplemental Allocation for Construction)	\$ 600,000
23	Scott	Install Flashing Lights at Intersection of Routes 58, 421 & 871 (Supplemental Allocation for Safety Improvement)	5,000
23	Scott	Tennessee State Line - North (Initial Allocation for Cooperative Project with State of Tennessee)	165,000
23	Wise	Install Flashing Lights at Intersection of Route 23 Business and Route 823 North of Wise (Supplemental Allocation for Safety Improvement)	5,000
23	Wise	Relocation in Appalachia (Supplemental Allocation for New Construction)	200,000
23	Wise & Norton	Norton - North (Supplemental Allocation for Construction)	1,500,000
42	Bland	South Intersection Routes 21 & 52 - West (Supplemental Allocation to Continue Spot Improvement)	90,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Bland	Routes 21 & 52 at Bland Court House - East (Initial Allocation for Widening and Resurfacing)	\$ 50,000
42	Smyth	Route 16 - West (Supplemental Allocation for Construction and Rehabilitation)	150,000
58	Grayson	Between Galax and Independence (Supplemental Allocation for Construction)	300,000
58	Lee	Between Dot and Scott County Line (Supplemental Allocation for Reconstruction)	200,000
58	Lee	Between Jonesville and Cumberland Gap (Supplemental Allocation for Reconstruction of Sections)	500,000
Alt. 58	Lee	Between Jonesville and Pennington Gap (Supplemental Allocation for Construction)	400,000
Alt. 58	Norton	KENTUCKY AVENUE: Replace Three Structures over Guest River (Supplemental Allocation)	75,000

FISCAL YEAR 1978-79

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	ALTERNATE ROUTE 58: Route 74 - East Corporate Limits (Initial Allocation)	\$ 34,000
Alt. 58	Norton & Wise	Norton - East (Supplemental Allocation for New Construction)	1,100,000
Alt. 58	Wise & Russell	Saint Paul Bypass and West (Supplemental Allocation for New Construction)	2,000,000
Alt. 58	Russell	Improve Sight Distance at Route 65 (Banners Corner) (Initial Allocation for Safety Improvement)	8,000
63	Russell	Bridge and Approaches Lick Creek and Clinchfield Railroad (Initial Allocation for Bridge Replacement)	105,000
65	Scott	Bridges and Approaches Clinchfield Railroad and Clinch River at Dungannon (Supplemental Allocation for Construction)	75,000
68	Wise	Relocation Near Imboden (Supplemental Allocation for New Construction)	250,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
68	Wise	Bridge and Approaches Pigeon Creek (Initial Allocation for Bridge Replacement)	\$ 25,000
75	Washington	Route 81 - South (Supplemental Allocation to Continue Improvement of Sections)	100,000
75	Abingdon	CUMMINGS STREET: South Corporate Limits - Main Street (Initial Allocation)	300,000
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)	5,768,000
80	Dickenson	Widen Curve North of Hays (Initial Allocation for Safety Improvement)	25,000
80	Buchanan	Between Davenport and Council (Supplemental Allocation for Reconstruction)	25,000
80	Washington	Between Route 11 and Meadowview (Supplemental Allocation for Reconstruction)	50,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
81	Washington, Smyth & Wise	Tennessee State Line - East (Supplemental Allocation)	\$ 355,000
83	Buchanan & Dickenson	Between Vansant and Hays1 (Supplemental Allocation for Construction)	100,000
83	Dickenson & Wise	Clintwood - East and West (Supplemental Allocation for Right of Way Acquired and Construction)	100,000
83	Wise	Town of Pound: East Corporate Limits - Route 23 Business (Initial Allocation for Preliminary Engineering)	100,000
91	Washington	Route 11 - South (Supplemental Allocation for Reconstruction)	200,000
93	Grayson	Bridge and Approaches New River (Initial Allocation for Bridge Replacement)	50,000
94	Wythe	Route 52 - South (Supplemental Allocation for Reconstruction of Sections)	50,000
94	Grayson	Improve Sight Distance at Routes 644 & 1002 North of Fries (Supplemental Allocation for Safety Improvement)	10,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
98	Bland	Routes 21 & 52 at Bland Court House - South (Initial Allocation for Improvement)	\$ 55,000
160	Wise	Bridges and Approaches Looney Creek (Initial Allocation for Bridge Replacements)	85,000
460	Tazewell	Reconstruct Channelization and Extend Turn Lane at West Intersection Route 67 (Initial Allocation for Safety Improvement)	10,000
460	Buchanan	Town of Grundy and West (Supplemental Allocation for Construction)	500,000
460	Buchanan	Between Deel and Grundy (Supplemental Allocation to Continue Dual-laning)	550,000
460	Buchanan	Improve Intersection at Route 617 South of Grundy (Supplemental Allocation for Safety Improvement)	10,000
--	Big Stone Gap	WOOD AVENUE: South of 1st Street and 9th Street (Supplemental Allocation for Drainage Structure Replacement)	35,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Bristol	EASTERN BYPASS: Route 11 - Valley Drive (Supplemental Allocation)	\$ 785,000
--	Norton	12TH STREET: Route 23 - North Corporate Limits (Initial Allocation)	18,000
--	Norton	DORCHESTER ROAD: West Corporate Limits - North (Initial Allocation)	40,000
--	Richlands	KENTS RIDGE ROAD: Henderson Street - Second Street (Supplemental Allocation)	318,000
--	Richlands	CLINCH STREET: 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)	90,000

FISCAL YEAR 1978-79

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	--	Guardrail and Strengthening \$ and Widening of Bridges (District Wide)	150,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	241,000
Total, Bristol District Allocations			<u>\$25,052,000</u>

SALEM DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$ 4,273,000
Arterial and Other Primary Construction	16,001,000
Urban Construction	7,334,000
Highway Safety Improvements (Primary System)	615,000
Highway Safety Improvements (Urban System)	83,000
New Signs and Signals (Primary System)	190,000
New Signs (Interstate System)	35,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
	<hr/>
Total	<u>\$28,681,000</u>

FISCAL YEAR 1978-79

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 to Continue Reconstruction)	\$ 500,000
8	Patrick	Reconstruct Channelization at Route 57 (Initial Allocation for Safety Improvement)	10,000
8	Patrick	Improve Vertical Sight Distance to Provide Passing Zone South of Stuart (Initial Allocation)	18,000
11	Botetourt	Widen Bridges North and South of Troutville (Initial Allocation for Safety Improvement)	55,000
11	Pulaski	Improve Sight Distance at North Intersection Route 643 (Initial Allocation for Safety Improvement)	25,000
11 & 460	Salem	WEST MAIN STREET: Texas Hollow Road - 4th Street (Supplemental Allocation)	-400,000
11 & 460	Christiansburg	ROANOKE STREET: Falling Branch Road - East Street (Supplemental Allocation)	600,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
24	Bedford	Bridge and Approaches Big Otter River (Supplemental Allocation for Bridge Replacement)	\$ 25,000
24	Bedford	Bridge and Approaches Goose Creek (Initial Allocation for Bridge Replacement)	390,000
24	Bedford	Between Route 122 and East Intersection Route 43 (Supplemental Allocation to Continue Rehabilitation)	458,000
24	City of Roanoke	DALE AVENUE: 11th Street - 19th Street (Supplemental Allocation)	290,000
40	Franklin	Between Ferrum and Rocky Mount (Supplemental Allocation for Dual-laning)	100,000
40	Rocky Mount	PELL AVENUE: West of East Corporate Limits - Tanyard Road (Supplemental Allocation)	200,000
42	Giles	Between Route 100 (Poplar Hill) and Bland County Line (Supplemental Allocation for Rehabilitation)	245,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
43	Botetourt	Between Eagle Rock and Buchanan (Supplemental Allocation for Spot Reconstruction)	\$ 50,000
43	Botetourt	Improve Sight Distance at West Intersection Route 612 East of Eagle Rock (Safety Improvement)	8,000
Alt. 57	Henry	Construct Turn Lanes at Route 682 near Stanleytown (Supplemental Allocation for Safety Improvement)	2,000
Old 57	Henry	East Corporate Limits Martinsville - East (Initial Allocation for Safety Improvements)	100,000
58	Henry	Martinsville - West (Supplemental Allocation for Dual-laning)	100,000
58	Patrick	Construct Turn Lane and Improve Sight Distance at Route 835 East of Stuart (Supplemental Allocation for Safety Improvement)	2,000
58	Patrick	Stuart - West (Supplemental Allocation to Continue Reconstruction)	250,000
58	Carroll	Town of Hillsville (Supplemental Allocation for Construction)	10,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58 & 221	Carroll	Between Hillsville and Galax (Supplemental Allocation to Continue Dual-laning)	\$ 1,000,000
58	Galax	EAST STUART DRIVE: Old East Corporate Limits (1950) - Hanes Road (Supplemental Allocation)	300,000
61	Giles	Bland County Line - North (Supplemental Allocation for Rehabilitation)	20,000
77	Carroll	Wythe County Line - North Carolina State Line (Supplemental Allocation)	3,273,000
81	Botetourt, Roanoke, Montgomery & Fulaski	Rockbridge County Line - Wythe County Line (Supplemental Allocation)	1,000,000
101	City of Roanoke	HERSHBERGER ROAD: Cove Road - Williamson Road (Initial Allocation)	700,000
101	City of Roanoke & Roanoke County	Hershberger Road Extension: Williamson Road (Route 11) - Orange Avenue (Route 460) (Initial Allocation for Preliminary Engineering)	200,000
103	Patrick	Route 8 - West (Supplemental Allocation for Construction)	115,000
114	Pulaski & Montgomery	Between Route 11 and Route 460 (Supplemental Allocation for Dual-laning)	500,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
114	Montgomery	Provide Turn Lanes at Route 663 and Route 659 (Supplemental Allocation for Safety Improvement)	\$ 2,000
115	Roanoke	North Corporate Limits Roanoke - Route 81 (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	200,000
122	Bedford	Route 24 - South (Supplemental Allocation for Reconstruction)	50,000
219	Giles	Improve Sight Distance at Route 764 North of Rich Creek (Supplemental Allocation for Safety Improvement)	1,000
220	Botetourt	Route 81 Interchange - North (Supplemental Allocation to Continue Dual-laning)	2,000,000
220	Botetourt	Bridges and Approaches Sinking and Mill Creeks (Initial Allocation for Bridge Replacements)	220,000
220	Botetourt	Widen Bridge Between North and South Intersections of Route 633 (Initial Allocation for Safety Improvement)	25,000

FISCAL YEAR 1978-79

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)	\$ 4,500,000
220	Rocky Mount	MAIN STREET: State Street - Pell Avenue (Supplemental Allocation)	100,000
220	Franklin	Bridge and Approaches Big Chestnut Creek (Supplemental Allocation for Reconstruction)	35,000
220	Franklin	Install Advance Warning Signs with Flashers at Curve near Route 605 (Safety Improvement)	3,500
220 & 58	Henry	Route 1714 (Carver Parkway) over Route 220 (Initial Allocation for Grade Separation Structure)	75,000
220 & 58	Henry	Martinsville Bypass (Supplemental Allocation Including Interchange at Route 220 South of Martinsville)	1,000,000
221	Roanoke	Roanoke - South (Supplemental Allocation for Dual-laning Including Climbing Lane on Bent Mountain)	400,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
221	Bedford	Construct Turn Lane at Route 663 near Forest (Initial Allocation for Safety Improvement)	\$ 30,000
311	Craig	Roanoke County Line - North (Supplemental Allocation Including Bridge Replacements)	80,000
311	Roanoke	Craig County Line - South (Supplemental Allocation for Construction)	50,000
311	Salem	THOMPSON MEMORIAL DRIVE: Hawthorne Road - North Corporate Limits (Supplemental Allocation)	200,000
460	Bedford	Improvement of Drainage at Montvale (Supplemental Allocation)	20,000
460	Christiansburg	NORTH FRANKLIN STREET: Depot Street - Cambria Street (Supplemental Allocation)	300,000
460	Montgomery, Blacksburg & Christiansburg	Blacksburg Bypass - East and West (Supplemental Allocation Including Interchange at Prices Fork and Reconstruction and Widening Between Blacksburg and Route 460 Business in Christiansburg)	400,000

FISCAL YEAR 1978-79

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 (Supplemental Allocation for Safety Improvement)	\$ 15,000
460	Montgomery	Construct Turn Lanes at Route 642 and Service Road (Supplemental Allocation for Safety Improvement)	2,000
460	Giles	Bridge and Approaches East River (Initial Allocation for Bridge Replacement)	240,000
460	Giles	Bridge and Approaches New River (Initial Allocation for Bridge Replacement)	2,050,000
460	Giles	Narrows - East and West (Supplemental Allocation Including Pearisburg Bypass)	600,000
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)	100,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Blacksburg	PRICES FORK ROAD: West Corporate Limits - Route 460 Bypass (Initial Allocation)	\$ 300,000
--	Blacksburg	TOMS CREEK ROAD: Prices Fork Road - Route 460 Bypass (Supplemental Allocation)	400,000
--	Blacksburg	COUNTRY CLUB DRIVE: Spring Road - Airport Road (Initial Allocation)	100,000
--	Christiansburg	PHLEGAR STREET AND 1ST STREET: West Main Street - Roanoke Street (Supplemental Allocation)	80,000
--	Galax	EAST STUART DRIVE: Hanes Road - 1967 East Corporate Limits (Supplemental Allocation)	184,000
--	Martinsville	BRIDGE STREET: Memorial Boulevard - West Church Street (Initial Allocation)	200,000
--	Martinsville	SPRUCE STREET: Prospect Hill Drive - East Corporate Limits (Supplemental Allocation)	400,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Radford	MADISON STREET EXTENSION: Norwood Street - Pulaski Avenue (Initial Allocation)	\$ 375,000
--	Radford	ROCK ROAD: Wadsworth Street - East Corporate Limits (Supplemental Allocation)	225,000
--	City of Roanoke	13TH STREET AND BENNINGTON STREET: Dale Avenue - Riverdale Road (Supplemental Allocation)	530,000
--	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 (Supplemental Allocation)	200,000
--	City of Roanoke	10TH STREET: Gilmer Avenue - Williamson Road (Supplemental Allocation)	400,000
--	City of Roanoke	24TH STREET AND MELROSE AVENUE: Shaffers Crossing - Lafayette Boulevard (Supplemental Allocation)	200,000

FISCAL YEAR 1978-79

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Salem	MILL LANE CROSSING: Modify Grade Crossing Protective Devices N & W Railroad (Supplemental Allocation for Safety Improvement)	\$ 46,000
--	Salem	FOURTH STREET: West Main Street - Elm Street (Initial Allocation)	100,000
--	Vinton	VINTON MILL ROAD: North Corporate Limits - Pollard Street (Supplemental Allocation)	200,000
--	Vinton	EIGHTH STREET: Grade Crossing Protective Devices N & W Railroad (Initial Allocation for Safety Improvement)	37,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	375,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	334,500
Total, Salem District Allocations			<u>\$28,681,000</u>

LYNCHBURG DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$ 203,000
Arterial and Other Primary Construction	14,519,600
Urban Construction	3,948,000
Highway Safety Improvements (Primary System)	702,400
Highway Safety Improvements (Urban System)	155,000
New Signs and Signals (Primary System)	225,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$19,903,000</u>

