

MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

July 16, 1981

The monthly meeting of the State Highway and Transportation Commission was held in the Central Highway Office in Richmond, Virginia, on July 16, 1981, at 10 a.m. The Chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Brydges, Hassell, Hooper, Mohr, Delmer Robinson, William Robinson, Watkins and Wrench.

Absent: Messrs. Bane and Vaughan.

The Chairman introduced Mr. Richard G. Brydges, who was appointed to the Commission to represent the Suffolk District.

Mr. T. Ray Hassell, III was elected secretary of the Commission, to fill the vacancy created by the retirement from the Commission of Mr. William T. Roos, whose term expired June 30, 1981.

On motion of Mr. Hooper, seconded by Mr. Wm. Robinson, the minutes of the meeting of June 18, 1981, were approved.

On motion of Mr. Hooper, seconded by Mr. Wm. Robinson, permits issued from June 18, 1981, to July 15, 1981, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Hooper, seconded by Mr. Wm. Robinson, that cancellation of permits from June 18, 1981, to July 15, 1981, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Hooper, seconded by Mr. Wm. Robinson, that the Commission approve additions to the Secondary System from June 18, 1981, to July 15, 1981, inclusive, as shown by records of the Department. Motion carried.

Moved by Mr. Hooper, seconded by Mr. Wm. Robinson, that the Commission confirm letter ballot action on bids received June 16, 1981, on the following projects:

Project MR-1-81

Various Locations, Wise County. Award of contract to low bidder, Pendleton Constr. Corp. & Sub., Wytheville, Virginia.

Bid	\$128,087.25
Engineering and contingencies	20,234.82
Amount chargeable to project	148,301.87

\$148,301.87 to be financed from the Virginia Construction Funds (Budget Item No. 8001-5602).

Project MR-2-81

Various Locations, Wise County. Award of contract to low bidder, Adams Constr. Co. & Sub., Roanoke, Virginia.

Bid	\$108,664.79
Engineering and contingencies	17,169.03
Amount chargeable to project	125,833.82

\$125,833.82 to be financed from the Virginia Construction Funds (Budget Item No. 8001-5602).

Projects PM00-961 through 968-718, M-400

Computerized Highway Survey and Analysis for Establishing No-Passing Zones, Various Locations, Statewide. Award of contract to low bidder, United Traffic Service Corporation, Vanderbilt, Pennsylvania.

Bid	\$315,727.50
Engineering and contingencies	49,884.94
Amount chargeable to project	365,612.44

\$365,612.44 to be financed from 100% FEWA Pavement Marking Funds.

Routes 85, 495 and 66, Project PR-7A-81

Concrete Pavement Repairs, Various Locations, Fairfax County. Award of contract to low bidder, Chantilly Constr. Corp., Chantilly, Virginia.

Bid	\$291,300.00
Engineering and contingencies	46,025.40
Amount chargeable to project	337,325.40

\$337,325.40 to be financed from the Culpeper Interstate Maintenance Replacement Funds.

Route 64, Project R064-037-704, M-400; R064-054-701, M-400

Plant Mix Overlay, Various Locations, Goochland and Louisa Counties. Award of contract to low bidder, Mega Contractors, Inc., Richmond, Virginia.

Bid	\$261,318.92
Engineering and contingencies	41,288.54
Amount chargeable to project	302,608.46

\$302,608.46 to be financed 76.8% FHWA 3B Funds and 23.2% Virginia Construction Funds.

Route 10, Projects 0010-074-703, M-600, Contr. B, Contr. C; 704, M-600, Contr. B, Contr. C; 705, M-600, Contr. B, Contr. C; 706, M-600, Contr. B, Contr. C

Widening of 4 Bridges and Approaches - 4.25 Mi. E. Int. 155 - 9.97 Mi. E. Int. 156, Prince George County. Award of contract to low bidder, Williams Paving Company, Incorporated, Norfolk, Virginia.

Bid	\$459,382.89
Engineering and contingencies	72,582.49
Work by State Forces	9,148.20
Amount chargeable to project	541,113.58

\$28,760.58 to be provided in future Primary Construction Allocations.

Route Alt. 58, Project 7058-097-105, G-302

Channel Change Clinch River - SCL St. Paul, Wise County. Award of contract to low bidder, A. B. Burton Co., Inc., Lynchburg, Virginia.

Bid	\$609,918.25
Engineering and contingencies	96,366.76
Amount chargeable to project	706,285.01

Route 66, Project 0066-000-101, B-662, B-663, Contr. II; 102, B-665, Contr. II

3 Bridge Superstructures - Metro Brs. over Williamsburg Blvd. . 0.1 Mi. E. Fairfax CL, Westmoreland St. - 0.3 Mi. E. Fairfax CL, and Bon Air Park - 0.17 Mi. E. Patrick Henry Dr., Arlington County. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

	CONSTRUCTION	RIGHT OF WAY
Bid	\$417,899.00	\$35,000.00
Engineering and contingencies	65,996.44	5,530.00
Amount chargeable to project	524,225.44	40,530.00

Route 66, Project 0066-029-103, B-655, B-651, Contr. II

2 Br. Superstructures - Metro Brs. over Rt. 7 and Ramp A, Fairfax County. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

Bid	\$173,314.00
Engineering and contingencies	27,383.61
Amount chargeable to project	200,697.61

Route 95, Project 0095-029-2168, SR01

Bridge Repair - Ramp F over Rt. 1 (1.0 Mi. N. Prince William CL), Fairfax County. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid	\$150,782.00
Engineering and contingencies	23,823.55
Amount chargeable to project	174,605.55

\$174,605.55 to be financed from the Culpeper District Interstate Maintenance Replacement Funds.

Route 634, Project 0634-097-T81, N-501

0.95 Mi. W. Int. Rt. 72 - 1.78 Mi. W. Int. Rt. 72, Wise County. Award of contract to low bidder, Wiley N. Jackson Co., Roanoke, Virginia.

Bid	\$175,094.45
Engineering and contingencies	27,664.92
Amount chargeable to project	202,759.37

Accounts Receivable - \$202,759.37 Wise Co. (Coal Severance Tax)  
Routes 643, 644, 646, 650 and 651, Projects 0643-013-CH6, 076;  
0644-013-CH6, 180; 0646-013-CH6, 083; 0650-013-CH6, 091; 209,  
0651-013-CH6, 098

4 Brs. and 2 Br. Widening - Brs. over Paw Paw Run, Hunt Fork Cr., Guess Fork & Lester Fork, Buchanan County. Award of contract to low bidder, B & F Company, Rocky Mount, Virginia.

Bid	\$205,161.95
Engineering and contingencies	32,415.58
Work by State Forces	97,272.00
Amount chargeable to project	334,849.53

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Wm. Robinson, that the Commission confirm letter ballot action rejecting bid received June 16, 1981, on the following project, and authorize readvertisement:

Project BW00-199-101, N-501

Bicycle Path - 12th St. - Locust Ave., Town of Colonial Beach.  
Low bid - 82.3% over estimate.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-80 of the Code of Virginia of 1950, as amended, request is made by the Town of Bridgewater for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Bridgewater on additional streets, totaling 0.14 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1981, for the quarterly payment due after June 30, 1981. The additional streets and mileage eligible for payment are described as follows:

Kline Court	-	South Grove Street Northwest to Dead End	0.05 Mile
Stephen Circle	-	Mount Crawford Avenue South to Dead End	0.09 Mile

These additions, totaling 0.14 mile, increase the total "Other Streets" mileage in the Town of Bridgewater from 8.34 miles to 8.48 miles of approved streets subject to payment.