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Nelson	Bridge and Approaches North Fork Rockfish River (Initial Allocation for Bridge Replacement)	\$ 50,000
6	Nelson	Improve Sight Distance at North Intersection Route 151 at Avon (Safety Improvement)	10,000
15	Buckingham	Between James River Bridge and Dillwyn (Supplemental Allocation for Construction)	900,000
15 & 360	Charlotte	Construct Turn Lane at Route 646 (Supplemental Allocation for Safety Improvement)	2,500
15 & 360 Bus.	Charlotte	Area Improvements at Route 360 Bypass North of Keysville (Supplemental Allocation for Safety Improvement)	1,500
24	Campbell	Route 501 South of Rustburg - Route 29 (Supplemental Allocation for Construction)	100,000
24	Campbell	Between Evington and Bedford County Line (Supplemental Allocation for Construction)	150,000
29	Nelson	Between South Intersection Route 6 at Woods Mill and Albemarle County Line (Supplemental Allocation to Continue Dual-laning)	1,200,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Amherst	Reconstruct Southbound Lane \$ South of Amherst (Supplemental Allocation for Safety Improvement)	65,000
29	Amherst	Improve Turn Radius at Route 681 and Extend Turn Lane at Route 682 (Initial Allocation for Safety Improvement)	6,000
29	Amherst	Bridge and Approaches James River at North Corporate Limits Lynchburg (Supplemental Allocation for Median Barrier)	210,000
29	Lynchburg	LYNCHBURG EXPRESSWAY: Interchange Improvement at Main Street (Supplemental Allocation)	400,000
Alt. 29 & 501	Lynchburg	MEMORIAL AVENUE/5TH STREET: Bridge and Approaches N & W and Southern Railroads (Supplemental Allocation)	100,000
29	Campbell	Construct Turn Lanes at Various Locations Between South Corporate Limits Lynchburg and Route 24 (Supplemental Allocation for Safety Improvement)	40,000
29	Campbell & Pittsylvania	South of Lynchburg - South (Supplemental Allocation for Rights of Way Acquired and Construction)	680,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Pittsylvania	Improve West Connection of Route 719 North of Blairs (Supplemental Allocation for Safety Improvement)	\$ 16,000
29	Pittsylvania	Bridge and Approaches Banister River (Initial Allocation for Bridge Replacement)	100,000
29	Pittsylvania	Extend Deceleration Lanes at Route 832 and North Intersection Route 29 Bus. Near Chatham (Initial Allocation)	20,000
29	Danville	PINEY FOREST ROAD: North Main Street - Falwell Court (Supplemental Allocation)	750,000
41	Pittsylvania	Danville - Northwest (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	50,000
45	Cumberland	Route 60 - North (Supplemental Allocation for Rehabilitation)	75,000
47	Charlotte	Drainage Structure and Approaches Twittys Creek (Initial Allocation for Bridge Replacement)	45,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
56	Buckingham	Bridge and Approaches North River (Initial Allocation for Reconstruction)	\$ 75,000
56	Nelson	Wingina - West (Supplemental Allocation for Rehabilitation)	75,000
58	Pittsylvania	Construct Turn Lanes at Various Locations Between Henry County Line and Halifax County Line (Supplemental Allocation to Continue Safety Improvements)	80,000
58	Halifax	Construct Turn Lanes at Various Locations Between Route 304 and Pittsylvania County Line (Initial Allocation for Safety Improvement)	25,000
58	Halifax	Improvements at Route 501 (Supplemental Allocation for Safety Improvement)	3,000
58	Halifax	Mecklenburg County Line - West (Supplemental Allocation for Rights of Way Acquired and Construction)	100,000
60	Amherst	Drainage Structure at Franklin Creek West of Route 631 (Supplemental Allocation for Safety Improvement)	25,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Amherst	Bridge and Approaches Pedlar River (Initial Allocation for Bridge Replacement)	\$ 25,000
60	Buckingham	Sprouses Corner - West (Supplemental Allocation to Continue Dual-laning)	600,000
60	Buckingham	Reconstruct Intersection at Route 56 (Initial Allocation)	2,600
60	Cumberland	Cumberland Court House - West (Supplemental Allocation for Dual-laning)	700,000
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	203,000
86	Danville	RELOCATED ROUTE 86: Watson Street - Randolph Street (Supplemental Allocation)	525,000
129	Halifax	Between Loves Shop and Route 501 at Centerville (Initial Allocation for Widening to Four Lanes)	200,000
131	Appomattox	Town of Appomattox (Supplemental Allocation for Cooperative Project with Town)	27,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
151	Nelson	Bridge and Approaches Allens Creek (Initial Allocation for Bridge Replacement)	\$ 60,000
265	Pittsylvania	Danville Expressway (Phase I) (Supplemental Allocation for New Construction from Route 29 South to Route 58 East)	2,100,000
291	Lynchburg	Northwest Expressway (Phase I) (Supplemental Allocation for Rights of Way Acquired and Construction Between Route 460 and Route 221)	300,000
291	Lynchburg	NORTHWEST EXPRESSWAY EXTENSION: Route 221 - Route 501 (Initial Allocation)	1,548,000
291	Lynchburg	OLD FOREST ROAD: Lindberg Street - Oak Hill Avenue (Initial Allocation)	125,000
344	Halifax	Scottsburg - East (Supplemental Allocation for Construction)	75,000
360	Pittsylvania	Drainage Structure and Approaches Birch Creek West of Keeling (Initial Allocation for Bridge Replacement)	50,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Campbell	Construct Turn Lanes at Various Locations Between Lynchburg and Bedford County Line (Supplemental Allocation to Continue Safety Improvements)	\$ 30,000
460 & 128	Campbell & Lynchburg	Lynchburg Bypass (Phase I) (Supplemental Allocation for Construction Between Routes 460 and 501 East of Lynchburg and Route 29 in Lynchburg)	500,000
460	Campbell	Lynchburg Bypass (Phase II): Route 128 Connector - Route 29 South of Lynchburg (Supplemental Allocation to Continue New Construction)	3,350,000
460	Campbell	Interchange and Approaches with Route 726 Near Kelly (Supplemental Allocation for Construction)	55,000
460	Appomattox	Appomattox Bypass (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	300,000
460	Appomattox & Prince Edward	East of Appomattox - Nottoway County Line (Supplemental Allocation for Construction Including Farmville Bypass)	2,150,000
460	Farmville	EAST THIRD STREET: A Street - East Corporate Limits (Supplemental Allocation)	200,000

FISCAL YEAR 1978-79

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 Hycoc River South of South Boston (Supplemental Allocation for Construction)	35,000
--	Danville	HUNTER & MONUMENT STREETS AND WOODING, EDGEWOOD, STOKESLAND AND HOLBROOK AVENUES: Grade Crossing Protective Devices at Six Locations of Southern Railroad (Supplemental Allocation for Safety Improvement)	100,000
--	Danville	WESTOVER DRIVE EXTENSION: Central Boulevard - Park Avenue (Initial Allocation)	100,000
--	Lynchburg	GARNET STREET: Modify Grade Crossing Protective Devices C & O Railroad (Supplemental Allocation for Safety Improvement)	55,000
--	Lynchburg	OLD FOREST BOULEVARD: Wigginton Road - Old Forest Boulevard (Initial Allocation)	100,000

FISCAL YEAR 1978-79

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	South Boston	CAVALIER BOULEVARD EXTENSION: Route 501 (Wilborn Avenue) - Route 304 (Supplemental Allocation)	\$ 100,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	375,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvement)	398,400
Total, Lynchburg District Allocations			<u>\$19,903,000</u>

RICHMOND DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$37,576,000
Arterial and Other Primary Construction	14,001,000
Urban Construction	10,644,000
Highway Safety Improvements (Primary System)	638,000
New Signs and Signals (Primary System)	350,000
New Signs (Interstate System)	55,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$63,414,000</u>

FISCAL YEAR 1978-79

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 to Provide Turn Lane at North Intersection Route 623 (Initial Allocation for Safety Improvement)	\$ 45,000
1	Hanover	Widen Pavement for Turn Lane at Route 656 North of Henrico County Line (Supplemental Allocation for Safety Improvement)	12,000
1 & 301	Richmond	BELVIDERE STREET: Cary Street - Broad Street (Supplemental Allocation)	175,000
1 & 301	Richmond	ROBERT E. LEE BRIDGE AND APPROACHES (Supplemental Allocation)	4,294,000
1 & 301	Chesterfield	Southbound Lane Bridge over Falling Creek (Supplemental Allocation for Construction)	75,000
1 & 301	Chesterfield	Improve Intersection at Routes 145 and 656 (Initial Allocation for Construction)	90,000
1 & 301	Chesterfield	Widen Pavement to Provide Turn Lane at Route 144 (Supplemental Allocation for Safety Improvement)	10,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 & 301	Chesterfield	Improve Drainage Structure Capacity South of Route 10 (Initial Allocation for Construction)	\$ 60,000
1 & 301	Colonial Heights	ROUTE 1: Intersection Improvements at Temple Avenue, Lakeview Avenue and Sherwood Drive (Supplemental Allocation)	140,000
6	Goochland	West of Richmond - West (Supplemental Allocation for Construction)	100,000
10	Richmond & Chesterfield	Broad Rock and Iron Gate Roads: Belt Boulevard - Chesterfield Court House (Supplemental Allocation for Dual-laning)	1,850,000
10	Chesterfield	Construct Left-turn Lane at Route 616 and Route 609 in Chester (Supplemental Allocation for Construction)	12,000
10	Prince George	East Corporate Limits Hopewell - East (Supplemental Allocation for Construction)	21,000
33	New Kent	Modify Crossover at Routes 168 & 249 (Initial Allocation for Safety Improvement)	6,000

FISCAL YEAR 1978-79

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	Modify Grade Crossing Protective Devices Southern Railroad at Route 156 (Supplemental Allocation for Safety Improvement)	\$ 10,000
33	Henrico	Route 250 (Broad Street) - North (Supplemental Allocation to Continue Widening)	800,000
33	Henrico	Battery Street - Entrance to Masonic Home (Supplemental Allocation for Safety Improvement)	35,000
40	Dinwiddie & Nottoway	Between McKenney and Blackstone (Supplemental Allocation to Continue Reconstruction of Sections)	200,000
40	Lunenburg	Overpass and Approaches N & W Railroad Between Victoria and Kenbridge (Supplemental Allocation for Bridge Replacement)	75,000
40	Lunenburg	Bridge and Approaches Couches Creek (Initial Allocation for Bridge Replacement)	195,000
40	Lunenburg	Bridge and Approaches North Meherrin River (Initial Allocation for Bridge Replacement)	350,000

FISCAL YEAR 1978-79

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 Construction)	\$ 100,000
46	Brunswick	Route 1 South of Alberta - North (Supplemental Allocation for Widening)	100,000
46	Brunswick	South of Route 58 - North Carolina State Line (Supplemental Allocation for Construction)	25,000
46	Nottoway	Between Route 40 and Brunswick County Line (Supplemental Allocation for Construction)	50,000
49	Nottoway	Reconstruct Connection to Route 460 in Crewe (Supplemental Allocation for Construction)	50,000
49	Mecklenburg	Between Halifax County Line and Averett (Supplemental Allocation for Construction)	15,000
54	Ashland	ENGLAND STREET: Between Route 1 and Route 95 (Initial Allocation for Channelization and Signalization)	45,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
54	Hanover	Widen Pavement to Provide Turn Lanes at Route 810 and Route 9761 West of Ashland (Supplemental Allocation for Safety Improvement)	\$ 3,000
58	Mecklenburg	Halifax County Line - East (Supplemental Allocation for Construction)	10,000
58	Mecklenburg	Boydton Bypass - East and West (Supplemental Allocation for Construction)	100,000
60	Henrico	Eastern Connection to Route 95 (295) Interchange (Supplemental Allocation for Construction)	150,000
60	Henrico	Between Laburnum Avenue and Route 64 Connector (Initial Allocation for Four-laning)	600,000
60	Chesterfield	West Corporate Limits Richmond - West (Supplemental Allocation for Widening)	100,000
60	Chesterfield	Extend Turn Lane at Route 150 (Supplemental Allocation for Safety Improvement)	10,000
60	Chesterfield	Extend Turn Lanes at Route 147 (Initial Allocation for Safety Improvement)	6,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
64	Richmond, Henrico, Goochland & New Kent	West of Richmond - East of Bottoms Bridge (Supplemental Allocation)	\$ 500,000
92	Mecklenburg	Between Boydton and Chase City (Supplemental Allocation for Rehabilitation)	100,000
95	Henrico & Hanover	Routes 95 & 295 North of Richmond - North (Supplemental Allocation)	3,000,000
95 (Old 295)	Hanover, Henrico & Chesterfield	Routes 95 & 295 North of Richmond - South (Supplemental Allocation)	9,000,000
95	Prince George	Petersburg - South (Supplemental Allocation)	200,000
106	Prince George	Route 156 - West of Prince George Court House (Supplemental Allocation for Improvement)	50,000
144	Chesterfield	Improve Sight Distance and Widen Pavement to Provide Turn Lane at Route 619 (Initial Allocation for Safety Improvement)	30,000
144	Colonial Heights & Prince George	Temple Avenue Extension: Route 1 & 301 - Route 36 (Supplemental Allocation for New Construction)	1,600,000
147	Henrico	Improvement at West Intersection of River Road (Initial Allocation for Cooperative Project with Henrico County)	25,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
147	Chesterfield	Route 60 - North (Supplemental Allocation for Right of Way Acquisition)	\$ 100,000
150	Chesterfield	Chippenham Parkway (Supplemental Allocation for Construction Including Interchanges at Route 60 and Belmont Road)	4,000,000
153	Nottoway	Route 460 - North (Supplemental Allocation to Continue Reconstruction)	65,000
156	Hanover	Between Route 360 and Henrico County Line (Supplemental Allocation for Construction)	75,000
157	Henrico	Improve Drainage Structure Capacity at Stony Run Creek (Initial Allocation)	30,000
157	Henrico	Pemberton Road: Entrance to Quail Run Subdivision (Supplemental Allocation for Widening)	3,000
157	Henrico	Improvement of Curve on Quioccasin Road (Supplemental Allocation for Safety Improvement)	15,000
157	Henrico	Route 6 (Patterson Avenue) - Quioccasin Road (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	300,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
195	Richmond & Henrico	McCloy Street in Richmond - Routes 95 & 295 North of Richmond (Supplemental Allocation)	\$ 3,000,000
195 (Old 88)	Richmond	DOWNTOWN EXPRESSWAY: South of Idlewood Avenue Near McCloy Street - Meadow Street (Supplemental Allocation)	1,375,000
226	Dinwiddie	Relocate Route 600 Connection and Widen Pavement to Routes 1 & 460 to Provide Continuous Left-turn Lane (Initial Allocation for Safety Improvement)	50,000
250	Henrico	Glenside Drive - West (Supplemental Allocation to Continue Widening to Six Lanes)	500,000
250	Henrico	Construct Turn Lanes at Three Crossovers West of Horsepen Road (Supplemental Allocation for Safety Improvement)	5,000
271	Henrico, Goochland, & Hanover	Route 250 (Broad Street Road) - North (Supplemental Allocation for Widening and Spot Reconstruction)	300,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
295	Henrico & Hanover	Route 95 North of Richmond - Route 64 West of Richmond (Supplemental Allocation)	\$21,876,000
301	Petersburg	CRATER ROAD: Morton Avenue - South Corporate Limits (Supplemental Allocation)	1,400,000
356	Henrico	Route 33 - Galaxie Road (Supplemental Allocation for Four-laning)	230,000
360	Hanover	Between Mechanicsville and King William County Line (Supplemental Allocation for Construction)	100,000
360	Richmond	HULL STREET ROAD: Woodhaven Drive - Greystone Avenue (Supplemental Allocation)	300,000
360	Chesterfield	Construct Turn Lanes at Route 1686 West of Route 150 (Supplemental Allocation for Safety Improvement)	3,000
360	Chesterfield	Construct Turn Lanes West of Route 650 (Initial Allocation for Safety Improvement)	11,000
360	Chesterfield	Extend Turn Lanes and Construct New Turn Lane at Route 653 (Initial Allocation for Safety Improvement)	10,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Chesterfield	Reconstruct North and South Connections of Route 604 (Genito Road) (Initial Allocation for Safety Improvement)	\$ 75,000
360	Chesterfield & Amelia	Westbound Lane Bridge and Approaches Appomattox River (Initial Allocation for Bridge Replacement)	270,000
460	Nottoway & Dinwiddie	Blackstone Bypass and East (Supplemental Allocation to Continue Dual-laning)	2,600,000
522	Goochland	Between Route 250 at Gum Spring and Goochland Court House (Supplemental Allocation for Construction)	125,000
522	Powhatan	Route 60 - North (Supplemental Allocation for Rehabilitation)	200,000
--	Henrico	Coordinated Signal System on Route 33 (Staples Mill Road) and Route 250 (Broad Street Road) (Initial Allocation)	300,000
--	Hopewell	CEDAR LEVEL ROAD AND JACKSON FARM ROAD: Oaklawn Boulevard - Mesa Drive (Supplemental Allocation)	700,000

FISCAL YEAR 1978-79

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Petersburg	WYTHE STREET EXTENSION: Crater Road - Amelia Street (Supplemental Allocation)	\$ 115,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	555,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	302,000
Total, Richmond District Allocations			<u>\$63,414,000</u>

SUFFOLK DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$ 65,762,000
Arterial and Other Primary Construction	16,052,000
Urban Construction	33,128,000
Highway Safety Improvements (Primary System)	438,000
Highway Safety Improvements (Urban System)	27,000
New Signs and Signals (Primary System)	316,000
New Signs (Interstate System)	70,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$115,943,000</u>

FISCAL YEAR 1978-79

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 Construction)	\$ 65,000
10	Isle of Wight	Widen Pavement to Provide Turn Lane at Route 666 North of Pagan Creek (Initial Allocation for Safety Improvement)	15,000
10	Isle of Wight	Widen Pavement to Provide Turn Lane at West Intersection Route 10 Business (Initial Allocation for Safety Improvement)	15,000
10 & 258 Bus.	Isle of Wight	Bridge over Cypress Creek (Supplemental Allocation for Construction)	11,000
10 Bus.	Isle of Wight	Bridge and Approaches Pagan River in Smithfield (Initial Allocation for Bridge Replacement)	100,000
10	Isle of Wight & Suffolk	Benns Church - North and South (Supplemental Allocation to Continue Dual-laning)	1,400,000
10	Surry	Reconstruction at South Intersection Route 31 (Supplemental Allocation for Safety Improvement)	3,000
13	Accomack	Spot Improvements Near Route T-620 at Keller (Supplemental Allocation for Safety Improvement)	15,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13	Accomack	Construct Turn Lane at Route 709 Near New Church (Safety Improvement)	\$ 6,000
13	Accomack & Northampton	Between Maryland State Line and Chesapeake Bay Bridge Tunnel (Supplemental Allocation to Continue Pavement Widening and Shoulder Stabilization at Various Locations)	200,000
13	Suffolk	CAROLINA AVENUE: Old South Corporate Limits - Granby Street (Initial Allocation)	100,000
13	Suffolk	Suffolk Bypass: Route 13 South - Route 58 East (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	100,000
13	Suffolk	Between Route 32 Near Nurneysville and North Carolina State Line (Supplemental Allocation for Construction)	170,000
17	York	Between North Corporate Limits Newport News and George F. Coleman Bridge (Supplemental Allocation for Safety Improvement)	90,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Isle of Wight & Newport News	New Bridge over James River \$ (Supplemental Allocation for Parallel Trestles)	3,300,000
17	Suffolk	Bridges and Approaches Nansemond River and Chuckatuck Creek (Supplemental Allocation for Bridge Replacement)	3,800,000
17	Suffolk	Improve Sight Distance West of Route 626 (Initial Allocation for Safety Improvement)	75,000
17 & 143	Newport News	JEFFERSON AVENUE: Main Street - J. Clyde Morris Boulevard (Supplemental Allocation)	1,500,000
17	Portsmouth	HIGH STREET AND CHURCHLAND BOULEVARD: Improve Intersection (Initial Allocation)	100,000
31	Surry & Sussex	Between Route 10 and Route 460 (Supplemental Allocation for Spot Reconstruction and Rehabilitation)	185,000
32 & 258	Isle of Wight	Benns Church - Route 17 at Bartlett (Supplemental Allocation for Dual-laning)	100,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
35	Southampton	Courtland - North (Supplemental Allocation to Replace Superstructure over Assamoosick Swamp)	\$ 5,000
35 & 58	Southampton	Bridge and Approaches Nottoway River West of Courtland (Initial Allocation for Bridge Replacement)	185,000
40	Sussex	West Corporate Limits Stony Creek - Dinwiddie County Line (Initial Allocation for Shoulder Widening)	75,000
40	Sussex & Surry	Between East Corporate Limits Waverly and Route 10 at Spring Grove (Supplemental Allocation to Continue Improvements)	90,000
44	Norfolk & Virginia Beach	ROUTE 44: Kempville Road - Newtown Road (Supplemental Allocation)	400,000
58	Virginia Beach	VIRGINIA BEACH BOULEVARD: West Corporate Limits - Farmington Road (Supplemental Allocation)	2,700,000
58	Suffolk, Isle of Wight & Southampton	Holland - Franklin Bypass (Supplemental Allocation to Continue New Construction)	2,600,000

FISCAL YEAR 1978-79

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 and West (Supplemental Allocation for New Construction)	\$ 1,165,000
58	Greensville	Emporia Bypass (Supplemental Allocation for New Construction)	1,000,000
58	Emporia	ATLANTIC STREET: Halifax Street - North Main Street (Initial Allocation)	7,000
60	James City	Bridge over Diascund Creek (Supplemental Allocation for Construction)	50,000
60	James City	Provide Continuous Left- turn Lanes from West Corporate Limits Williamsburg to Beginning of Divided Highway (Supplemental Allocation for Safety Improvement)	3,000
60	York	Bypass Road: West Corporate Limits Williamsburg - East Corporate Limits Williamsburg (Supplemental Allocation for Four-laning)	10,000
60	James City & York	East Corporate Limits of Williamsburg - East (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	150,000

FISCAL YEAR 1978-79

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: Harpersville Road and Shoe Lane Intersections (Supplemental Allocation)	\$ 125,000
60	Newport News	WARWICK BOULEVARD: Interchange Route 60 and Route 105 (Supplemental Allocation)	1,400,000
60	Newport News	WARWICK BOULEVARD: Lucas Creek Road - Route 105 Interchange (Supplemental Allocation)	1,000,000
64	Chesapeake, Virginia Beach, Norfolk, Hampton, Newport News, York & James City	Bowers Hill (Route 264) - New Kent County Line (Supplemental Allocation)	6,762,000
95	Greensville & Sussex	North Carolina State Line - Prince George County Line (Supplemental Allocation)	26,000,000
139	Sussex	Relocation at Jarratt (Supplemental Allocation)	20,000
143	York	Channelization at Route 162 (Supplemental Allocation for Safety Improvement)	45,000
164	Portsmouth & Suffolk	Western Freeway: West Norfolk Bridge over Western Branch of Elizabeth River and West (Supplemental Allocation for New Construction)	3,925,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
165	Norfolk	KEMPSVILLE ROAD: Virginia Beach Boulevard - Newtown Road (Supplemental Allocation)	\$ 700,000
168	Chesapeake	GREAT BRIDGE BYPASS: Hillwell Road - Battlefield Boulevard (Supplemental Allocation)	1,500,000
168	Chesapeake	ROUTE 168: Route 64 - North Corporate Limits (Supplemental Allocation)	1,000,000
171	York	West Corporate Limits Poquoson - West (Supplemental Allocation to Continue New Construction)	250,000
173	York	Widen Pavement Between Route 622 and Route 630 to Provide Turn Lane (Supplemental Allocation for Safety Improvement)	6,000
175	Accomack	Spot Improvement at Entrance to National Oceanic Atmospheric Administration (Supplemental Allocation for Safety Improvement)	2,000
175	Accomack	Route 13 - East (Initial Allocation for Widening)	40,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
175	Accomack	Bridges and Approaches Queen Sound, Cockle Creek and Mosquito Creek (Initial Allocation for Bridge Replacements)	\$ 200,000
178	Accomack	Route 180 at Pungoteague - North (Supplemental Allocation for Widening)	80,000
179 & 178	Accomack	Onley - West (Supplemental Allocation for Reconstruction)	200,000
180	Accomack	Grade Crossing Protective Devices Virginia-Maryland Railroad at Keller (Initial Allocation for Safety Improvement)	25,000
182	Accomack	Town of Painter (Supplemental Allocation to Adjust Protective Devices and Improve Crossing at Virginia- Maryland Railroad)	31,000
192	Norfolk	AZALEA GARDEN ROAD: Military Highway - Norview Avenue Extension (Supplemental Allocation)	70,000
199	James City, York & Williamsburg	Williamsburg Artery (Supplemental Allocation for Dual-laning)	300,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
199	James City & York	James City County Extension: \$ Route 5 - Route 64 (Supplemental Allocation for Preliminary Engineering)	100,000
258	Isle of Wight	Drainage Structure and Approaches Great Swamp (Supplemental Allocation for Widening)	30,000
258	Isle of Wight	Superelevate Curve at North Intersection Route 652 (Initial Allocation for Safety Improvement)	30,000
258	Southampton	South of Franklin - South (Supplemental Allocation for Construction)	10,000
264	Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64 South of Virginia Beach Boulevard (Supplemental Allocation)	10,000,000
337	Chesapeake	PORTSMOUTH BOULEVARD: Western Branch Elizabeth River - 0.5 Mile West of Dock Landing Road (Supplemental Allocation)	400,000
337	Suffolk	Modify Grade Crossing Protective Devices NF&D Railroad East of Drivers (Supplemental Allocation for Safety Improvement)	3,000

FISCAL YEAR 1978-79

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)	\$ 5,000
460 Bus.	Suffolk	Route 10 at Elephant Fork - South (Supplemental Allocation for Pavement Widening and Curb and Gutter for Safety Improvement)	30,000
460	Norfolk	CAMPOSTELLA BRIDGE: Location Study for Bridge Replacement (Supplemental Allocation)	200,000
464	Chesapeake & Norfolk	Route 64 - Norfolk- Portsmouth Bridge Tunnel (Supplemental Allocation)	2,000,000
664	Hampton, Newport News & Suffolk	Route 64 Interchange - South (Supplemental Allocation)	21,000,000
--	Chesapeake	PROVIDENCE ROAD: Military Highway - Atlantic Avenue (Supplemental Allocation)	1,200,000
--	Chesapeake	TOWN POINT ROAD AND POPLAR HILL ROAD: Route 17 - North Corporate Limits (Initial Allocation)	500,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Chesapeake	SUNNYBROOK TERRACE: Grade Crossing Protective Devices SCL Railroad (Initial Allocation for Safety Improvement)	\$ 27,000
--	Franklin	LEE STREET EXTENSION: High Street - Second Avenue (Initial Allocation for Preliminary Engineering Study)	10,000
--	Franklin	HIGH STREET: South Street - 4th Avenue (Supplemental Allocation)	22,000
--	Hampton	EAST-WEST EXPRESSWAY (FORMERLY BUTLER FARM ROAD): West Corporate Limits - Little Back River Road (Supplemental Allocation)	3,900,000
--	Hampton	POWHATAN PARKWAY: Route 664 - Briarfield Road (Supplemental Allocation)	300,000
--	Hampton	ABERDEEN ROAD: 52nd Street - Mercury Boulevard (Supplemental Allocation)	600,000
--	Newport News	OYSTER POINT ROAD: Warwick Boulevard - Jefferson Avenue (Supplemental Allocation)	600,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Newport News	HARBOR ACCESS ROAD: Terminal Avenue - Harbor Road (Supplemental Allocation)	\$ 475,000
--	Norfolk	GROMWELL ROAD AND INGLESIDE ROAD: Virginia Beach Boulevard - Chesapeake Boulevard (Initial Allocation)	519,000
--	Norfolk	TIDEWATER DRIVE AND LAFAYETTE BOULEVARD: Signal System for Nine Intersections (Supplemental Allocation)	200,000
--	Norfolk	VIRGINIA BEACH BOULEVARD AND MILITARY HIGHWAY: Signal System for Thirteen Intersections (Initial Allocation)	900,000
--	Norfolk	INDIAN RIVER ROAD: Marsh Street - East Corporate Limits (Supplemental Allocation)	1,200,000
--	Norfolk	WESTSIDE DRIVE: 49th Street - Midtown Tunnel (Supplemental Allocation for Location Study)	2,000,000
--	Portsmouth	VECTORY BOULEVARD: Airline Boulevard - Portsmouth Boulevard (Supplemental Allocation)	500,000

FISCAL YEAR 1978-79

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY</u> <u>CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Virginia Beach	LYNNHAVEN PARKWAY: Mapleton Twin Bridges over London Bridge Creek (Supplemental Allocation)	\$ 600,000
--	Virginia Beach	HOLLAND ROAD: South Plaza Trail - Rosemont Road (Supplemental Allocation for Phase II)	300,000
--	Virginia Beach	NEWTOWN AND HAYGOOD ROADS: Virginia Beach Boulevard - Independence Boulevard (Supplemental Allocation for Four Lanes Divided)	900,000
--	Virginia Beach	FIRST COLONIAL ROAD: Virginia Beach Boulevard - Will-O-Wisp Drive (Supplemental Allocation)	300,000
--	Virginia Beach	GREAT NECK ROAD: North of First Colonial Road - Shore Drive (Supplemental Allocation)	2,000,000
--	Virginia Beach	WITCHDUCK ROAD: Virginia Beach Expressway - Pembroke Boulevard (Supplemental Allocation for Four Lanes Divided)	600,000
--	Williamsburg	2ND STREET EXTENSION: Page Street - Route 60 (Initial Allocation)	400,000

FISCAL YEAR 1978-79

SUFFOLK 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)	\$ 536,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	75,000
Total, Suffolk District Allocations			<u>\$115,943,000</u>

FREDERICKSBURG DISTRICT

SUMMARY OF ALLOCATIONS

FISCAL YEAR 1978-79

Interstate System Construction	\$ 7,296,000
Arterial and Other Primary Construction	8,878,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	1,169,000
Highway Safety Improvements (Primary System)	350,000
New Signs and Signals (Primary System)	225,000
New Signs (Interstate System)	30,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$18,098,000</u>

FISCAL YEAR 1978-79

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) (Supplemental Allocation for Safety Improvement)	\$ 18,000
1	Stafford	Improve Sight Distance at North and South Intersections of Route 631 (Supplemental Allocation)	2,500
1	Spotsylvania	Drainage Structure and Approaches Massaponax Creek (Supplemental Allocation for Bridge Replacement)	100,000
1	Spotsylvania	Install Advance Warning Signs with Flashers North and South of Route 606 at Thornburg (Safety Improvement)	4,000
3	Spotsylvania	Construct Turn Lane at Route 1140 East of Five Mile Fork (Initial Allocation)	3,000
3	Spotsylvania	Between Route 1 Bypass and Route 95 (Supplemental Allocation to Realign Pavement at Intersections for Safety Improvement)	40,000
3	Stafford	Construct Turn Lanes at Route 606 East of Route 218 (Initial Allocation)	6,000