MOTION CARRIED

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

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

WHEREAS, the Highway and Transportation Commission has selected certain streets within the corporate limits of the City of Virginia Beach for such payments; and

WHEREAS, the City of Virginia Beach has requested the Virginia Department of Highways and Transportation to transfer certain "Other Streets" mileage to Primary Route Extensions in accordance with the new Commission Policy adopted by the Highway and Transportation Commission on July 17, 1980, and upon receipt of Commission action approving these transfers, these streets will be assigned the appropriate State Primary Route Numbers;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the additional mileage for payment on the Primary Route Extensions within the City of Virginia Beach be approved as described on attached tabulation sheet No. 1, dated July 1, 1981, effective July 1, 1981, for the quarterly payment due after September 30, 1981.

The Primary Extension mileage, due to this transfer of "Other Streets" mileage of 3.41 miles, will increase the total Primary Extension mileage in the City of Virginia Beach from 92.45 miles to 95.86 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for deletions subject to payment on "Other Streets" to the City of Virginia Beach be approved as described on attached tabulation sheet No. 2, dated July 1, 1981, effective July 1, 1981, for the quarterly payment due after September 30, 1981.

The "Other Streets" deletions of 3.41 miles, due to the transfer of mileage to the Primary Route Extensions, will decrease the "Other Streets" mileage in the City of Virginia Beach from 883.21 miles to 879.80 miles of approved streets subject to payment.

MOTION CARRIED

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

Sheet 1 of 2

JULY 1, 1981

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 3.41 "Primary"

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 10.84 "Primary"

SUBMITTED BY THE CITY OR TOWN (Date 5-6-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-22-81)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Lynnhaven Parkway	Rt. # 44 to End of 4-Lane 2-lane	End of 4-lane to end of 2-lane	90'	2/24'	.37	yes	stone	BC	4
	End of 2-lane to Kings Arms Drive		90'	24'	1.28	yes	stone	BC	2
	Kings Arms Drive to 4-lane		90'	2/24'	.53	yes	stone	BC	4
	4-Lanes South to Holland Road		90'	24'	.63	yes	stone	BC	2
			90'	2/24'	.09	yes	stone	BC	4
Indian River Rd.	Military Hwy. to MCL		110'	2/36'	.51	yes	stone	BC	6

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

SIGNED

*P. G. G. G.*  
Dept. of Highways' Engineer

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

Sheet 2 OF 2

July 1, 1981

MUNICIPALITY Virginia Beach

DELETED

TOTAL ~~ADDITIONAL~~ CENTERLINE MILEAGE REQUESTED 5.41 "Other"

DELETED

TOTAL ~~ADDITIONAL~~ LANE MILEAGE REQUESTED 10.84 "Other"

SUBMITTED BY THE CITY OR TOWN (Date 5-6-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-22-81)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PAVING PROHIBITED KT (Yes or No) <sup>1/2</sup>	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Lymhaven Parkway	Rt. # 44 to End of 4-Lane End of 4-lane to end of 2-lane		90'	2/24' 24'	.37 1.28	yes yes	stone stone	BC BC	4 2
	End of 2-lane to Kings Arms Drive		90'	2/24'	.53	yes	stone	BC	4
	Kings Arms Drive to 4-Lane		90'	24'	.63	yes	stone	BC	2
	4-Lanes South to Holland Road		90'	2/24'	.09	yes	stone	BC	4
Indian River Rd.	Military Hwy. to WCL		110'	2/36'	.51	yes	stone	BC	6

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

SIGNED

*Patricia*

Dept. of Highways' Engineer



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

WHEREAS, Route 28 in Prince William County has been altered and reconstructed as shown on plans for Project 0028-076-105, C-502; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.14 mile of old Route 28 shown in blue and designated as Section 1 on the plat dated August 29, 1980, Project 0028-076-105, C-502, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Norton on additional streets, totaling 1.57 miles, and meeting required standards under the aforementioned section of the Code, effective July 1, 1981, for the quarterly payment after September 30, 1981. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 and 2, dated July 1, 1981.

These "Other Streets" additions, totaling 1.57 miles, increase the total "Other Streets" mileage in the City of Norton from 15.58 miles to 17.15 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

MUNICIPALITY CITY OF NORFOLK

1.57

TOTAL ADDITIONAL MILEAGE REQUESTED ~~1.88~~ Miles

SUBMITTED BY THE CITY OR TOWN (Date 2/25/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/25/81)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Hammer Ave.	7th St.	Top of Hill Dead End	30'	16'	.31	No	Stone	Hard	2
Campbell Ave.	10th St.	End	40'	16'	.04	No	Stone	Hard	2
13th St., N. W.	Virginia Ave.	Adams Ave. - End	40'	16'	.14	No	Stone	Hard	2
Laurel Ave.	12th St., S.W. End		30'	16'	.11	No	Stone	Hard	2
11th St., SE	Liberty Ave.	Retrey Ave.	30'	16'	.03	No	Stone	Hard	2
Chestnut St.	Fleming St.	Monroe St.	50'	21'	.06	No	Stone	Hard	2
Locust Ave.	End of Pave- ment @ Inst Creek	4th St., SW	50'	25'	.03	No	Stone	Hard	2
Locust Ave.	4th St., SW	3rd St., SW	50'	25'	.11	No	Stone	Hard	2
Locust Ave.	3rd St., S.W.	2nd St., S.W.	50'	25'	.14	No	Stone	Hard	2
Locust Ave.	2nd St., S.W.	Caldesac	50'	25'	.07	No	Stone	Hard	2
15th St., S.W.	Main Ave.	Bengas Branch	50'	18'	.06	No	Stone	Hard	2
8th St., S.W.	Kentucky Ave.	Locust Ave.	50'	16'	.03	No	Stone	Hard	2
Walnut St.	Ridge Ave.	Hagan Ave.	41'	18'	.07	No	Stone	Hard	2

SIGNED  Dept. of Highways' Engineer

July 1, 1981

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

MUNICIPALITY City of Norton  
1.57

TOTAL ADDITIONAL MILEAGE REQUESTED 1.80

SUBMITTED BY THE CITY OR TOWN (Date 2/25/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/25/81)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Henry St.	Murphy St.	Fleming St.	50'	16'	.12	No	Stone	Hard	2
Fleming St.	Craig St.	Chestnut St.	50'	24'	.02	No	Stone	Hard	2
<del>Elson School Rd. East 3rd St.</del>	<del>Rock Ave.</del>	<del>Parking Lot</del>	<del>50'</del>	<del>24'</del>	<del>.23</del>	<del>No</del>	<del>Stone</del>	<del>Hard</del>	<del>2</del>
St. Mary's Road	East 3rd St.	St. Mary's Hosp.	50'	30.6	.23	No	Stone	Hard	2

SIGNED   
Dept. of Highways' Engineer

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

WHEREAS, by proper resolution, the Board of Supervisors of Fairfax County has requested that a certain road which no longer serves as a public necessity be discontinued as part of the Secondary System of Highways.