FISCAL YEAR 1978-79

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3 Bypass	Stafford & Fredericksburg	East-West Connector: Route 1 and 3 - Route 3 East of Fredericksburg (Supplemental Allocation for New Construction)	\$ 1,219,000
3	Stafford & King George	East End Chatham Bridge - East (Supplemental Allocation to Continue Dual-laning)	600,000
3	King George	King George Court House (Supplemental Allocation for Curb and Gutter and Sidewalk)	20,000
3	Westmoreland	Between Route 202 and Route 214 (Supplemental Allocation for Dual-laning)	300,000
3	Lancaster	Between Kilmarnock and Lively (Supplemental Allocation to Continue Dual-laning)	150,000
3 & 14	Gloucester & Mathews	Between Route 17 at Gloucester Court House and Fort Nonsense (Supplemental Allocation for Construction)	80,000
3	Mathews	Fort Nonsense - Soles (Supplemental Allocation for Rehabilitation and Widening)	25,000

FISCAL YEAR 1978-79

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	Between Route 360 and King & Queen Court House (Supplemental Allocation for Construction)	\$ 100,000
14	King & Queen	Route 614 at Little Plymouth - Northwest (Supplemental Allocation for Reconstruction)	27,000
14	King & Queen	Relocation at Corbins Mill (Supplemental Allocation for Construction)	24,000
14	King & Queen & Gloucester	Route 33 (Shacklefords Fork) - Route 17 (Adner) (Supplemental Allocation for Construction)	125,000
17	Gloucester	<u>Aid to Mass Transit:</u> Commuter Parking Facility at Intersection of Route 1216 and Route 1232 North of Hayes (Initial Allocation)	20,000
17	Gloucester	Route 14 at Adner - North and South (Supplemental Allocation for Construction)	300,000
17	Gloucester	Improve Intersection at Route 615 (Short Lane) (Supplemental Allocation for Safety Improvement)	12,000

FISCAL YEAR 1978-79

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Middlesex	Saluda Bypass (Supplemental Allocation for New Construction)	\$ 400,000
17 & 360	Essex	Construct Turn Lanes Between Route T-617 in Tappahannock and Brays Fork (Initial Allocation for Safety Improvement)	35,000
17 & 360	Essex & Middlesex	South of Tappahannock - South (Supplemental Allocation to Continue Dual-laning)	1,500,000
17 & 33	Middlesex	Improve Intersection at Routes 33 & 618 in Saluda (Initial Allocation)	3,000
17	Essex & Caroline	North of Tappahannock - North (Supplemental Allocation to Continue Dual-laning Including New Bridge over Mount Landing Creek)	800,000
17	Stafford	Route 95 Interchange - North (Supplemental Allocation for Construction)	100,000
17 Bus. & 2	Spotsylvania	Bridge and Approaches Ruffins Pond (Supplemental Allocation for Bridge Replacement)	25,000
30	King William	Between Central Garage and West Point (Supplemental Allocation to Continue Rehabilitation and Widening)	275,000

FISCAL YEAR 1978-79

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
30	King William	Improve Sight Distance at East Intersection of Route 600 (Initial Allocation)	\$ 1,500
33	King & Queen & Gloucester	East of Lord Delaware Bridge - East (Supplemental Allocation to Continue Dual-laning)	275,000
33	Middlesex	Saluda - East (Supplemental Allocation to Continue Dual-laning)	300,000
33	Middlesex	Route 3 at Harmony Village - East (Supplemental Allocation for Construction)	5,000
95	Caroline, Spotsylvania & Stafford	Hanover County Line - Prince William County Line (Supplemental Allocation)	7,296,000
201	Lancaster & Northumberland	Between Route 3 and Route 360 at Heathsville (Supplemental Allocation for Rehabilitation and Widening)	100,000
202	Westmoreland	Bridge and Approaches Nomini Creek (Supplemental Allocation for Reconstruction)	575,000
202	Westmoreland	Improve Vertical Sight Distance at Route 611 East of Hague (Supplemental Allocation for Safety Improvement)	38,500

FISCAL YEAR 1978-79

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
202	Northumberland & Westmoreland	Between Route 203 and Route 619 (Supplemental Allocation for Widening and Spot Improvement)	\$ 160,000
206	King George	Between Route 301 and Dahlgren (Supplemental Allocation for Rehabilitation and Widening Including New Bridge over Williams Creek)	205,000
208	Spotsylvania	Route 1 at Four Mile Fork - West (Supplemental Allocation for Four-laning)	500,000
218	Stafford	Route 3 - East (Supplemental Allocation for Four-laning)	175,000
218	Stafford & King George	Between Route 607 (Deacon Road) and Route 205 (Supplemental Allocation for Construction)	80,000
218	King George	Improve Radii at West Intersection Route 206 (Initial Allocation for Reconstruction)	4,000
218	King George	Reconstruction at Route 609 to Improve Horizontal Alignment (Initial Allocation for Safety Improvement)	20,000

FISCAL YEAR 1978-79

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
222	Lancaster	Improve Sight Distance at Intersection Route 632 (Right of Way Acquisition)	\$ 3,000
301 & 2	Caroline	Bridge and Approaches Pamunkey River (Supplemental Allocation for Joint Bridge Replacement Project with Richmond District)	12,000
301 & 2	Caroline	Bridge and Approaches Mattaponi River (Supplemental Allocation for Reconstruction)	100,000
301	Caroline & King George	Bridge and Approaches Rappahannock River at Port Royal (Supplemental Allocation for Construction)	325,000
301	King George	Construct Turn Lane at Route 205 (Initial Allocation)	4,000
360	Richmond & Northumberland	Warsaw - East (Supplemental Allocation to Continue Dual-laning)	1,000,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	405,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	200,500
Total, Fredericksburg District Allocations			<u>\$18,098,000</u>

CULPEPER DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$37,553,000
Arterial and Other Primary Construction	22,108,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction	8,043,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Highway Safety Improvements (Primary System)	568,000
New Signs and Signals (Primary System)	470,000
New Signs (Interstate System)	60,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
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Total	<u>\$68,952,000</u>

FISCAL YEAR 1978-79

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
--	Fairfax	<u>Aid to Mass Transit:</u> Bus Passenger Shelters (Initial Allocation for Purchase and County-Wide Installation)	45,000
1	Fairfax	South of Route 495 - South (Supplemental Allocation to Continue Dual-laning)	800,000
1	Prince William	Improve Drainage in Median Between Dumfries and Triangle and Improve Sight Distance at Route T-1107 for Safety Improvement (Initial Allocation)	100,000
1	Prince William	Town of Dumfries (Supplemental Allocation for Cooperative Project with Town for Sidewalk and Curb and Gutter)	10,000
3	Orange & Culpeper	Route 20 (Wilderness) - Lignum (Supplemental Allocation for Widening and Reconstruction of Sections)	400,000
6	Fluvanna	Bridge and Approaches Rivanna River (Initial Allocation for Bridge Replacement)	300,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Alexandria	KING STREET: West Corporate Limits - Route 95 (Supplemental Allocation)	\$ 700,000
7 & 244	Fairfax	Interchange at Baileys Crossroads (Supplemental Allocation for Cooperative Project with County for Construction)	300,000
7 & 123	Fairfax	Improvement of Interchange at Tysons Corner (Supplemental Allocation)	25,000
7	Fairfax	Bridge and Approaches Sugarland Run (Westbound Lane) East of Route 228 (Supplemental Allocation for Bridge Replacement)	25,000
7	Falls Church	BROAD STREET: West Corporate Limits - Fairfax Street (Initial Allocation)	25,000
7	Loudoun	Extend Turn Lane on West Approach to Route 228 (Initial Allocation)	16,000
7	Loudoun	Construct Turn Lanes at Intersections of Route 808 and Route 637 (Initial Allocation)	18,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Leesburg	MARKET STREET: Catoctin Circle - East Corporate Limits (Supplemental Allocation)	\$ 200,000
7	Loudoun	Leesburg Bypass and West (Supplemental Allocation for New Construction)	2,800,000
7	Loudoun	Clarke County Line - East (Supplemental Allocation for Construction)	17,000
15	Loudoun	Widen South Approach to Potomac River Bridge and Install Warning Signs with Flashers (Initial Allocation for Safety Improvement)	6,000
15	Prince William	Construct Turn Lanes at Route 234 and Route 601 North of Haymarket (Supplemental Allocation for Safety Improvement)	5,000
15 & 29	Fauquier	Construct Turn Lane at Route 744, Route 651 and Route 673 (Initial Allocation)	8,000
15	Warrenton	FALMOUTH STREET: Intersection Improvement with Route 29 (Initial Allocation)	30,000
15	Town of Culpeper	ORANGE AVENUE: Intersection Improvement with Route 3 (Initial Allocation)	30,000

FISCAL YEAR 1978-79

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 Construction)	\$ 80,000
15	Orange	South Corporate Limits Orange - North and South (Supplemental Allocation for Construction)	250,000
15	Louisa	Bridge and Approaches South Anna River (Supplemental Allocation for Reconstruction)	100,000
17	Fauquier	North Corporate Limits Warrenton - North (Supplemental Allocation for Right of Way Acquisition)	100,000
17	Fauquier	Stafford County Line - West (Supplemental Allocation to Continue Dual-laning)	2,110,000
20	Albemarle	Between Scottsville and Charlottesville (Supplemental Allocation to Continue Reconstruction of Sections)	100,000
20	Orange	Construct Turn Lanes at Route 629 East of Orange (Supplemental Allocation for Safety Improvement)	5,000
20	Orange	Route 231 - South (Supplemental Allocation for Reconstruction)	375,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20 Bus.	Orange	Town of Orange (Supplemental Allocation for Reconstruction)	\$ 70,000
22 & 208	Louisa	Improve Intersection at Route 623 West of Mineral (Supplemental Allocation for Safety Improvement)	25,000
28	Loudoun	Construct Turn Lanes at Route 846 (Initial Allocation for Safety Improvement)	25,000
28	Loudoun	Widen Pavement to Provide Turn Lanes at Route 625 (Initial Allocation)	20,000
28	Prince William	Improve Intersection of Route 215 and Route 619 (Supplemental Allocation for Safety Improvement)	50,000
28	Prince William	Improvements at Route 1006 South of Manassas (Supplemental Allocation for Safety Improvement)	30,000
28	Prince William & Fairfax	Manassas - North (Supplemental Allocation for Dual-laning Including Bridge Replacement)	1,000,000
28	Fairfax	Improvement of Intersection Routes 29 & 211 at Centreville (Supplemental Allocation)	100,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
28	Fairfax	Construct Turn Lane at North Intersection Route 620 Near Centreville (Supplemental Allocation for Safety Improvement)	\$ 10,000
29	Arlington	Lee Highway: Route 237 (Washington Boulevard) - East (Initial Allocation for Construction)	110,000
29 & 211	Arlington	Bus Ramp: George Washington Memorial Parkway - Routes 29 & 211 (Initial Allocation for New Construction)	100,000
29 & 211	Fairfax	Construct Turn Lanes at Various Locations Between Route 621 and West Corporate Limits Fairfax (Supplemental Allocation for Safety Improvement)	15,000
29, 211 & 50	City of Fairfax	LEE HIGHWAY: Bridges over Accotink Creek and Central Fork (Supplemental Allocation)	100,000
29 & 211	Fairfax	Improve Drainage Capacity at Holmes Run (Supplemental Allocation for Construction)	15,000
29 & 211	Fairfax & Prince William	Bridge over Bull Run (Initial Allocation for New Bridge)	70,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Prince William	Bridge and Approaches Broad Run (Supplemental 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)	4,000
29	Fauquier	Warrenton Bypass (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	500,000
29	Madison	Construct Turn Lanes at Crossovers and at North Intersection Route 230 (Initial Allocation)	15,000
29	Albemarle	Bridge and Approaches North Fork Rivanna River (Supplemental Allocation for Bridge Replacement)	125,000
29	Albemarle	Construct Turn Lane at Route 1403 North of Charlottesville (Supplemental Allocation for Safety Improvement)	4,000
33	Greene	Swift Run Gap - East (Supplemental Allocation for New Construction)	2,110,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Louisa	Improve Connection at West Intersection Route 522 (Supplemental Allocation for Safety Improvement)	\$ 15,000
50	Arlington	Arlington Boulevard: Interchange at George Mason Drive (Supplemental Allocation for Construction)	150,000
50	Arlington	Install Safety Shields on Structure Rails at Route 120 and Lynn Street (Supplemental Allocation for Safety Improvement)	17,000
50	Arlington	Arlington Boulevard: Bridge and Approaches Four Mile Run and Carlyn Springs Road (Supplemental Allocation for Right of Way Acquisition)	200,000
50	Fairfax	Interchange at Gallows Road (Route 650) (Supplemental Allocation for New Construction)	1,000,000
50 & 28	Fairfax	Interchange at Routes 50 & 28 (Initial Allocation for Preliminary Engineering and Right of Way Acquisition)	125,000

FISCAL YEAR 1978-79

GULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Loudoun	Fairfax County Line - West (Supplemental Allocation to Continue Dual-laning)	\$ 600,000
50	Fauquier	Construct Turn Lane at Route 611 East of Loudoun County Line (Supplemental Allocation for Safety Improvement)	15,000
64	Albemarle, Fluvanna & Louisa	Nelson County Line - Goochland County Line (Supplemental Allocation)	500,000
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	29,753,000
95 & 395	Alexandria, Arlington, Fairfax & Prince William	Washington, D. C. Line - Stafford County Line (Supplemental Allocation)	3,300,000
120	Arlington	South Glebe Road: Bridge over Long Branch (Supplemental Allocation for New Bridge)	350,000
123	Fairfax	South Corporate Limits Fairfax - South (Supplemental Allocation to Continue Four-laning)	900,000
123	Fairfax	Dolly Madison Boulevard: Interchange at International Drive (Initial Allocation for Preliminary Engineering and Design)	150,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
123	Fairfax	Construct Turn Lanes at Routes 1977, 1008, 1910 and Crossover (Initial Allocation)	\$ 25,000
123	Fairfax	Between South Corporate Limits Vienna and Route 66 Interchange (Supplemental Allocation for Right of Way Acquired and Construction)	25,000
193	Fairfax	Intersection of Route 681 (Walker Road) at Forestville (Initial Allocation for Improvement)	25,000
208	Louisa	Between Route 33 at Louisa Court House and Route 64 (Supplemental Allocation for Construction)	75,000
211	Warrenton, Fauquier, Culpeper & Rappahannock	Warrenton - West (Supplemental Allocation for Rights of Way Acquired and Construction)	900,000
211	Rappahannock	Washington Bypass - West (Initial Allocation for Preliminary Engineering)	125,000
229	Culpeper	Reconstruct Intersection and Widen Pavement to Provide Turn Lane at Route 729 (Initial Allocation for Safety Improvement)	30,000

FISCAL YEAR 1978-79

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 Safety Improvement)	\$ 50,000
231	Madison	Route 230 - Orange County Line (Supplemental Allocation to Continue Rehabilitation)	210,000
231	Rappahannock	Between Route 522 and Madison County Line (Supplemental Allocation for Construction)	30,000
234	Prince William	South Corporate Limits Manassas - South (Supplemental Allocation for Dual-laning)	300,000
234	Manassas	GRANT AVENUE: Liberty Street - Church Street (Supplemental Allocation)	700,000
234	Prince William	Extend Left-turn Lanes at Various Locations Between Manassas and Route 66 (Supplemental Allocation for Safety Improvement)	15,000
234	Prince William	North Corporate Limits Manassas - Route 66 Interchange (Supplemental Allocation to Complete Curb and Gutter Sections)	25,000

FISCAL YEAR 1978-79

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)	\$ 400,000
236	Alexandria	DUKE STREET: Roberts Lane - Diagonal Road (Supplemental Allocation)	1,500,000
236	Fairfax	Between East Corporate Limits Fairfax and West Corporate Limits Alexandria (Supplemental Allocation for Safety Improvements)	25,000
237	Arlington	10th Street North - Route 120 (Glebe Road) (Supplemental Allocation for Construction)	26,000
241	Fairfax	Between Route 1 and South Corporate Limits Alexandria (Initial Allocation for Preliminary Engineering)	125,000
250	Albemarle	Construct Raised Median at Route 809 West of Charlottesville (Supplemental Allocation for Safety Improvement)	15,000
495 & 95	Alexandria & Fairfax	Capital Beltway (Supplemental Allocation)	4,000,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Culpeper & Orange	Route 3 - South (Supplemental Allocation for Construction)	\$ 70,000
522	Louisa	Between Route 33 at Cuckoo and Route 64 (Supplemental Allocation for Reconstruction of Bridge and Approaches Owens Creek)	125,000
--	--	Coordinated Rural Signal Systems (Initial Allocation)	300,000
--	Fairfax	Springfield Bypass: Route 123 - Route 1 (Initial Allocation for Preliminary Engineering)	100,000
--	Arlington	16th-17th Street Connector: North Scott Street - North Rhodes Street (Supplemental Allocation for Construction)	35,000
--	Arlington	Williamsburg Boulevard: Fairfax County Line - North (Initial Allocation for Construction)	50,000
--	Arlington	Computerized Signal System (Supplemental Allocation)	1,300,000
--	Alexandria	CENTRAL BUSINESS DISTRICT: Traffic Signal System (Supplemental Allocation)	1,000,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY</u> <u>CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Charlottesville	HYDRAULIC ROAD: Route 250 Bypass - Route 29 (Initial Allocation)	\$ 93,000
--	Charlottesville	McINTIRE ROAD: Preston Avenue - Rio Road (Initial Allocation)	250,000
--	Charlottesville	RIDGE STREET: Cherry Avenue - Main Street (Initial Allocation)	250,000
--	City of Fairfax	PICKETT ROAD: Main Street - Arlington Boulevard (Supplemental Allocation)	965,000
--	Herndon	HERNDON PARKWAY: VanBuren Street - North Corporate Limits (Initial Allocation)	50,000
--	Herndon	ELDEN STREET: East Corporate Limits - Spring Street (Supplemental Allocation)	200,000
--	Leesburg	MARKET STREET: Loudoun Street - Ayr Street (Supplemental Allocation)	250,000

FISCAL YEAR 1978-79

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Vienna	PARK STREET: Maple Avenue - East Corporate Limits (Supplemental Allocation)	\$ 300,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	680,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvement)	180,000
Total, Culpeper District Allocations			<u>\$68,952,000</u>

STAUNTON DISTRICT
SUMMARY OF ALLOCATIONS
FISCAL YEAR 1978-79

Interstate System Construction	\$ 8,507,000
Arterial and Other Primary Construction	10,719,000
Urban Construction	3,905,000
Highway Safety Improvements (Primary System)	316,000
New Signs and Signals (Primary System)	160,000
New Signs (Interstate System)	40,000
Strengthening and Widening of Bridges	100,000
Guardrail	50,000
	<hr/>
Total	<u>\$23,797,000</u>

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Frederick	Grade Crossing Protective Devices B & O Railroad North of Winchester (Supplemental Allocation for Safety Improvement)	\$ 6,000
11	Frederick	Modify Grade Crossing Protective Devices B & O Railroad South of Winchester (Supplemental Allocation for Safety Improvement)	20,000
11	Shenandoah	Town of Woodstock (Supplemental Allocation for Cooperative Curb and Gutter Project)	280,000
11	Harrisonburg & Rockingham	Grattan Street - South of South Corporate Limits Harrisonburg (Supplemental Allocation for Right of Way Acquisition and Construction)	850,000
11	Rockingham	Town of Mount Crawford (Supplemental Allocation for Cooperative Drainage Project with Town)	25,000
11	Staunton	GREENVILLE AVENUE: Route 250 - South Corporate Limits (Supplemental Allocation)	435,000
11	Rockbridge	Between Route 64 and Route 81 (Supplemental Allocation for Construction)	4,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
18	Covington	SOUTH CARPENTER DRIVE: Persinger Street - Mallow Drive (Supplemental Allocation)	\$ 500,000
33	Rockingham	Construct Turn Lane at East Intersection Route 704 East of Harrisonburg (Supplemental Allocation for Safety Improvement)	2,000
33	Rockingham	West Corporate Limits Harrisonburg - West (Supplemental Allocation for Dual-laning)	325,000
37	Frederick	Winchester Bypass (Phase II) (Supplemental Allocation for Construction)	750,000
42	Shenandoah	Improve Sight Distance at Route 605 West of Woodstock (Initial Allocation for Safety Improvement)	15,000
42	Harrisonburg	SOUTH HIGH STREET: South Corporate Limits - Grace Street (Initial Allocation)	60,000
42	Rockingham	Harrisonburg - Broadway (Supplemental Allocation for Dual-laning)	600,000
42	Rockingham	Install Overhead Flashing Lights and Illuminate Signs at Intersection Route 290 in Dayton (Safety Improvement)	9,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Rockingham	Town of Bridgewater (Supplemental Allocation for Cooperative Drainage Project)	\$ 25,000
42	Augusta	Widen Bridge over Tributary of Buffalo Creek South of Route 254 (Initial Allocation for Safety Improvement)	15,000
42	Augusta	Reconstruction at Curve North of Route 760 near Parnassus (Supplemental Allocation for Safety Improvement)	15,000
42	Rockbridge	Widen Bridge Between North and South Intersections of Route 614 at Bells Valley (Supplemental Allocation for Safety Improvement)	5,000
50 & 17	Frederick & Clarke	East of Winchester - East (Supplemental Allocation Including Parallel Bridge over Shenandoah River)	1,500,000
55	Front Royal	SOUTH STREET AND JOHN MARSHALL HIGHWAY: Route 340 - East Corporate Limits (Supplemental Allocation)	360,000
60	Rockbridge	Bridge over Maury River at West Corporate Limits Buena Vista (Supplemental Allocation for Bridge Replacement)	750,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Alleghany	Bridge and Approaches Cowpasture River (Initial Allocation for Bridge Replacement)	\$ 200,000
64	Clifton Forge, Alleghany & Rockbridge	West Virginia State Line - Route 81 (Lexington) (Supplemental Allocation)	5,807,000
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	1,500,000
81	Rockbridge, Augusta, Rockingham, Shenandoah, Warren & Frederick	Botetourt County Line - West Virginia State Line (Supplemental Allocation)	1,200,000
127	Frederick	Route 522 - North (Supplemental Allocation for Construction)	200,000
159	Alleghany	Bridge and Approaches Ogle Creek (Supplemental Allocation for Construction)	85,000
211	Luray	EAST MAIN STREET: Intersection Improvement with Reservoir Avenue (Initial Allocation)	25,000
211	Shenandoah	Route 81 at New Market - East (Supplemental Allocation for New Construction)	400,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Alleghany	Route 64 - South (Supplemental Allocation for Dual-laning)	\$ 400,000
220	Alleghany	North of Covington - North (Supplemental Allocation for Improvement of Sections)	25,000
250	Waynesboro	MAIN STREET: DuPont Boulevard - Route 340 (Initial Allocation)	100,000
250	Augusta	Waynesboro - Staunton (Supplemental Allocation for Widening)	500,000
250	Augusta	Improve Sight Distance at East Intersection Route 612 West of Staunton (Initial Allocation for Safety Improvement)	25,000
250	Augusta & Highland	Route 42 at Churchville - West (Supplemental Allocation for Construction)	48,000
250	Highland	Augusta County Line - West (Supplemental Allocation for Construction)	40,000
252	Staunton	MIDDLEBROOK AVENUE: South Corporate Limits - South Lewis Street (Supplemental Allocation)	600,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
254	Augusta	Route 275 - East of Christian Creek (Supplemental Allocation for Right of Way Acquired and Construction)	\$ 70,000
254	Augusta	Reconstruct Curve at Route 693 and Provide Turn Lane (Initial Allocation for Safety Improvement)	25,000
256	Augusta	Route 11 - Rockingham County Line (Supplemental Allocation for Pavement Strengthening)	25,000
257	Rockingham	West of Dayton - West (Supplemental Allocation for Spot Improvement)	100,000
262	Augusta	Southern Route: Route 81 - West (Supplemental Allocation for New Construction)	600,000
263	Shenandoah	Between Route 42 at Mill and Orkney Springs (Supplemental Allocation for Spot Improvement)	190,000
340	Clarke	North of Berryville - North (Supplemental Allocation for Dual-laning)	675,000
340	Front Royal	14TH STREET AND SHENANDOAH AVENUE: Intersection Improvement (Initial Allocation)	40,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Page	Spot Improvement at Route 9878 South of Newport (Supplemental Allocation for Safety Improvement)	\$ 5,000
340 Bypass	Page	Route 340 West of Stanley - Route 211 (Supplemental Allocation for Reconstruction of Two Lanes on Ultimate Four Lane Facility)	300,000
340	Page	Town of Stanley (Supplemental Allocation for Cooperative Project with Town for Construction)	200,000
340	Rockingham	Town of Elkton (Supplemental Allocation for Widening to Four Lanes Including New Bridge over Elk Run)	150,000
340	Augusta	West Corporate Limits Waynesboro - West (Supplemental Allocation for Dual-laning)	950,000
340	Waynesboro	NORTH DELPHINE AVENUE: 4th Street - Faber Avenue (Supplemental Allocation)	100,000
501	Rockbridge	Between South Corporate Limits Buena Vista and Route 130 (Supplemental Allocation for Pavement Strengthening and Bridge Widening)	95,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340 & 522	Warren	Construct Turn Lane at Route 627 and Route 639 (Initial Allocation for Improvement)	\$ 7,000
340 & 522	Warren	Improve Sight Distance and Turning Radius at Route 637 North of Front Royal (Initial Allocation for Safety Improvement)	24,000
522	Frederick	West of Winchester - West (Supplemental Allocation for Right of Way Acquired and Construction)	600,000
--	Augusta	Inner Loop: North Corporate Limits Staunton - South Corporate Limits Staunton (Supplemental Allocation for New Construction)	400,000
--	Augusta	Route 275 Extension: Route 11 - Route 250 West (Initial Allocation for Preliminary Engineering and Design)	50,000
--	Harrisonburg	CANTRELL AVENUE: South Mason Street - Paul Street (Supplemental Allocation)	40,000
--	Waynesboro	2ND STREET: Relocated Route 340 - Augusta Avenue (Initial Allocation)	250,000

FISCAL YEAR 1978-79

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Winchester	SOUTHERN LOOP: Millwood Avenue - Amherst Street (Supplemental Allocation)	\$ 100,000
--	Winchester	PLEASANT VALLEY ROAD: Papermill Road - Millwood Avenue (Initial Allocation)	500,000
--	Winchester	CENTRAL BUSINESS DISTRICT: Traffic Signal System (Supplemental Allocation)	95,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (District Wide)	350,000
--	--	Elimination of Roadside Obstacles (District Wide Safety Improvements)	150,000
Total, Staunton District Allocations			<u>\$23,797,000</u>

PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1978-79 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
HOTEL ROANOKE

June 7, 1978

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Salem, Bristol, Lynchburg and Staunton Districts on June 7, 1978 at 9 a.m. in the Shenandoah Room of Hotel Roanoke.

Commissioner John E. Harwood called the hearing to order and presented his replacement, Mr. Harold G. King. He also introduced the members of the Highway and Transportation Commission as well as members of the Staff.

Salem District

Carroll County, City of Galax, Floyd County, Montgomery County (also Grayson County)

Senator Madison Marye spoke on the following: -

1. Urged continuation of work on I-77 and get both lanes open in Carroll County
2. On Route 58 between Hillsville and Galax, urged that projects be combined as much as possible so as to get work completed with least amount of inconvenience to those using the road
3. Hopes work can begin in the City of Galax (maybe on Route 58, he said)
4. Noted work being done between Galax and Independence in Grayson County on Route 58
5. Urged consideration be given to the improvement of Route 58 west of Independence
6. Hopes work can be started on Route 21 from the North Carolina line
7. Appreciates progress on the second leg of Route 8 in Floyd County; hopes the allocation on Route 8 is to begin the third leg
8. Spoke of curves on Bent Mountain on Route 221
9. Urged that work on the Interstates in Southwest Virginia be completed as fast as possible
10. Spoke of condition of the secondary roads
11. Appreciates the work being done on Prices Fork Road Interchange

Floyd County

William L. Whitlock, Chairman of Floyd County Board of Supervisors, expressed appreciation for work being done on Route 8 and concurred in Senator Marye's remarks on Route 8 and Route 221 (Bent Mountain)

Franklin County, Henry County, City of Martinsville

Senator Virgil Goode, Jr. spoke on the following: -

Hopes the dual laning of Route 40 will continue; accidents are continuing on NBL of Chestnut Creek Bridge where work is needed; an Interchange at Route 220 South and the Martinsville Bypass is needed in Henry County;
Senator Goode and John Richardson, County Administrator of Henry County, would like for work on traffic light at Route 57 and Route 57A to proceed.
Senator Goode, Frank Cheatam and John Richardson spoke in the interest of grade separation at Carver Parkway (Route 1714) and Martinsville Bypass.

John Richardson, County Administrator of Henry County, would like for the following projects to be kept in mind: -

1. Dual laning of Route 58 west from Route 220 south cloverleaf to the Route 220 Bypass be updated
2. Bridges at Interchange of Route 220 south and the 220 Bypass
3. Step up third phase of Route 220 Bypass from 220 South to Route 58 East

Patrick County

Ed Pilson, member of Patrick County Board of Supervisors, expressed appreciation for what is being done for the county and what has been done.

Roanoke County, City of Roanoke, Town of Vinton

Delegate Ray Robrecht was interested in the following: -

1. Route 221 climbing lane (Bent Mountain) (Mr. Perkinson advised the work would probably start in late summer)
2. Vinton Mill Road (Mr. Perkinson advised the public hearing should be held the last of July or first of August)
3. Asked that work on Hershberger Road be given top priority (Mr. Perkinson advised it would be some years before starting this work)

City of Roanoke

Mrs. Elizabeth Bowles, member of City Council, came in after the hearing had adjourned. She advised she was interested in Hershberger Road and also in Tenth Street.

BRISTOL DISTRICT

Bland County and other Southwest locations

Jim Williams, GLFHA, read a letter from Senator Danny Bird and Lt. Governor Charles S. Robb asking that Route 606 in Bland County be placed in the Primary System; he concurred in these letters. Senator Bird also asked for the completion of Route 100 from Fearisburg to Dublin. Mr. Williams asked that the timetable on the last seven or eight miles of I-77 between Ft. Chiswell and Wytheville be moved up. Expressed interest in Rest Areas and Information Centers in Bland and Carroll Counties.

Grayson County

J. Cam Fields and Glenn Halsey spoke of the condition of Routes 58, 16 and 93 west of Independence. ;

K. O. Fields, automobile dealer, also spoke in the interest of Route 58 west of Independence and the National Recreational area.