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

Fairfax County - Section 1 of old location Route 636 from  
Station 12+00 to Station 19+38.5,  
Project 0636-029-205, C-501 0.16 Mile

MOTION CARRIED

Moved by Mr. Hassell, seconded by Mr. Wrench, that the Commission award bid received July 1, 1981, on the following project:

Route 58, Project D058-134-101, C-504

Traffic Signal System - Int. Clearfield Ave. - Int. Mustang Trail, City of Virginia Beach. Award of contract to low bidder, Fosco Fabricators, Inc. & Sub., Dixon, Illinois.

Bid	\$1,036,955.55
Engineering and contingencies	163,838.97
Work by state forces	6,890.10
Amount chargeable to project	1,207,684.62
Accounts Receivable City of Virginia Beach	- \$140,980.56

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Hooper, that the Commission award bid received June 16, 1981, on the following project:

Young Ave., Project U000-123-104, C-501, B-602

0.052 Mi. E. of West St. - Int. West St. & Young Ave., City of Petersburg. Award of contract to low bidder, H. W. Carter Construction Co., Inc., Chase City, Virginia.

Bid	\$185,779.60
Engineering and contingencies	29,353.17
Work by state forces	2,079.19
Railroad (flagging)	28,020.00
Amount chargeable to project	245,231.96
City of Petersburg -	\$3,589.80
\$20,142.16 to be provided in future Urban Construction Allocations.	

**MOTION CARRIED**

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FEPM 7-7-5, a combined location and design public hearing was held in the Buena Vista City Hall, Buena Vista, Virginia, on May 7, 1981, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Route 80 from 0.08 mile west of the West Corporate Limits of Buena Vista to 0.62 mile west of the West Corporate Limits of Buena Vista (Bridge and Approaches over Maury River) in Rockbridge County, State Project 0080-081-107, C-501, B-601; Federal Project BR-F-040-1(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 at the said combined location and design public hearing by the Department's engineers.

**MOTION CARRIED**

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the George Wythe High School in Wytheville, Virginia, on June 11, 1981, at 7:30 p.m., for the purpose of considering the proposed major design features of Interstate Route 81 from 0.21 mile east of the intersection Interstate Route 77 at Wytheville to 1.10 mile west of the intersection Route 52 at Fort Chiswell, in Wythe County, State Project 0081-098-101, C-505, C-506, C-507; Federal Project I-81-1(71)76; 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 the plans for this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers.

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Mohr,  
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 Belle View Elementary School located at 8701 Fort Hunt Road on May 20, 1981, at 8:00 p.m., for the purpose of considering the proposed location and major design features of Route 629 (Fort Hunt Road) from the intersection of Route 1 to 0.159 mile south of the intersection of Route 1 (including extension of Huntington Avenue between Routes 1 and 629), in Fairfax County, State Project 0629-029-216, C-501; Federal Project M-5401 ( ); and

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

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

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

MOTION CARRIED

Moved by Mr. Wrench, seconded by Mr. Mohr,  
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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Culpeper County has by resolution requested industrial access funds to provide access to the facility of Big M Company, to be located off Route 762 in Culpeper County near Inlet, estimated to cost \$36,500; 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 the remaining \$13,250 from the 1980-81 industrial access fund and \$9,650 from the 1981-82 industrial access fund, a total of \$22,900, be allocated to provide access to the facility of Big M Company, to be located off Route 762 in Culpeper County near Inlet, Project 0780-023-175, M-501, contingent upon (1) the industry's entering into a

firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) all cost over and above the \$22,900 eligibility being provided from other than highway sources.

**MOTION CARRIED**

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Stafford County has by resolution requested industrial access funds to provide access to Virginia Concrete Company, Inc., and Newton Asphalt Company, both of which are proposed to be located in the Courthouse Industrial Park off Route 702 near Stafford Courthouse, estimated to cost \$103,000; 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 \$103,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facilities of Virginia Concrete Company, Inc., and Newton Asphalt Company, to be located in the Courthouse Industrial Park off Route 702 near Stafford Courthouse in Stafford County, Project 1316-089-185, M-501, contingent upon (1) the industries' entering into firm contracts for the construction of their facilities; and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

**MOTION CARRIED**



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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Stafford County has by resolution requested industrial access funds to provide access to the new facility of Walter Grinders, Inc., to be located in the Falls Run Industrial Park in Stafford County west of Falmouth, estimated to cost \$80,000; 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 \$80,000 from the 1981-82 industrial access fund be allocated to provide access to the new facility of Walter Grinders, Inc., to be located in the Falls Run Industrial Park in Stafford County west of Falmouth, Project 0618-089-184, M-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. Wm. Robinson, seconded by Mr. Brydges,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Stafford County has by resolution requested industrial access funds to serve Massaponax Sand and Gravel, Inc., to be located in the Fredericksburg Industrial Park off Route 17 near Berea in Stafford County, estimated to cost \$75,000; 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 \$75,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facility of Massaponax Sand and Gravel, Inc., to be located in the Fredericksburg Industrial Park off Route 17 near Berea in Stafford County, Project 0762-088-186, M-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. Wm. Robinson, seconded by Mr. Wrench, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Spotsylvania County has by resolution requested industrial access funds to provide access to the proposed new facility of Molded Materials Company, to be located in the Lee Hill Industrial Park off Route 638 in Spotsylvania County east of Fredericksburg, estimated to cost \$285,000; 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 \$285,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed new facility of Molded Materials Company, to be located in the Lee Hill Industrial Park off Route 638 in Spotsylvania County east of Fredericksburg, Project 1298-088-208, 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. Mohr, seconded by Mr. Wm. Robinson,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested industrial access funds to serve Baughan Brothers Concrete Products' plant located off Route 1 just south of Ashland, estimated to cost \$80,000; 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 \$80,000 from the 1981-82 industrial access fund be allocated to provide access to Baughan Brothers Concrete Products' plant, located off Route 1 just south of Ashland in Hanover County, Project 0825-042-222, N-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 Dr. Watkins, seconded by Mr. Mohr,  
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Lynchburg City Council has by resolution requested industrial access funds to serve the Glamorgan Pipe Division of Griffin Pipe Products Company in the City of Lynchburg, estimated to cost \$50,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the Glamorgan Pipe Division of Griffin Pipe Products Company in the City of Lynchburg, Project 9999-118-107, C-501, contingent upon (1) the industry's entering into a firm contract for the expansion of its facilities, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Smyth County has by resolution requested industrial access funds to provide adequate access to the expanding facility of Marion Mold and Tool, Inc., located off Service Road F-010 near Exit 17 of I-81 in Smyth County, estimated to cost \$40,000; 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 \$40,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the expanding facility of Marion Mold and Tool, Inc., located off Service Road F-010 near Exit 17 of I-81 in Smyth County, Project 1120-086-172, M-501, contingent upon (1) the industry's entering into a firm contract for the expansion 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. Hassell, seconded by Mr. Hooper, that

WHEREAS, the 1980 General Assembly amended Section 33.1-221 of the Code of Virginia (1950) relating to the fund for the construction of industrial access roads within the counties, cities and towns of the Commonwealth to include access roads to publicly owned airports; and

WHEREAS, the biennial budget expressly consigns \$500,000 annually to access roads to public airports; and

WHEREAS, it is the sense of this Commission that the needs associated with airport access are divergent from those associated with access to industrial sites; and

WHEREAS, the present policy governing the use of industrial access funds does not address the particular needs for access to public airports;

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Commission hereby adopts the following policy to govern the use of industrial access funds to publicly owned airports pursuant to Section 33.1-221, as amended, of the Code of Virginia (1950):

1. The use of airport access funds shall be limited to the purpose of providing adequate access to publicly owned airports.
2. Airport access funds shall not be used for the acquisition of rights of way or the adjustment of utilities. These funds are to be used only for the actual construction and engineering of a road facility adequate to accommodate the traffic to be served by the access road.
3. The Highway and Transportation Commission will consult and work closely with the Department of Aviation in determining the use of airport access funds and may rely on the recommendations of that agency in making decisions as to the allocation of these funds.
4. Prior to the Commission's allocation of funds for such airport access projects, the governing body of the county, city, or town shall by resolution request the access funds and make a commitment for the right of way and utility adjustment as needed.
5. Not more than \$250,000 annually shall be allocated to serve any one airport.