Senator Marye advised he had discussed the roads in Grayson County with Delegate Archie Campbell and he concurs in what Senator Marye and Mr. J. Cam Fields said.

STAUNTON DISTRICT

Rockbridge County, Lexington

James Loesel, Landscape Architect from the county, and Mrs. Joy Dick from the Rockbridge-Lexington Bicentennial Commission, representing the Rockbridge Council of Garden Clubs, the Rockbridge Area Conservation Council, the League of Women Voters, as well as Rockbridge-Lexington Bicentennial Commission, asked if the 1978-79 tentative allocation for Interstates 64 and 81 (page 91) include money for landscaping. (They were told yes).

LYNCHBURG DISTRICT

City of Lynchburg

Robert G. Taylor, Chairman of Highway Systems Task Force, Greater Lynchburg Chamber of Commerce, read a statement concerning (1) Route 460 Bypass, (2) Extension of Expressway, (3) need in Madison Heights, and (4) Route 29 Bypass. (statement enclosed)

Nelson County

Thomas C. McGarry, member of the Nelson County Board of Supervisors, expressed very strong concern about Route 56 from Wingina to points west; road is only 14 to 16' wide; poorly aligned; has numerous winding and hilly curves. He understood \$75,000 is earmarked for additional engineering and purchase of right of way on this route. He advised commitments have been made to residents of Nelson County regarding this route and he questioned the beginning of construction. (Mr. Perkinson advised he was afraid we had plans for a million dollar job but did not have that kind of money and would have to do it in stages).

/mrc.

COMMONWEALTH OF VIRGINIA



SENATE

June 5, 1978

DANIEL W. BIRD, JR.
17th SENATORIAL DISTRICT
IND, STANS, GILES, PLUMASKI,
DUELL AND RUTHE COUNTIES
1225 W. MAIN STREET
WYTHEVILLE, VIRGINIA 24242

COMMITTEE ASSIGNMENTS:
AGRICULTURE, CONSERVATION AND NATURAL
RESOURCES
PRIVILEGES AND ELECTIONS
TRANSPORTATION

State Highway Commission
Richmond
Virginia 23219

Gentlemen:

It is with deep regret that a conflict in my schedule has developed and I will be unable to personally appear at the allocation hearing in Roanoke on Wednesday, June 7.

Along with several other State Legislators, we have a meeting in Wytheville on that date to plan a Southwest Virginia tour for the Governor and all members of the General Assembly this fall. We trust that we can put our best foot forward at that time and show our duly elected state officials the good points and the weaknesses in our transportation system in Southwest Virginia.

The main purpose of this letter is to state our appreciation for the allocations of the Commission. I also would like to express the unanimous feeling of the Bland County Board of Supervisors and Delegate Archie Campbell and myself that Route 606 in Bland County be included in the primary system of highways this year. The Virginia Department of Highways and Transportation has taken the necessary surveys on this approximately 12-mile stretch of roadway in Bland County and found that it meets the criteria for inclusion in the primary system.

Route 606 serves as a transportation artery for coal mine related tractor trailers and heavy vehicles to travel to Bluefield, Tazewell, Richlands, Grundy and other important destinations in the coal fields. It has approximately the same traffic volume as that of Route 61 north and west of Interstate 77 to Tazewell and Richlands. In behalf of the thousands of citizens of Southwest Virginia who travel this roadway daily, we would appreciate your Commission taking prompt action to include Route 606 into the primary system. Of course, we trust that primary allocations would be forthcoming in the near future to properly update and improve this very important route in Southwest Virginia.

I trust your Commission will also make the necessary allocations available in the near future for the completion of Route 100 from Pearisburg to Dublin. Again, we deeply appreciate your kind and prompt attention to these requests.

With warmest personal regards and best wishes, I am

Sincerely yours,

A handwritten signature in cursive script that reads "Danny W. Bird, Jr." in black ink.

Daniel W. Bird, Jr.

DWB, JR.:ps



COMMONWEALTH of VIRGINIA

Office of the Lieutenant Governor
Richmond 23219

Charles S. Robb
Lieutenant Governor

June 5, 1978

Virginia State Highway Commission
Roanoke, Virginia 24012

Dear Commissioners:

I would like to endorse the placement of Highway 606 in the primary road system. It is my understanding that the road is very narrow, extremely dusty, and in a very poor condition generally. Citizens are having a difficult time using the road as their cars are often damaged.

Route 606 provides the principal link between Route 100 in Giles County and Route 77 in Bland County. For this reason, the road has a great deal of traffic.

I would greatly appreciate your careful consideration of the request of the Bland County Board of Supervisors, Senator Daniel W. Bird, Jr., and many citizens of the area.

Best wishes.

Sincerely,

Charles S. Robb

Charles S. Robb

CSR:bp

Statement Before The Tentative Allocation Hearing

Goodmorning -

My name is Robert G. Taylor and I serve as Chairman of the Highway Systems Task Force, Greater Lynchburg Chamber of Commerce.

We are delighted to see the safety improvement construction underway at the Garnet Street crossing and appreciate your financial participation.

The construction on the second leg of the 460 bypass between Candler's Mountain Road and U. S. 29 South is progressing very well. We applaud you for your tentative allocation and consideration to the next leg of the 460 bypass between U. S. 29 and Timberlake Road, U. S. 460.

The proposed allocation to the extension of the expressway from Route 221 to Route 501 is very significant to our overall expectations for Greater Lynchburg and we are anxious to see this construction plan become a reality.

We would like to call your attention to a pressing need in the Madison Heights section in Amherst County. This is the traffic bottleneck that exist onto U. S. 29 North.

The Greater Lynchburg Chamber of Commerce envisions relief of this congested area through construction of 29 bypass beginning in the vicinity of Amelon Road, south across the James River, and a 29 and 460 connector north-east of the existing 501 and 460 connector. This would become part of a circumferential highway network. We recognize this to be an expensive highway project and ask that you consider this concept in future deliberations.

PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1978-79 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
RICHMOND, FREDERICKSBURG, CULPEPER & SUFFOLK DISTRICTS

RICHMOND, VIRGINIA
JUNE 15, 1978

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Richmond, Fredericksburg, Culpeper and Suffolk Districts on June 15, 1978 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 Highway and Transportation Commission.

Mr. Harwood informed those present that highway revenues through March of this year are running about 6½% ahead of the same period last year. However, the rate of increase is expected to decline for the remainder of the year and it is estimated that the annual growth rate for the year will be about 5.7% or will produce about \$452.8 million.

For the fiscal year 1978-79, we are estimating that the annual rate of growth in highway fund revenues will decline further to about 5.5% and will produce about \$478.1 million.

Federal-aid for the coming year will increase to \$222.4 million or about 2%.

In addition to this estimated amount, there is available approximately \$35 million of unallocated 1976-77 revenue which had been on loan to the General Fund. This brings the total amount available for highways to \$673.6 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 remaining funds of \$443.5 million are available for construction. After deducting \$159.1 million of Federal Interstate Funds that can be used only on the Interstate System, there is \$284.4 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 \$142.2 million. After subtracting matching funds for the Interstate and Planning and Research Funds, there is left \$123.6 million to be allocated to the Primary and Arterial Routes in the State.

Twenty-five percent of the \$284.4 million is to be allocated to the Urban System under the new formula, and this amounts to \$71.1 million. \$0.4 million is set aside for Planning and Research, leaving \$70.7 million to be allocated to Urban projects.

Federal Interstate Funds amount to \$159.1 million and \$18.0 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 \$169.6 million to be allocated to the Interstate Projects, which is \$8.5 million more than was available last year.

Mr. Harwood further stated that maintenance funds have been distributed on the basis of need. This year the distribution among the systems resulted in the following percentages: Interstate 13%, Primary 29%, Urban 16% and Secondary Roads 42%. Total funds required for this coming year for maintenance is estimated to be \$177.3 million.

Mr. Harwood reminded everyone that this meeting considers only allocations for the Primary, Arterial, Interstate and Urban Systems. The Secondary hearings are held on a county level and funds are distributed to the counties on a very fixed formula.

FREDERICKSBURG DISTRICT

Mr. Woodrow W. Saft, Vice Chairman of the King George County Board of Supervisors, presented the attached statement on behalf of the Board requesting consideration for financing new primary highway projects for the county as outlined in his statement, along with a map showing the traffic patterns.

Mr. Saft added a brief comment regarding the Williams Creek Bridge, which requires interim repairs by providing steel underpinning and piling to support the structure. Consideration was requested for this project for the district.

Mr. Steven T. Foster, King George County Administrator, followed up briefly on some of Mr. Saft's remarks. He emphasized once again the importance of the Williams Creek Bridge to the economy of King George County as well as the economy of the entire Fredericksburg District.

Mr. Foster expressed his appreciation to Mr. Robinson for meeting with the Rappahannock Area Development Commission, which is the Planning Commission for District 16, of which King George is a member. He further stated that this Commission has gone on record in favor of high priority to be given to the replacement of the Williams Creek Bridge.

As Mr. Saft stated, this is the largest employer not only in King George, and in Planning District 16, but in the entire Fredericksburg District. The importance of the Dahlgren Naval Surface Weapons Center cannot be emphasized enough to the economy of this area. He respectfully requested that considerable consideration be given to the replacement of this bridge as first priority.

He also expressed his appreciation for the efforts of both Mr. Chryssikos and Mr. Myruski. It was noted that it had received the endorsement of the King George Chamber of Commerce and the Fredericksburg Chamber of Commerce.

He concluded by saying that he was sorry that the Navy was not represented at the meeting, but he did want it to go on record that they were represented at the meeting in Fredericksburg District and that they were in favor of widening Route 206 into Dahlgren and also replacing the bridge.

Mr. Saft further stated that he wanted to compliment the District Engineer, Mr. Chryssikos, and the Resident Engineer, Mr. Myruski for the fine job they have done in correcting the damage to the Secondary as well as to the Primary roads in the area due to the severe winter.

SUFFOLK DISTRICT

Mr. William C. Porter, Jr., Director of Planning for James City County, began by complimenting the Resident Engineer, Mr. Frank Hall, who has worked very closely with the county in the development of both the Six Year Plan and the Secondary Road System and the priority listing.

He stated that the completion of Route 199, which James City County has been working on since 1968 and the Grove Interchange are essential to the future movement of traffic patterns in James City County. It was noted that Route 199 would reduce the traffic burdens on other more limited secondary roads in the area. In addition, it would also provide a bypass which will keep many trips from unnecessarily funneling into the City of Williamsburg and Colonial Williamsburg. He presented some statistics which are attached.

Mr. Porter presented letters from the Chairman of the Planning Commission, Chairman of the James City County Board of Supervisors, representatives of Anheuser-Busch, the Colonial Williamsburg Foundation, the City of Williamsburg, the Williamsburg Area Chamber of Commerce, the Williamsburg Board of Realtors and a resolution from the James City County Board of Supervisors, which are attached.

Mr. Thomas Westbrook, City of Chesapeake, noted that he was satisfied with the proposed allocations for the area that would affect the City of Chesapeake but did call attention to two primary projects of much concern; namely, the Great Bridge Bypass and the Bowers Hill Interchange.

Mr. Harwood presented a letter from Mr. John F. Herrity, Chairman of the Fairfax County Board of Supervisors outlining three requests. The first being for the improvement of the I-495 and Gallows Road Interchange, the second for a service road connection between Seminary Road and Columbia Pike, and the third for the four-laning of Route 29/211 from Fairfax Circle to Falls Church City Line, which will be made a part of the record.

The meeting adjourned at 9:28 a.m.

BOARD OF SUPERVISORS

REGINALD P. HAYDEN
JAMES MADISON DISTRICT

JAMES B. HOWARD
JAMES MONROE DISTRICT

WOODROW W. SAFT
DAKLOREN DISTRICT



STEVEN T. FOSTER
COUNTY ADMINISTRATOR

P. O. BOX 198
KING GEORGE VIRGINIA 22482

PHONE: 703-778-8181

12 June 1978

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

Dear Mr. Harwood:

The Board of Supervisors of King George County requests your consideration for financing new primary highway projects for the County as follows:

1. Provide financing and schedule for accomplishment, major improvements to Route 206 from 301 to the Naval Surface Weapons Center, Dahlgren, Virginia, including the Williams Creek Bridge.

The road was built about 1932 and has had no major improvements during the following forty-six years. The most recent traffic count indicated over 4,500 vehicles per day using this primary route. This major thoroughfare is the main access to the Dahlgren base, which has a payroll in excess of \$50 million. In addition to this large payroll, the base also does contract work in excess of \$42 million per year, much of which goes to small businesses within the Fredericksburg District.

The twist, hump and bump in the road due to the sinking of the roadbed and the bridge has created a significant safety hazard. This hazardous situation has been a significant factor in several serious accidents during the past year. A dump truck has turned over in the middle of the road; four passenger car accidents occurred in a 48-hour span; and two fatalities occurred within a 24-hour period. Although it might be argued that the condition of the bridge and road were not totally responsible for these accidents, it is unquestionable that their deplorable condition was a contributing factor to these events.

Mr. John E. Harwood
12 June 1978
Page 2

The hazard and need for improvements was recognized by professionals of your Department who, in 1974, prepared basic engineering and plans to correct this problem, only to have the plans become inactive.

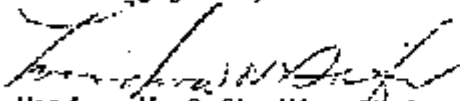
The Fredericksburg Area Chamber of Commerce and the Command staff of the Naval Surface Weapons Center-Dahlgren endorse the need for these major improvements to provide reasonable access to the Fredericksburg District's major industry. This endorsement is made in light of the fact that the road which now serves this tremendous military installation is a narrow, unimproved, dangerous stretch of highway served by a totally inadequate bridge structure.

Other projects of importance to King George County include:

1. Procure right of way and re-engineer the intersection of Routes 218 and 618. The traffic (excess of 1750 VPD) on primary Route 218 must come to a stop to make a 90-degree turn and enter secondary Route 618 while going south. This creates a safety hazard while traveling north due to the sudden short 90-degree turn while on a 55-mph thoroughfare. It appears logical to procure the needed right of way while the adjacent land is unimproved rather than wait until a commercial establishment is constructed at that corner.
2. Plan improvements for relieving the curves and limited re-alignment to Route 218 through the County to Route 206 to handle safely the traffic serving the proposed Caledon State Park in King George County.

Thank you for your consideration.

Sincerely yours,


Woodrow W. Saft, Vice Chairman
Board of Supervisors
King George, Virginia

WWS:a



The
Colonial Williamsburg
 Foundation
 Williamsburg, Virginia 23185

143

~~Mr. G. ...~~
 Mr. E. ...
 Mr. ...

Office of the Chairman

June 9, 1978

	M.S.H.	
<input checked="" type="checkbox"/>	R.O.C.	
<input checked="" type="checkbox"/>	A.L.H.	
<input checked="" type="checkbox"/>	S.C.H.	
<input checked="" type="checkbox"/>	P.J.S.	
<input checked="" type="checkbox"/>	M.H.E.	
<input checked="" type="checkbox"/>	B.E.T.	
<input checked="" type="checkbox"/>	C.H.	

Dear John:

I appreciate your additional and encouraging report of June 1, 1978, on the plans for the relocation of Route 60 east of Williamsburg. The early development of the first section from Busch Gardens through Carter's Grove is of great importance to Colonial Williamsburg's plans to enhance, protect and preserve historic Carter's Grove Plantation. A key part of these plans, as you know, is the completion early next year of the one-way, six-mile private roadway from Route 199 to Carter's Grove.