BE IT FURTHER RESOLVED, that the above policy shall become effective immediately; it does not in any way obviate the stipulations of the Commission's current policy governing the use of industrial access funds to industrial sites dated November 20, 1950, and shall hereafter be identified as the Airport Access Policy.

**MOTION CARRIED**

On motion of Mr. Hooper, seconded by Mr. Wrench, Mr. Brydges abstaining, the Commission voted to reinstate Asphalt Roads and Materials Co., Inc. to the Department's prequalified bidders' list.

Because an offer of settlement from Ames & Webb was received too late for evaluation by the Commission, as well as the fact that parts of Harold Webb's testimony need clarification and enlargement, it was decided not to change the present debarment status of the company.

Moved by Mr. Hassell, seconded by Mr. Mohr,

that

WHEREAS, the County of Henrico has requested a 15-foot temporary construction easement to cross over, upon and beneath portions of the lands at the Fulton Depot for installation of a sanitary sewer line within an existing utility easement, said temporary easement to terminate upon completion of construction of the sewer line; and

WHEREAS, the State Highway and Transportation Commissioner has certified to the Commission that he deems it expedient to convey to the County of Henrico the temporary easement for the construction of the sewer line.

NOW, THEREFORE, in accordance with the provisions of Section 2.1-6 of the Code of Virginia (1950), as amended, the State Highway and Transportation Commissioner is hereby authorized to execute a deed of easement in the name of the Commonwealth conveying such easement to the County of Henrico in such form and subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Hassell, seconded by Mr. Mohr,

that

WHEREAS, in connection with Interstate 64, State Highway Project 0064-002-102, RW-204, the Commonwealth acquired certain lands, all of which lies outside of the normal right of way limits, from David N. Goodwin and Carol C. Goodwin by deed dated April 30, 1970, as recorded in Deed Book 471, Page 593, and recorded in the Office of the Clerk of the Circuit Court of Albemarle County; and

WHEREAS, the adjoining landowner, Mr. David N. Goodwin, has requested that the Commonwealth convey to him the 25 acres of land used for a waste area during the construction of I-64, in accordance with Agreement dated April 29, 1970; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land lying south of the south normal right of way and limited access limits of I-64, from a point approximately 380 feet opposite Station 2290+10 (EBL centerline), to a point approximately 295 feet opposite

Station 2304+80 (EBL centerline), and containing 25 acres, more or less, land does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Hassell, seconded by Mr. Mohr,

that

WHEREAS, in connection with Route 86, State Highway Project 0086-108-101, RW-202, the Commonwealth acquired certain lands from Curtis C. Finch and Ada P. Finch, his wife; Landon R. Wyatt and Beulah Wyatt, his wife; C. Willard Dodson and Anice Adams Dodson, his wife, by deed dated October 10, 1967 and recorded in Deed Book 449, Page 403; from the City of Danville by deed dated June 8, 1967 and recorded in Deed Book 444, Page 169; from H. D. Bowling and Margaret A. Bowling by deed dated March 31, 1967 and recorded in Deed Book 441, Page 110; from Bettie B. Tolbert and W. M. Tolbert by Certificate No. C-13049 dated April 19, 1967 and recorded in Deed Book 440, Page 386, case of which has been settled; and Hillcrest Street and Highland Street of the City of Danville were vacated, closed and discontinued by the City of Danville by Ordinance No. 72-4.5 adopted April 11, 1972 and recorded in Deed Book 506, Page 49. The above instruments are recorded in the Office of the Clerk of the Corporation Court of the City of Danville; and

WHEREAS, the developer of the Piedmont Mall Shopping Center was given permission two (2) years ago to temporarily remove the limited access fence to accomplish grading for the shopping center; and

WHEREAS, the grading has been completed and the adjoining landowners, General Development Company, Inc. and Piedmont Mall Associates, have requested that they be able to place the fence along the top of the grade which lies inside the original proposed



right of way and limited access line of Ramp "F" and acquire 6,793 square feet, more or less, land lying between the said right of way and limited access lines in exchange for 12,054 square feet, more or less, land; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands lying between the existing right of way and limited access line of Ramp "F" and the proposed location of the existing right of way and limited access line of Ramp "F", from a point approximately 35 feet left of Station 14+00 (centerline Ramp "F") to a point 110 feet left of Station 156+45 (centerline Route 86) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute deeds without warranty in the name of the Commonwealth conveying same to General Development Company, Inc. and Piedmont Mall Associates in exchange for a deed for 12,054 square feet, more or less, land and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hassell, seconded by Mr. Mohr,

that

WHEREAS, in connection with Route 58, State Highway Project 123-B, the Commonwealth acquired certain lands from Carroll County Poor Farm by deed dated March 26, 1925 and recorded in Deed Book 52, Page 210 and in connection with State Highway Project 0058-017-003, G-1, the Commonwealth acquired certain lands from the Board of Supervisors of the County of Carroll, by deed dated July 21, 1959 and recorded in Deed Book 118, Page 130. The aforementioned deeds are recorded in the Office of the Clerk of the Circuit Court of Carroll County; and

WHEREAS, under Project 0058-017-003, G-1, Route 58 was relocated and the new locations serve the same citizens as the old locations and have been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the old locations were abandoned by action of the State Highway and Transportation Commission at its meeting of September 19, 1963; and

WHEREAS, in negotiating with the Carroll County Board of Supervisors for lands needed on Project 0058-017-103, RW-202, a settlement was reached recommending that the Commonwealth convey to the County sections of old Route 58 and a section of existing Route 743 (old Route 705); and

WHEREAS, one of the three parcels to be conveyed by the department now comprises a portion of existing Route 743 which is being relocated in an eastern direction under said Project 0058-017-103, RW-202; and

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

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the sections of old Route 58 and the section of existing Route 743 containing 1.18 acres, more or less, and being a strip of land comprising a portion of the existing right of way of old Route 58, the centerline of which extends from a point approximately 650 feet opposite approximate Station 24+00 (Route 58 EEL centerline, Project 0077-017-101, RW-201) to a point approximately 435 feet opposite approximate Station 29+30 (Route 58 EEL centerline, Project 0077-017-101, RW-201); also, from a point approximately 160 feet opposite approximate Station 36+30 (Route 58 EEL centerline, Project 0077-017-101, RW-201) to a point approximately 100 feet opposite approximate Station 39+20 (Route 58 EEL centerline, Project 0077-017-101, RW-201); also, being a strip of land comprising a portion of the existing right of way of existing Route 743 (old Route 705), the centerline of which extends from a point approximately 140 feet opposite approximate Station 16+60 (Route 58 EEL centerline, Project 0077-017-101, RW-201) to a point approximately 285 feet opposite approximate Station 17+50 (Route 58 EEL centerline, Project 0077-017-101, RW-201) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System; and