Of the four lines under consideration for the extension of Route 60 east from Carter's Grove, Colonial Williamsburg favors "C", the route farthest south and below Skiff's Creek Reservoir.

I look forward to seeing you on Monday, June 19th in Williamsburg.

My best regards.

Sincerely,

Carlisle H. Humelsine

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

17 HARTWOOD DISTRICT
1800 B. HALL, RICHMOND, VIRGINIA DISTRICT
1900 C. FINLEY, RICHMOND, VIRGINIA DISTRICT
2000 D. G. G. LINDSEY, LEANING DISTRICT
2100 E. G. G. LINDSEY, LEANING DISTRICT
2200 F. G. G. LINDSEY, LEANING DISTRICT
2300 G. G. LINDSEY, LEANING DISTRICT
2400 H. G. G. LINDSEY, LEANING DISTRICT
2500 I. G. G. LINDSEY, LEANING DISTRICT
2600 J. G. G. LINDSEY, LEANING DISTRICT
2700 K. G. G. LINDSEY, LEANING DISTRICT
2800 L. G. G. LINDSEY, LEANING DISTRICT
2900 M. G. G. LINDSEY, LEANING DISTRICT
3000 N. G. G. LINDSEY, LEANING DISTRICT
3100 O. G. G. LINDSEY, LEANING DISTRICT
3200 P. G. G. LINDSEY, LEANING DISTRICT
3300 Q. G. G. LINDSEY, LEANING DISTRICT
3400 R. G. G. LINDSEY, LEANING DISTRICT
3500 S. G. G. LINDSEY, LEANING DISTRICT
3600 T. G. G. LINDSEY, LEANING DISTRICT
3700 U. G. G. LINDSEY, LEANING DISTRICT
3800 V. G. G. LINDSEY, LEANING DISTRICT
3900 W. G. G. LINDSEY, LEANING DISTRICT
4000 X. G. G. LINDSEY, LEANING DISTRICT
4100 Y. G. G. LINDSEY, LEANING DISTRICT
4200 Z. G. G. LINDSEY, LEANING DISTRICT



COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1221 EAST BROAD STREET
RICHMOND, 23219

June 1, 1978

L. E. RUSSEN, III
DEPUTY COMMISSIONER & CHIEF ENGINEER
T. ABNEY HEAVY
DIRECTOR OF ADMINISTRATION
J. W. KRAY, JR.
DIRECTOR OF OPERATIONS 14
P. HOPKIN, JR.
DIRECTOR OF PLANNING
H. W. FARMER, JR.
DIRECTOR OF PROGRAM MANAGEMENT
W. L. BRITTE, JR.
DIRECTOR OF ENGINEERING

IN REPLY PLEASE REFER TO

Relocation of Route 60 -
James City County

Mr. Carlisle H. Humelsine, Chairman
The Colonial Williamsburg Foundation
Williamsburg, Virginia 23185

Dear Carl:

Supplementing my letter of May 30, 1978, I have now assembled the information that you mentioned in the fourth paragraph on page 2 of your letter of May 23.

I am enclosing a small map on which have been indicated the locations under consideration for Route 60 east of Williamsburg. The section shown in red is estimated to cost \$2,750,000, and the plans are approximately 80 percent complete. We hope to begin right of way acquisition in June of this year and have the project ready for advertisement, barring unforeseen difficulties, by next fall. By that time we estimate that we will have sufficient funds available to begin construction. The remainder of the work to Route 105 in the City is now in the preliminary engineering section.

As you can see from the map, four lines are under consideration, which vary in cost from about \$5,800,000 to \$3,400,000. We are working toward a location public hearing this fall; and we anticipate that if this can be settled and if we do not run into any obstacles, we could probably have the work ready for advertisement some time in 1983.

I hope this will give you the information that you need; and if we can be of further assistance, please do not hesitate to call us.

Sincerely,

John E. Harwood, Commissioner

JEH/lbh
Enclosure

March 20, 1978

Honorable Chairman and Members
Virginia Highway Commission
1221 East Broad Street
Richmond, Virginia 23219

Re: Route 199 and Grove Interchange
James City County

Dear Sirs:

The completion of Route 199 and the construction of the Grove Interchange are essential to the future pattern of traffic movement in James City County.

Route 199 will reduce the traffic burdens on other more limited secondary roads in the area. It will also provide a by-pass which is needed to keep many trips from unnecessarily funneling into the City of Williamsburg.

According to the computer model prepared by the Virginia Department of Highways and Transportation Staff, the following traffic counts will occur in less than 25 years:

	<u>With 199</u>	<u>Without 199</u>
Route 612 (Longhill Road)	4,000 VTD	16,000 VTD
Route 615 (Ironbound Road)	4,000 VTD	13,000 VTD
Route 60 (Richmond Road)	10,000 VTD	13,000 VTD
Route 199	7-11,000 VTD	

These counts are actually conservative as they are using rather low growth rates. Our 1975 Major Thoroughfare Plan, prepared by Barton Aschman Associates, projected even higher counts on these roads as a result of our including development plans known for various properties which would add dramatically to the projected volumes.

The roads shown, such as Longhill Road and Ironbound Road in particular, are narrow secondary roads. These will be very expensive to widen as they have insufficient rights-of-way and contiguous development.

Virginia Highway Commission
March 20, 1978
Page two

Of greater concern is the need for a by-pass to serve as an alternate to continued funneling of traffic into Williamsburg. This is critical for the safe and efficient movement of passenger vehicles, school busses, and emergency vehicles which compound the already serious traffic congestion in the City.

The Grove Interchange is essential for the reduction of traffic congestion in the southeastern portion of James City County. This is presently the industrial center of the County as well as the County's tourist center. The location of the Route 199-Route 60 interchange causes a disproportionately large number of vehicles to enter and leave this industrial and tourist area from one direction. This creates serious traffic congestion, and conflicts of traffic movements and creates delays for traffic leaving the area.

With the expansion of Anheuser-Busch Brewery, Ball Metal, and additional industrial growth, Route 60-East will have an increasing commuter and industrial traffic. In the area of tourist traffic, Busch Gardens is presently attracting 1.8 million tourists per year with approximately 14,500 by private car per day. By 1980, attendance is expected to climb to approximately 2.1 million.

The Grove Interchange would provide an almost direct route between I-64 and this most highly congested portion of Route 60-East in James City County and would essentially reverse the direction of travel. This would result in I-64 traffic being directed in a series of right turn movements and avoid the usual conflicts associated with left turns.

Like any system, the various links of our road network must work smoothly and efficiently. Overloading on two parts of the system—as is occurring in the west-central and southeastern portions of the County—is predictable and capable of solution if we act in an expeditious manner to create necessary alternates. The completion of Route 199 and the construction of the Grove Interchange are the keys to the system.

Sincerely,

William C. Porter, Jr.
Director of Planning

WCP/st

March 20, 1978

Honorable Chairman and Members
Virginia Highway Commission
1221 East Broad Street
Richmond, Virginia 23219

Dear Sirs:

James City County is now the second most rapidly growing County in the State. From a population of 3,000 in 1930, we now have a resident population of 24,000. Tourism adds an additional 1.3 million visitors at Colonial Williamsburg plus 1.8 million at Busch Gardens. This tourist volume is a major support of the State's economy, and produces a great amount of gasoline tax which is essential to the Highway Department Budget. It is essential that this traffic be served by adequate road facilities which serve both local and tourist traffic and protect the area from traffic congestion.

The Planning Commission and the Board of Supervisors have supported the completion of Route 199 and the construction of the Grove Interchange through the Major Thoroughfare Plan and the County's Comprehensive Plan.

Time is now running out, the completion of Route 199 and the construction of the Grove Interchange must go forward. Without a final corridor for Route 199, we are hard pressed to preserve the proposed corridors, which will make right-of-way acquisition more difficult and costly each year.

The Grove Interchange is essential for the reduction of traffic congestion in the southeastern portion of James City County. The southeastern portion of the County is presently the industrial and tourist center of the County.

Virginia Highway Commission
March 20, 1978
Page two

The Grove Interchange would provide an almost direct route between I-64 and the most highly congested portion of Route 60-East in James City County.

Sincerely,

W. J. Scruggs, Chairman
Planning Commission

WJS/st

March 17, 1978

Honorable Chairman and Members
Virginia Highway Commission
1221 East Broad Street
Richmond, Virginia 23219

Dear Sirs:

On behalf of the James City County Board of Supervisors, I would like to thank you for this opportunity to appear before you. With the assistance of several other speakers, we hope to encourage the Commission and the Department of Highways to expedite the corridor selection, design, and construction of the unfinished portion of Route 199 and the Grove Interchange.

The completion of Route 199 and the construction of the Grove Interchange are the two most important Highway works in James City County over the next few decades. As you are aware, our regional road network presently consists of radials emanating out from the City of Williamsburg. Although we have paved and widened all of these routes, this basic pattern movement has not changed since 1699.

The Williamsburg area now has a population of about 40,000 persons, with 24,000 in James City County. We are the second most rapidly growing county in Virginia. Also, Colonial Williamsburg now attracts 1.3 million tourists annually, and Busch Gardens attracts 1.8 million. With all of this traffic funneling into Williamsburg, we are now at the point where the traffic pattern is simply not consistent with protection and preservation of the quiet charm of the restored area and the area's residential and business communities.

Colonial Williamsburg is a priceless State asset and coupled with the rapid growth of the Busch complex, a major prop of the State's economy. We must protect these entities from unwarranted traffic congestion as well as to insure the safe and efficient movement of residential traffic, community traffic and emergency vehicles through the surrounding areas of the County.

Virginia Highway Commission
March 17, 1970
Page two

The need for a residential by-pass around the City and the Grove interchange is now paramount. The location of Route 199 will affect the land-use pattern in the central part of the County. The Grove Interchange will greatly reduce traffic congestion and conflicts on one of the County's most highly traveled roads.

Our Comprehensive Plan calls for the development of Route 199 as soon as possible, generally along Corridor Line B. Our decisions regarding water and sewer line extensions, public buildings, and rezonings all relate to this basic pattern.

The corridors currently under discussion for Route 199 run through the most rapidly developing section of our rapidly growing County. Land development is now closing off many remaining options. If a corridor is not selected soon, right-of-way acquisition will only be more costly. We stand ready to assist you in protecting this corridor once selected.

We hope that the documentation and other speakers will convince you that the two projects presented are projects whose times have come.

Again, thank you for your time.

Sincerely,

Jack B. Edwards, Chairman
Board of Supervisors

JDE/cc

OTY AND POWELL

ATTORNEYS AT LAW
POST OFFICE BOX 104

WILLIAMSBURG, VIRGINIA 23105

DAVID W. OTY
SAMUEL T. POWELL

110 CANY STREET
TELEPHONE 910-8 803-0161

March 10, 1978

Mr. Frank N. Hall
Resident Engineer
Virginia Department of
Highways and Transportation
P. O. Box 80
Williamsburg, Virginia 23185

Dear Frank:

Through my capacity as local attorney for Anheuser-Busch, I am writing to advise that Anheuser-Busch is not desirous of having the Highway Department proceed with the four laning of Route 60 east of the Anheuser-Busch properties. Our traffic studies indicate that the four laning of Route 60 prior to the construction of a flyover from Interstate 64 would only worsen the traffic in the vicinity of Busch Gardens. As matters now stand the great majority of the traffic coming to Busch Gardens comes from west of the Gardens off of 199 and then east on to 60. The Gardens attempts to fill the parking lots on the south side of Route 60 and only then is traffic diverted to the north side into what is designated Parking Lot E. If Route 60 is four lane east of the Gardens, it would effectively do away with Parking Lot D on the south side and consequently the overflow would start much earlier in the day. The overflow traffic of necessity has to make a left turn across the westbound lane of Route 60 which only creates more confusion.

Anheuser-Busch would be very much in favor of seeing the flyover constructed in that the traffic study shows that approximately 20% of the Gardens' traffic originates to the east of Williamsburg and would thus use the flyover when approaching the Gardens on 64 from destinations to the east.

In addition, it does seem that Route 143, which is already four laned, could in some manner be better utilized rather than having three four lane highways in such close proximity to each other.

If you or anyone on your staff is interested, I will be glad

Mr. Frank N. Ball
March 10, 1978
Page 2

to share the conclusions from the traffic study referred to in my letter.

Yours very truly,

David W. Otey

DWO:hs

cc: Mr. William Porter



The
Colonial Williamsburg
 Foundation
 Williamsburg, Virginia 23185

Office of the President

March 13, 1978

Mr. Jack Edwards
 Chairman, Board of Supervisors
 James City County
 P. O. Box JC
 Williamsburg, Virginia 23185

Dear Mr. Edwards:

With regard to the March 22, 1978 Pre-Allocation Hearing for the Suffolk District by the Virginia Department of Highways and Transportation, Colonial Williamsburg strongly supports the expeditious selection of the corridor, design and construction of the northern leg of Route 199 to connect with the existing leg of 199 and I-64 in accordance with the 1975 James City County thoroughfare plan. This circumferential by-pass through West-Central James City County would greatly assist in improved traffic conditions and circulation throughout the entire area.

The impact of tourism on the local economy makes it mandatory that the area has a smooth flow of traffic, and completion of 199 to I-64 would be of great importance in providing a road network suitable for expediting all traffic.

It is my understanding that you and your colleagues will make a presentation to the Highway Commission on behalf of the early completion of the northern leg of 199 on March 22 and I am writing this letter in support of this project.

I strongly urge that the completion of Route 199 to I-64 be accomplished as expeditiously as possible.

Sincerely,

Charles R. Longworth
 Charles R. Longworth



CITY OF WILLIAMSBURG
WILLIAMSBURG, VIRGINIA

P. O. Box 379
Williamsburg, Virginia

23185

March 14, 1978

The Honorable Jack D. Edwards,
Chairman
Board of Supervisors of James City
County
P. O. Box JC
Williamsburg, Virginia 23185

Dear Jack:

I am happy to write in support of the presentation of James City County to the Virginia Highway Commission asking the Commission to expedite the corridor selection, design and construction of the northern leg of Route 199.

The Williamsburg City Council unanimously feels that the construction of this highway will be of great benefit to the city as well as to the entire area it will serve.

As you know, we hope in the future to reduce the impact of modern motor vehicles in the Historical Area of Williamsburg and the construction of this road will greatly facilitate this while providing greater convenience to local residents.

Please let me know if we may be of further assistance in this important matter.

Sincerely yours,


V. M. Geddy, Jr.

VMG/ndr



Williamsburg Area CHAMBER OF COMMERCE

P. O. DRAWER HQ - WILLIAMSBURG, VIRGINIA 23185 - (804) 229-8511

March 20, 1978

The Honorable Jack D. Edwards
Chairman
James City County Board of Supervisors
P. O. Box JC
Williamsburg, Virginia 23185

Dear Mr. Edwards:

This letter is in reference to the Pre-Allocation Hearing for the Suffolk District of the Virginia Department of Highways and Transportation to be held on March 22, 1978.

We would appreciate your conveying to the officials of the Highway Department in your meetings with them that the position of this Chamber of Commerce, now and for several years past, is that the early design and construction of the northern leg of Route 199 are sorely needed by the residents and businesses in James City County and surrounding areas.

We have been concerned about this route for a long time and believe that its completion is vital to the orderly growth and economic well being of this area and to needed improvement in traffic circulation. It is our hope that the Highway Department will place the highest possible priority on the early completion of the route.

Your efforts and those of the other members of the Board of Supervisors are appreciated very much and I hope that you will let me know if we may assist in any way.