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to

execute in the name of the Commonwealth a deed or deeds conveying same in exchange for other lands, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hassell, seconded by Mr. Mohr,

that

WHEREAS, in connection with Route 295, State Highway Project 0295-043-103, RW-204, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way limits, from Frederick Andrew Ochs and Eleanore Dundee Ochs by deed dated October 4, 1977 and recorded in Deed Book 1732, Page 1610 and from Violet L. Glenn by Certificate No. C-27909 dated October 5, 1977 and recorded in Deed Book 1732, Page 170, case of which has been concluded. Both of these instruments are recorded in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, in negotiating with the School Board of Henrico County for lands needed from the School Board for the development of Project 0295-043-103, RW-204, an agreement was reached in which the department would convey all the lands acquired from Frederick Andrew Ochs and Eleanor Dundee Ochs and Violet L. Glenn, lying outside the limited access line of Project 0295-043-103, RW-204, to the School Board in exchange for the necessary lands required from the School Board; and

WHEREAS, the State Highway and Transportation Commission has certified in writing that the 2.714 acres, more or less, land lying between the south limited access line of Route 295 and the south proposed right of way line of Route 295 from a point 150 feet right of Station 1657+58.74 (EEL centerline Route 295) to a point approximately 150 feet opposite Station 1663+50 (EEL centerline Route 295) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land so certified is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to the School Board of Henrico County, in exchange for the lands required from the School Board for Project 0295-043-103, RW-204, and subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, the Department of Highways and Transportation (VDH&T) and the Department of Corrections (DCC) have for many years jointly used certain properties across the State; and

WHEREAS, some of these correctional field unit sites are owned in fee by VDH&T, some are owned by DCC, while others are owned jointly; and

WHEREAS, the department is now attempting to transfer entire tracts, or portions thereof, in order to retain in fee ownership only the acreage necessary to accommodate certain capital outlay facilities operating from these sites; and

WHEREAS, DCC has indicated a need for all of the correctional field unit land which we do not wish to retain; and

WHEREAS, certain portions of the VDH&T owned tracts located at the following Correctional Field Units have been deemed surplus to the needs of this department:

Correctional Field Unit 8 - Rockingham County

146.71 acres were acquired from Stuart F. Geil and Pauline L. Geil by deed dated November 30, 1953 and recorded in Deed Book 241, Page 218 in the Office of the Clerk of the Circuit Court of Rockingham County. Of this acreage, approximately 5.25 acres will be retained by VDH&T plus an additional 4.45 acres, more or less, for Route 948. The remaining approximate 137.01 acres have been defined as surplus.

Correctional Field Unit 9 - Campbell County

104.5 acres were acquired from P. W. Phillips and Helen A. Phillips by deed dated June 30, 1954 and recorded in Deed Book 256, Page 217 in the Office of the Clerk of the Circuit Court of Campbell County. Of this acreage, approximately 10 acres, plus approximately 0.73 acre for access will be retained by VDH&T. Also retained, will be a 1.864 acre access road

acquired by VDH&T by deed dated September 14, 1954. The remaining approximate 93.77 acres have been defined as surplus.

Correctional Field Unit 15 - Pittsylvania County

201.39 acres were acquired from V. O. Mundy and Ruth M. Mundy by deed dated July 8, 1950 and recorded in Deed Book 314, Page 454 in the Office of the Clerk of the Circuit Court of Pittsylvania County. The department will retain 10 acres on the northwest side of Route 823 for the future relocation of our present facility as well as the approximate 4.5 acres incorporated in the 50-foot rights of way for Route 822 and 823. (VDH&T's present facility on the southeast side of Route 823 containing 2.62 acres, more or less, will continue to be utilized by agreement until such time as we relocate.) The remaining 186.89 acres, more or less, have been defined as surplus.

Correctional Field Unit 23 - Halifax County

134.4 acres were acquired from Nannie E. Powell, et al, by deed dated January 21, 1952 and recorded in Deed Book 227, Page 46 in the Office of the Clerk of the Circuit Court of Halifax County. An exchange of lands on April 9, 1980 between VDH&T and Industrial Development Authority of Halifax County had no affect on the total acreage in the tract. The department will retain approximately 10.38 acres plus a 60-foot easement of access across the adjacent property to Route 659. The remaining 124.02 acres, more or less, have been defined as surplus.

WHEREAS, it is recommended that the approximate total of 541.69 acres (subject to survey and retention of right of way) be conveyed to the Department of Corrections; and

WHEREAS, in the event the proposed conveyances are not consummated with DCE, it is further recommended that these properties be offered for sale to the general public, the appropriate county and municipal governments, or to any other agency of the state or federal government; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the surplus lands located at Correctional Field Units 8, 9, 15 and 23, exclusive of the rights of way located thereon, do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System and the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149, 33.1-154 and 2.1-5 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is hereby approved, and the State Highway and Transportation Commissioner is hereby authorized to execute a deed or deeds in the name of the Commonwealth for a consideration or considerations deemed satisfactory to the Department.

Motion carried.


The Chairman stated he will make Commission committee assignments shortly, forwarding them by mail to the Commission members, and taking final action at the August meeting.

On motion of Mr. Hooper, seconded by Mr. Mohr, the Commission approved final allocation of Interstate, Primary and Urban Construction Funds for the fiscal year 1981-82, as shown by the attached tabulation.

The next meeting of the Commission will be held on August 20, 1981.

The meeting was adjourned at 10:40 a.m.

Approved:

  
Chairman

Attested:

  
Secretary

FISCAL YEAR 1981 - 82



**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 16, 1981  
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS - FISCAL YEAR 1981-82

F I N A L Allocation of State Funds-----	\$ 40,692,000
Federal-aid Funds for Interstate System (Excludes HPR & 3-R Funds)-----	178,384,000
Federal-aid Funds for Primary System (Excludes HPR Funds)-----	35,766,000
Federal-aid Funds for Urban System (Excludes HPR Funds)-----	30,851,000
<b>Total Funds</b> -----	<b>\$285,693,000</b>

<u>District</u>	<u>Interstate</u>	<u>Primary</u>	<u>Urban</u>	<u>Total Funds</u>
Bristol	\$ 9,021,000	\$ 5,463,000	\$ 1,230,000	\$ 15,714,000
Salem	6,690,000	6,458,000	3,727,000	16,875,000
Lynchburg	135,000	5,848,000	2,172,000	8,155,000
Richmond	36,650,000	5,782,000	5,212,000	47,644,000
Suffolk	86,928,000	6,458,000	17,577,000	110,963,000
Fredericksburg	14,453,000	3,644,000	200,000	18,297,000
Culpeper	34,805,000	8,924,000	3,978,000	47,707,000
Staunton	14,027,000	4,319,000	1,992,000	20,338,000
<b>TOTAL</b>	<b>\$202,709,000</b>	<b>\$46,896,000</b>	<b>\$36,088,000</b>	<b>\$285,693,000</b>



STATEWIDE  
SUMMARY OF CONSTRUCTION ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$202,184,000
Arterial and Other Primary Construction . . . . .	40,447,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction . . . . .	35,646,000
Highway Safety Improvements (Primary System) . . . . .	3,724,000
Highway Safety Improvements (Urban System) . . . . .	442,000
New Signs and Signals (Primary System) . . . . .	1,525,000
New Signs and Signals (Interstate System) . . . . .	525,000
Strengthening and Widening of Bridges . . . . .	800,000
Guardrail . . . . .	400,000
	<hr/>
Total . . . . .	<u>\$285,693,000</u>

BRISTOL DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$ 8,971,000
Arterial and Other Primary Construction . . . . .	4,986,000
Urban Construction . . . . .	1,004,000
Highway Safety Improvements (Primary System) . . . . .	224,000
Highway Safety Improvements (Urban System) . . . . .	226,000
New Signs and Signals (Primary System) . . . . .	103,000
New Signs (Interstate System) . . . . .	50,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
Total. . . . .	<u>\$15,714,000</u>

FISCAL YEAR 1981-82

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)	\$ 210,000
16	Smyth	Bridge and Approaches North Fork Holston River (Supplemental Allocation for Bridge Replacement)	100,000
16	Town of Tazewell	ROUTE 16: Grade Crossing Protective Devices N & W Railroad (Initial Allocation)	50,000
19	Russell & Tazewell	Alternate Route 58 at Hansonville - East (Supplemental Allocation for New Construction)	200,000
21 & 221	Grayson	North of North Carolina State Line - North (Supplemental Allocation for Construction)	30,000
21	Wytheville	ROUTE 21: North Ridge Road - North Corporate Limits (Initial Allocation)	160,000
23	Scott	Tennessee State Line - North (Supplemental Allocation for Cooperative Project with State of Tennessee)	55,000

FISCAL YEAR 1981-82

Bristol District

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
23	Scott	Construct Turn Lane at Crossover South of Holston River Bridge (Initial Allocation)	\$ 20,000
23	Wise	Relocation in Appalachia (Supplemental Allocation for New Construction)	200,000
23	Wise	Install Flashing Lights at Intersection of Route 23 Business and Route 823 North of Wise (Supplemental Allocation for Safety Improvement)	3,000
23	Norton	ROUTE 23 INTERSECTIONS (Supplemental Allocation for Improvements)	100,000
23	Wise & Norton	Norton - North (Supplemental Allocation for Construction and Paving)	500,000
58	Grayson	Between Galax and Independence (Supplemental Allocation for Construction)	210,000
58	Grayson	Between Volney and Washington County Line (Supplemental Allocation for Rehabilitation)	100,000

FISCAL YEAR 1981-82

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Lee	Between Jonesville and Cumberland Gap (Supplemental Allocation for Construction)	\$ 350,000
Alt. 58	Lee	Between Jonesville and Pennington Gap (Supplemental Allocation for Construction)	500,000
Alt. 58	Wise & Russell	Saint Paul Bypass (Supplemental Allocation for New Construction)	250,000
61	Town of Tazewell	ROUTE 61: Grade Crossing Protective Devices N & W Railroad (Initial Allocation)	50,000
61	Town of Tazewell	ROUTE 61: Intersection with Market Street (Initial Allocation for Traffic Control Devices)	40,000
63	Russell	Bridge and Approaches Lick Creek and Clinchfield Railroad at Hamlin (Supplemental Allocation for Bridge Replacement)	200,000
65	Scott	Bridges and Approaches Clinchfield Railroad and Clinch River at Dugannon (Supplemental Allocation for Construction)	250,000

FISCAL YEAR 1981-82

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 (Supplemental Allocation for Bridge Replacement)	\$ 45,000
71	Scott	Improve Sight Distance at Nickelsville School (Initial Allocation)	15,000
75	Abingdon	CUMMINS STREET: Main Street - South Corporate Limits (Supplemental Allocation)	250,000
77	Bland & Wythe	West Virginia State Line - Route 81 (Wytheville) (Supplemental Allocation)	3,200,000
77	Wythe	Route 81 (Fort Chiswell) - Carroll County Line (Supplemental Allocation)	2,500,000
80	Washington	Between Route 11 and Meadowview (Supplemental Allocation for Right of Way Acquired)	135,000
81	Washington, Smyth & Wythe	Tennessee State Line - Fulaski County Line (Supplemental Allocation)	3,271,000
83	Dickenson & Wise	Clintwood - East and West (Supplemental Allocation for Construction)	125,000

FISCAL YEAR 1981-82

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
83	Dickenson	Construct Turn Lane at Route 72, Georges Fork (Initial Allocation for Safety Improvement)	\$ 15,000
91	Washington	Route 11 - South (Supplemental Allocation for Construction)	200,000
91	Tazewell	Between Routes 19 & 460 and Smyth County Line (Supplemental Allocation for Bridge Replacement at Little River)	100,000
93	Grayson	Bridge and Approaches New River (Supplemental Allocation for Bridge Replacement)	200,000
94	Grayson	Improve Sight Distance at Routes 644 & 1002 North of Fries (Supplemental Allocation for Safety Improvement)	25,000
98	Bland	Routes 21 & 52 at Bland Court House - South (Supplemental Allocation for Improvement)	75,000
160	Wise	Bridges and Approaches Looney Creek (Supplemental Allocation for Bridge Replacements)	90,000

FISCAL YEAR 1981-82

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
421	Lee	North of Pennington Gap - North (Supplemental Allocation for Cooperative Project with Secondary Roads)	\$ 36,000
460	Buchanan	Widen Bridge over Lynn Camp Creek and Install Guardrail West of Grundy (Supplemental Allocation for Safety Improvement)	15,000
460	Buchanan	Town of Grundy and West (Supplemental Allocation for Construction and One-Way Pair with Riverside Drive)	1,000,000
460	Tazewell	Improve Drainage Structure and Approaches North Fork Clinch River (Initial Allocation for Safety Improvement)	116,000
—	Bluefield	FOUR INTERSECTION IMPROVEMENTS (Supplemental Allocation)	64,000
—	Bluefield	DEPOT STREET: Grade Crossing Protective Devices N & W Railroad (Initial Allocation)	43,000
—	Bluefield	MONROSE STREET: Grade Crossing Protective Devices N & W Railroad (Initial Allocation)	43,000



FISCAL YEAR 1981-82

BRISTOL DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Richlands	KENNES RIDGE ROAD: Henderson Street - Second Street (Supplemental Allocation)	\$ 220,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	303,000
--	--	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	50,000
Total, Bristol District Allocations			<u>\$15,714,000</u>

SALEM DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$ 6,610,000
Arterial and Other Primary Construction . . . . .	5,598,000
Urban Construction . . . . .	3,684,000
Highway Safety Improvements (Primary System) . . . . .	534,000
Highway Safety Improvements (Urban System) . . . . .	43,000
New Signs and Signals (Primary System) . . . . .	176,000
New Signs (Interstate System) . . . . .	80,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
Total . . . . .	<u>\$16,875,000</u>

FISCAL YEAR 1981-82

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	Construct School Bus Turn Around Near Montgomery County Line (Initial Allocation)	\$ 2,000
8	Floyd & Montgomery	Between Floyd Court House and Christiansburg (Supplemental Allocation for Construction)	100,000
11	Botetourt	Improve Bridges North and South of Troutville (Supplemental Allocation for Safety Improvement)	70,000
11	Botetourt	Construct Turn Lane at Route 654 near Cloverdale (Supplemental Allocation for Cooperative Project with Secondary Roads)	15,000
11 & 460	Christiansburg	ROANOKE STREET: Falling Branch Road - East Street (Supplemental Allocation)	220,000
11 & 460	Montgomery	Bridge and Approaches South Fork Roanoke River (Supplemental Allocation for Bridge Replacement)	320,000
11	Pulaski	Improve Sight Distance at North Intersection Route 643 (Supplemental Allocation for Safety Improvement)	65,000
11	Roanoke	Route 117 - Route 115 (Supplemental Allocation for Curb and Gutter and Widening)	100,000