Sincerely,

T. R. Vermillion
President

ERV/apd

Williamsburg Board Of Realtors

*204c Parkway Drive
Williamsburg, Virginia 23185
(804) 229-5588*

20 March 1978

Mr. Jack D. Edwards, Chairman
James City County Board of Supervisors
P.O. Box J.C.
Williamsburg, Virginia 23185

Dear Mr. Edwards:

The Board of Directors of the Williamsburg Board of Realtors supports your efforts for the completion of the northern leg of Route 199 and encourages you to seek early approval for this project from the Virginia Department of Highways and Transportation.

Please let me know if there is any way in which the Realtors of the area can help you expedite this matter.

Sincerely yours,

A.G.W. Christopher, Jr.
A.G.W. Christopher, Jr.
President
AGWC/mm

RESOLUTION

WHEREAS, the County's Comprehensive Plan and numerous Regional and State Transportation plans and studies conclude that Route 199, the southern bypass around Williamsburg, is essential to permit the safe and efficient movement of traffic in the Williamsburg-James City County area; and

WHEREAS, there exists a pressing need within the community to relieve the traffic congestion on Routes 616, 615 and 612 by expediting the completion of all or parts of the future segments of Route 199 from its present terminus at Route 5;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of James City County, Virginia that:

1. Corridor selection, alignment, design and construction of the remaining portions of Route 199 are of the highest transportation priority to this Board of Supervisors.
2. The location and timing of numerous public facilities, public utilities, and private capital investment is dependent upon the expeditious completion of this project.
3. Traffic congestion and public safety in the west-central portions of the County will continue to deteriorate in the absence of this roadway.
4. Final corridor selection should be in agreement with the County's Comprehensive Plan.
5. The Virginia Department of Highways and Transportation should expedite the construction of Route 199 from its present terminus at Route 5.


 Jack D. Edwards, Chairman
 Board of Supervisors

TEST:


 James B. Oliver, Jr.
 Clerk to the Board

Adopted by the Board of Supervisors of James City County, Virginia
 this 13th day of March, 1978.

June 15, 1978

Allocations of 1978-79
Interstate, Primary and
Urban Funds

Mr. John F. Herrity, Chairman
Fairfax County Board of Supervisors
4100 Chain Bridge Road
Fairfax, Virginia 22030

Dear Mr. Herrity:

This is to acknowledge receipt of your letter dated June 13, 1978 regarding the tentative allocations for 1978-79 in your area.

I offer the following comments on the three projects which you consider of major importance to Fairfax County:

ROUTE I-495/GALLOWS ROAD (ROUTE 650)

Improvement of Existing Interchange

This work is included in the tentative allocations for the "Capital Beltway" (\$4.0 million). Although the description does not specifically mention the interchange, sufficient funds are estimated to be available from this allocation to advertise this work for construction bids, hopefully in December 1978.

LEESBURG PIKE (ROUTE 7)

Service Drive Connection Between Seminary Road
and Columbia Pike

As I am sure you are aware, the Baileys ^{Crossroads} ~~Cross-Road~~ project cost was in excess of \$10 million and a deficit of over a million dollars still remains which must be financed over a three year period. The connection from Seminary Road to Columbia Pike is estimated to cost an additional million dollars. You can see, the problem that would be involved in attempting to finance this within any reasonable period of time from Primary allocations.

Mr. John F. Herrity
Page 2
June 15, 1978

If, however, there could be substantial donations of right of way, this cost could possibly be reduced thereby enabling the project to be advanced. Even then it would require at least two years to complete the plans and advertise for construction bids.

LEE HIGHWAY (ROUTES 29/211)

Four laning from Fairfax Circle to
Falls Church City Line

This proposed work is a part of our long range improvement program and will be considered in future years as funds become available.

Please assure the Fairfax County Board of Supervisors that their requests were made a part of the allocation hearing which was held today, and will receive just consideration by the Highway and Transportation Commission in light of the many other such needs in the Culpeper District.

Sincerely,

John E. Harwood, Commissioner

cc: Honorable William B. Wrench
Mr. D. B. Hope
Mr. D. E. Keith

DLE

RCE/mme

bcc: Mr. L. E. Busser, III
Mr. H. R. Perkinson, Jr.
Mr. W. L. Brittle, Jr.
Mr. D. L. Eure



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22030



JOHN F. HERRITY
CHAIRMAN
4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030
TELEPHONE 691-3231

June 13, 1978



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

Subject: Allocation of FY79
Interstate, Primary and Urban
Funds

Dear Mr. Harwood:

The Board of Supervisors of Fairfax County have reviewed the tentative allocations of Interstate, Primary and Urban construction funds to projects in the Culpeper Construction District. As you may recall, at the April 12, 1978 public hearing held in the Fairfax City Council Chambers, you and other members of the Commission were provide with a list of projects to which the Board desired allocation of the subject funds. In reviewing the tentative allocations, we find that the following three projects which we consider to be of major importance are not included:

- I-495/Gallows Road (Rt. 650) -- improvement of existing interchange
- Leesburg Pike (Rt. 7) -- service drive connection between Seminary Road and Columbia Pike
- Lee Highway (Rt. 29/211) -- four laning from Fairfax Circle to Falls Church City line

Is this money included in the 1978 A

All these would just have

Let's have a meeting

Our Board of Supervisors have taken the position that the State Highway and Transportation Commission in finalizing the subject allocations should give consideration to allocating money to the aforementioned projects and should additional funds be necessary to provide for these allocations, the tentative allocation of \$125,000 made for the Route 28/Route 50 interchange can be eliminated. It is, of course, realized that this \$125,000 will not be sufficient to even provide a reasonable allocation to even one of these projects.

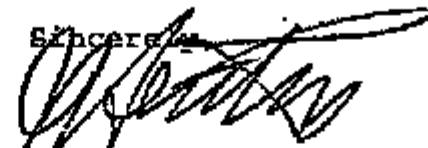
Mr. John E. Harwood

(2)

June 13, 1978

We would appreciate your bringing this communication which conveys the Board of Supervisors position to the attention of the State Highway and Transportation Commission for appropriate consideration. Your assistance in this matter is greatly appreciated.

Sincerely,



John F. Herrity

JFH/tle

- cc: Honorable William B. Wrench, Member
Virginia Highway and Transportation Commission
- cc: Mr. D. E. Keith, Resident Engineer, VDH&T, Fairfax
- cc: Mr. D. B. Hope, District Engineer, VDH&T, Culpeper

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

RCEV

Include in hearing
record

copied
made
6/15/78

JUN 14 1978
Prog. & S. Div.

June 14, 1978

Request for Additional
Improvements to Route 17
York County

Mr. R. E. Bain, County Administrator
County of York
P. O. Box 532
Yorktown, Virginia 23690

Dear Mr. Bain:

Thank you for your letter of June 9 advising that your Board has now reviewed the tentative allocations for the Interstate, Primary, and Urban Systems for 1978-79. We are pleased to note that they are generally in accord with the allocations as now proposed.

I am asking our engineers to look into the situation at the locations on Route 17 with respect to the addition of storage lanes at all existing median breaks and also the request for a new median break to serve the establishment of C. A. Barrs, Inc.

While the installation of storage lanes is, of course, desirable at all median breaks on divided highways, a project to include all these facilities would be rather costly. It may be that after field studies it may be possible to provide some of these facilities if justified under our Safety Improvement Program.

I do appreciate the Board's continuing interest in matters of mutual concern and you may assure them that their recommendations will be made a part of the June 15 public hearing record.

Sincerely,



Leo A. Zusser, III, Deputy Commissioner
and Chief Engineer

HRP:abn

CC: Mr. J. Z. Farwood
Mr. E. R. Perkinson, Jr.
Mr. W. L. Ezittle, Jr.
Mr. D. L. Eura
Mr. J. S. Hodge



MR. PERKINSON

103

COUNTY OF YORK, VIRGINIA

BOARD OF SUPERVISORS

June 9, 1978

COUNTY ADMINISTRATOR
R. E. BAIN

MR. H. TADW SMITH, Chairman
MR. HOWARD T. BUSCHER, Vice Chairman
DR. GEORGE D. COLE
MRS. SHIRLEY F. COOPER
DR. JOHN M. QUARLES

ASSISTANT COUNTY ADMINISTRATOR
ELIZABETH L. ANDRAPS

MR. LEO E. BUSSEY, III
Deputy Commissioner and Chief Engineer
Virginia Department of Highways and
Transportation
1221 East Broad Street
Richmond, Virginia 23219

Dear Mr. Bussey:

The York County Board of Supervisors has reviewed the 1978-79 tentative allocations for interstate, primary and urban construction.

The Board is generally in accord with the allocations for the Suffolk District and recommend their adoption by the Highway Commission with the following additions:

<u>Routes</u>	<u>Description</u>
17	Newport News city limits to G. P. Coleman Bridge. Construct left turn storage lanes at all existing median breaks.
17	150 feet south of the Chessie System spur line. Construct a new median break with left turn storage lane to serve C. A. Barrs, Inc.

Please include this correspondence as part of the Commission recommendation at the June 15, 1978 public hearing.

Sincerely,

R. E. Bain
County Administrator

REB:EMF:jl

June 14, 1978

Allocations for 1978-79
Fiscal Year

Mr. Sam H. McGhee, III
Assistant City Manager
City of Roanoke
Municipal Building
215 Church Avenue, S.W.
Roanoke, Virginia 24011

Dear Mr. McGhee:

Thank you for your letter of June 7, 1978 relative to the tentative 1978-79 allocations. Your kind remarks are appreciated.

Both the Highway and Transportation Commission and the Departmental engineering staff recognize the extremely high priority of the two Hershberger Road projects tentatively allocated to and will certainly do everything possible to move this work toward construction.

Every effort will be made to advertise the City's number one priority (between Cove Road and Williamson Road) some time in the latter months of 1982.

Your interest in this and other highway matters is appreciated.

Sincerely,

John E. Harwood, Commissioner

cc: Honorable Horace G. Fralin

DLE/mme

bcc: Mr. L. E. Busser, III
Mr. H. R. Perkinson, Jr.
Mr. D. L. Eure
Mr. J. G. Ripley



City of Roanoke, Virginia.

OFFICE OF THE CITY MANAGER

June 7, 1978

ROOM 254
MUNICIPAL BUILDING
215 CHURCH AVENUE, S.W.
ROANOKE, VIRGINIA 24011

Mr. John E. Harwood
Commissioner
Department of Highways
and Transportation
1401 East Broad Street
Richmond, Virginia 23219



Re: Allocations for Fiscal Year 78-79

Dear Mr. Harwood:

I must apologize for being unable to attend the Department's public hearing scheduled earlier today concerning the allocations for highway planning and construction during the coming fiscal year.

The City of Roanoke is pleased with the level of funding allocations made to ongoing projects in the City. We are particularly happy with the level of funding given to the last segment of the Southwest Expressway (Route 220) so that construction can proceed immediately.

Additionally, the City would like to express appreciation for "initial" allocations for both Hershberger Road projects. The project on Hershberger Road from Cove Road to Williamson Road is the City's number one priority and I would again take this opportunity to express our desire to proceed with the construction of this project at the earliest possible date.

The City of Roanoke would recommend approval of the Allocation Plan with the funding levels shown for our jurisdictional projects. Thank you for this opportunity to express our feelings concerning the Allocation Plan.

Sincerely,

Sam H. McGhee, III
Assistant City Manager

SEM/REB/b

cc: Mr. Horace Fralin

M. R. R. R.

M.S.H.	
<input checked="" type="checkbox"/> B.Y.K.	<input type="checkbox"/> R.O.C.
<input checked="" type="checkbox"/> L.J.G.	<input checked="" type="checkbox"/> A.L.E.
<input checked="" type="checkbox"/> R.C.E.	<input checked="" type="checkbox"/> S.C.R.
<input type="checkbox"/>	<input checked="" type="checkbox"/> P.J.S.
<input checked="" type="checkbox"/> M.M.E.	<input checked="" type="checkbox"/> R.E.T.
<input type="checkbox"/>	<input checked="" type="checkbox"/> G.C.N.

JUNE 12 1978

Please include with Public Hearing Letter

**1978-79 Tentative Allocation
for Interstate, Primary and
Urban Construction**

Honorable George F. Beard, Jr.
P. O. Box 444
Culpeper, Virginia 22701

Dear George:

Thank you for your letter dated June 7, 1978 concerning the public hearing to be held on June 15. I am sorry you will not be able to attend, but appreciate your comments which will be made a part of the hearing record.

The Highway and Transportation Commission certainly recognizes the need to improve Route 3 as quickly as possible and has for a number of years allocated funds toward this end. The recently approved tentative allocation of an additional \$400,000 for the coming 1978-79 fiscal year further indicates the Commission's recognition of need. As you are aware, final approval will not be given until after the public hearing.

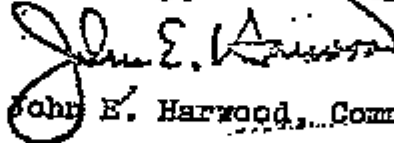
We have under plan development improvements from Wilderness to Lignum, a length of approximately 8.6 miles. The improvements consist of the acquisition of four lane right of way and reconstruction to upgrade the existing two lane roadway to meet current design criteria. This will provide an adequate level of service on this facility for many years in the future. Of course, Route 3 between Lignum and Culpeper is an adequate two lane facility now.

Honorable George P. Beard, Jr.
Page 2
June 12, 1978

We plan to implement construction in two projects, one from Wilderness to the Rapidan River and the other from the river to Lignum. A design public hearing on the first project has been held and pending Commission approval, the acquisition of right of way could begin in about two months. While the right of way will be purchased for an ultimate four lane facility, everything possible will be done to avoid relocating citizens until some time in the future when the construction of the parallel lane is imminent and this inconvenience is absolutely necessary.

Your interest in this matter is certainly appreciated.

Sincerely,



John E. Harwood, Commissioner

dle

MSH/mme

bcc: Mr. L. E. Busser, III Honorable William B. Wrench
 Mr. H. R. Perkinson, Jr.
 Mr. W. L. Brittle, Jr.
 Mr. D. L. Eure ✓
 Mr. D. B. Hope



COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

GEORGE P. BEARD, JR.
P. O. BOX 444
CULPEPER, VIRGINIA 22701

June 7, 1978

COMMITTEE ASSIGNMENTS
FINANCE
AGRICULTURE

TWENTY-FIFTH DISTRICT
CULPEPER, SUFFOLK, WATSON,
AND ORANGE

Re: 1978-79 Tentative Allocations
for Interstate, Primary and
Urban Construction

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



Dear Mr. Harwood:

I appreciate your letter informing me of a hearing to be held in Richmond on the Culpeper, Fredericksburg, Richmond and Suffolk Districts at 9:00 A.M. on June 15th. Unfortunately, I will be out of the state at that time and will not be able to attend the hearing. I would like, however, through this letter and through you, if I may, to inform the Commission that we are very vitally interested in the continuation of acquiring the rights-of-way on route 3 in preparation for future four-laning of this highway, clean into Culpeper. It is my understanding that funds are allocated for this purpose up to the Rapidan River and that bids are supposed to be submitted in the fall. I am not sure whether this particular meeting takes care of the road from the Rapidan River to Lignum, or whether this will come up in another hearing at another date.

On behalf of the constituents of Lake of the Woods, Orange County and the citizens of Culpeper County, we do appreciate the efforts of your good department, so far concerning this important project due to its great need now, more than ever before.

Sincerely yours,

George P. Beard, Jr.
George P. Beard, Jr.

GPBJr./mih