FISCAL YEAR 1981-82

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)	\$ 110,000
24	Bedford	Bridge and Approaches Goose Creek (Supplemental Allocation for Bridge Replacement)	85,000
40	Franklin	Between Ferrum and Rocky Mount (Supplemental Allocation for Reconstruction of Sections)	50,000
42	Giles	Between Route 100 (Poplar Hill) and Bland County Line (Supplemental Allocation for Construction)	120,000
43	City of Bedford	RELOCATION LINE A-1: East Main Street - Longwood Avenue (Supplemental Allocation)	100,000
Alt. 57	Henry	Construct Turn Lanes at Route 682 near Stanleytown (Supplemental Allocation for Safety Improvement)	6,000
58 & 221	Carroll	Between Hillsville and Galax (Supplemental Allocation to Continue Dual-laning)	300,000

FISCAL YEAR 1981-82

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Galax	ROUTE 58: Grade Crossing Protective Devices N & W Railroad (Initial Allocation)	\$ 43,000
58	Henry	Route 220 Business South of Martinsville - West (Supplemental Allocation for Dual-laning)	200,000
58	Patrick	Construct Turn Lane and Improve Sight Distance at Route 835 East of Stuart (Supplemental Allocation for Safety Improvement)	2,000
77	Carroll	Wythe County Line - North Carolina State Line (Supplemental Allocation)	3,415,000
81	Botetourt, Roanoke, Montgomery & Pulaski	Rockbridge County Line - Wythe County Line (Supplemental Allocation)	3,045,000
100	Giles	South of Pearisburg - South (Supplemental Allocation for Bridge Replacement at Big Walker Creek)	115,000
101	City of Roanoke	HERSHEBERGER ROAD: Cove Road - Williamson Road (Supplemental Allocation)	834,000

FISCAL YEAR 1981-82

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)	\$ 25,000
177	Montgomery	Between Route 81 and South Corporate Limits Radford (Supplemental Allocation for Dual-laning)	50,000
220	Botetourt	North of Route 81 Interchange - North (Supplemental Allocation for Construction)	750,000
220	Botetourt	Bridges and Approaches Sinking and Mill Creeks (Supplemental Allocation for Bridge Replacements)	150,000
220	Franklin	Bridge and Approaches Big Chestnut Creek (Supplemental Allocation for Construction)	70,000
220 & 58	Henry	Martinsville Bypass: Route 1714 (Carver Parkway) over Route 220 (Supplemental Allocation for Grade Separation Structure)	100,000
220 & 58	Henry	Martinsville Bypass (Supplemental Allocation for Construction)	675,000

FISCAL YEAR 1981-82

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 for Construction)	\$ 600,000
220	Rocky Mount	MAIN STREET: State Street - Pell Avenue (Supplemental Allocation)	300,000
221	Bedford	Construct Turn Lane at Route 661 and Route 621 West of Lynchburg (Supplemental Allocation for Safety Improvement)	8,000
221	Roanoke	Roanoke - South (Supplemental Allocation for Dual-laning Including Climbing Lane on Bent Mountain)	200,000
460	Giles	Bridges and Approaches East and New Rivers (Supplemental Allocation for Bridge Replacements and Safety Improvement)	500,000
460	Giles	Narrows - East and West (Supplemental Allocation for Right of Way Acquired and Construction)	600,000
460 & 114	Montgomery	Improvement at Intersection Routes 460 & 114 (Supplemental Allocation)	300,000

FISCAL YEAR 1981-82

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
501	Bedford	Between Amherst County Line and Lynchburg (Supplemental Allocation for Construction)	\$ 150,000
501	Bedford	Improve Sight Distance at Route 657 (Initial Allocation for Safety Improvement)	137,000
581	Roanoke County & City of Roanoke	Roanoke Spur: Elm Avenue - South (Supplemental Allocation)	150,000
—	Blacksburg	PRICES FORK ROAD: Route 460 Bypass - Main Street (Supplemental Allocation)	280,000
--	Martinsville	MULBERRY ROAD EXTENSION: Ellsworth Street - West Church Street (Supplemental Allocation)	300,000
—	Radford	PULASKI STREET CONNECTOR: Norwood Street - Pulaski Avenue (Supplemental Allocation)	250,000
—	City of Roanoke	24TH STREET & MELROSE AVENUE: Shaffers Crossing - Lafayette Boulevard (Supplemental Allocation)	200,000



FISCAL YEAR 1981-82

SALEM DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	City of Roanoke	GUS W. NICKS BOULEVARD (Formerly VINTON MILL ROAD): Route 460 - South Corporate Limits (Supplemental Allocation)	\$ 800,000
--	Vinton	GUS W. NICKS BOULEVARD (Formerly VINTON MILL ROAD): North Corporate Limits - Pollard Street (Supplemental Allocation)	400,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	406,000
--	--	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	157,000
Total, Salem District Allocations			<u>\$16,875,000</u>

LYNCHBURG DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$ 135,000
Arterial and Other Primary Construction . . . . .	5,101,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction . . . . .	2,172,000
Highway Safety Improvements (Primary System) . . . . .	447,000
New Signs and Signals (Primary System) . . . . .	150,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
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Total . . . . .	<u>\$ 8,155,000</u>

FISCAL YEAR 1981-82

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 (Supplemental Allocation for Bridge Replacement)	\$ 100,000
15	Buckingham	Between James River Bridge and Edilwyn (Supplemental Allocation for Construction)	340,000
24	Campbell	Route 501 South of Rustburg - Route 29 (Supplemental Allocation for Construction)	40,000
24	Campbell	Between Evington and Bedford County Line (Supplemental Allocation for Right of Way Acquired)	15,000
24	Campbell	Improve Sight Distance at Route 585 West of Rustburg (Initial Allocation for Safety Improvement)	30,000
29	Amherst	Route 130 - South (Supplemental Allocation for Fifth Lane on Sections)	60,000
29 Bus.	Campbell	Construct Turn Lane at Route 714 North of Altavista (Supplemental Allocation for Safety Improvement)	15,000
29 Bus.	Campbell	Town of Altavista: Construct Turn Lane South of North Corporate Limits (Supplemental Allocation)	50,000

FISCAL YEAR 1981-82

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Danville	PINEY FOREST ROAD: North Main Street - Falwell Court (Supplemental Allocation)	\$ 325,000
29	Lynchburg	LYNCHBURG EXPRESSWAY: Interchange Improvement at Main Street (Supplemental Allocation)	325,000
Alt. 29 & 501	Lynchburg	5TH STREET: Pollard Street - Fillmore Street (Supplemental Allocation)	297,000
29	Nelson	Between South Intersection Route 6 at Woods Mill and Albemarle County Line (Supplemental Allocation for Right of Way Acquired and Construction)	350,000
29	Pittsylvania	Improvement of Intersection Route 718 at Dry Fork (Supplemental Allocation)	12,000
29	Pittsylvania	Bridge and Approaches Banister River (Supplemental Allocation for Bridge Replacement)	100,000
40	Campbell	Reconstruct Route 605 Intersection East of Brookneal (Supplemental Allocation for Safety Improvement)	11,000

FISCAL YEAR 1981-82

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
40	Charlotte	Bridge and Approaches Wards Fork Creek (Supplemental Allocation for Bridge Replacement)	\$ 185,000
45	Cumberland	Route 60 - North (Supplemental Allocation for Construction)	100,000
47	Charlotte	Drainage Structure and Approaches Twittys Creek at Drakes Branch (Supplemental Allocation for Bridge Replacement)	100,000
56	Buckingham	Bridge and Approaches North River (Supplemental Allocation for Bridge Replacement)	200,000
56	Nelson	Wingina - West (Supplemental Allocation to Continue Rehabilitation)	125,000
56	Nelson	Bridge and Approaches Tye River West of Tyro (Supplemental Allocation for Bridge Replacement)	12,000
58	Pittsylvania	Improve Sight Distance on Eastbound Lane Between Route 722 and Route 841 (Supplemental Allocation for Safety Improvement)	150,000
60	Amherst	Bridge and Approaches Pedlar River (Supplemental Allocation for Bridge Replacement)	16,000

FISCAL YEAR 1981-82

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Cumberland	Cumberland Court House - West (Supplemental Allocation for Construction)	\$ 550,000
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	135,000
86	Danville	RELOCATED ROUTE 86: Watson Street - Randolph Street (Supplemental Allocation)	75,000
129	Halifax	Between Loves Shop and Route 501 at Centerville (Supplemental Allocation for Widening to Four Lanes)	250,000
151	Nelson	Drainage Structure and Approaches Allens Creek (Supplemental Allocation for Bridge Replacement)	46,000
221	Lynchburg	OAKLEY AVENUE: Mansfield Avenue - Fort Avenue (Supplemental Allocation)	100,000
265	Pittsylvania	Danville Expressway (Phase I) (Supplemental Allocation for New Construction from Route 29 South to Route 58 East)	1,140,000

FISCAL YEAR 1981-82

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
360	Halifax	Improve Sight Distance at West Intersection Route 653 and Route 681 West of Halifax (Initial Allocation for Safety Improvements)	\$ 171,000
360	Pittsylvania	Drainage Structure and Approaches Birch Creek West of Keeling (Supplemental Allocation for Bridge Replacement)	50,000
460	Lynchburg & Campbell	Lynchburg - East (Supplemental Allocation for Bridge Replacement at Opossum Creek)	110,000
460	Campbell	Lynchburg Bypass (Phase III) Route 29 South of Lynchburg - West (Supplemental Allocation to Continue New Construction)	1,000,000
460	Farmville	EAST THIRD STREET: A Street - East Corporate Limits (Supplemental Allocation)	130,000
501	Halifax	Bridge and Approaches Toots Creek South of Halifax (Supplemental Allocation for Bridge Replacement on Southbound Lane)	100,000
501	Halifax	Improve Sight Distance at Route 744 South of Riverdale (Supplemental Allocation for Safety Improvement)	70,000

FISCAL YEAR 1981-82

LYNCHBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
—	Danville	PIEDMONT DRIVE: Central Boulevard - Park Avenue (Supplemental Allocation)	\$ 380,000
—	Lynchburg	GREENVIEW DRIVE: Route 460 - Leesville Road (Supplemental Allocation)	300,000
—	Lynchburg	LEESVILLE ROAD: Route 460 - Old Route 678 (Supplemental Allocation)	140,000
—	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 (Districtwide)	300,000
—	—	Aid to Mass Transit (Initial Allocation for Fringe Parking Facilities)	50,000
Total, Lynchburg District Allocations			<u>\$ 8,155,000</u>



RICHMOND DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$36,610,000
Arterial and Other Primary Construction . . . . .	4,840,000
Urban Construction . . . . .	5,162,000
Highway Safety Improvements (Primary System) . . . . .	631,000
Highway Safety Improvements (Urban System) . . . . .	50,000
New Signs and Signals (Primary System) . . . . .	161,000
New Signs (Interstate System) . . . . .	40,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
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Total . . . . .	<u>\$47,644,000</u>

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1 & 54	Ashland	INTERSECTION OF ROUTES 1 & 54: Improvements & Signalization (Supplemental Allocation)	\$ 50,000
1 & 301	Chesterfield	Between Route 145 and Route 144 (Initial Allocation for Fifth Lane at Two Locations for Safety Improvements)	142,000
1 & 301	Chesterfield	Construct Turn Lane at Route 1613, Alcott Drive (Initial Allocation for Safety Improvement)	7,000
1 & 301	Chesterfield	Install Flashers on Advance Warning Signs at Route 1537, Rio Vista Road (Initial Allocation for Safety Improvement)	2,000
1 & 301	Chesterfield	Widen Pavement to Provide Turn Lane at Route 144 (Supplemental Allocation for Safety Improvement)	35,000
1	Henrico	Wilkinson Road - Parham Road (Supplemental Allocation for Widening)	95,000
1 & 301	Richmond	ROBERT E. LEE BRIDGE AND APPROACHES (Supplemental Allocation)	3,862,000

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
5	Charles City	Install Positive Barrier Gates at Chickahominy River Bridge (Supplemental Allocation)	\$ 30,000
10	Chesterfield	Widen Pavement to Provide Turn Lane at Route 638, Route 643 and Route 701 (Supplemental Allocation for Safety Improvement)	10,000
10	Prince George	East of East Corporate Limits Hopewell - East (Supplemental Allocation for Safety Improvement at Deep Bottom)	125,000
10	Richmond	BROAD ROCK BOULEVARD: Belt Boulevard - South Corporate Limits (Supplemental Allocation)	400,000
33	Henrico	Route 250 (Broad Street) - North (Supplemental Allocation for Construction)	300,000
36	Chesterfield	Appomattox River Bridge - SCL Railroad at Ettrick (Initial Allocation for Cooperative Rehabilitation)	40,000
38	Amelia	Amelia Court House (Initial Allocation for Cooperative Curb and Gutter and Sidewalk at Courthouse Square)	5,000

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
40	Dixwiddle	Between McKerney and Blackstone (Supplemental Allocation for Construction)	\$ 100,000
40	Lunenburg	Overpass and Approaches N & W Railroad Between Victoria and Kenbridge (Supplemental Allocation for Bridge Replacement)	190,000
40	Lunenburg	Bridge and Approaches Couches Creek (Supplemental Allocation for Bridge Replacement)	100,000
40	Lunenburg	Bridge and Approaches North Meherrin River (Supplemental Allocation for Bridge Replacement)	100,000
40	Lunenburg	Construct Turn Lanes at Selected Locations Between Kenbridge and Victoria (Supplemental Allocation)	40,000
46 & 137	Brunswick	Overpass and Approaches N & W Railroad at Danieltown (Supplemental Allocation for Construction)	75,000
49	Nottoway & Lunenburg	Between Crewe and Victoria (Supplemental Allocation for Right of Way Acquired)	35,000

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Mecklenburg	Improve Channelization of Intersection Route 1 at Big Fork (Supplemental Allocation for Safety Improvement)	\$ 5,000
58	Mecklenburg	Boydton Bypass - East and West (Supplemental Allocation for Right of Way Acquired)	90,000
60	Chesterfield	Route 150 Interchange and West (Supplemental Allocation for Construction)	300,000
60	Chesterfield	Construct Turn Lanes East of Route 147 (Initial Allocation for Safety Improvement)	45,000
60	Chesterfield	Extend Turn Lanes at Route 147 (Supplemental Allocation for Safety Improvement)	3,000
60	Henrico	Eastern Connection to Route 295 Interchange (Supplemental Allocation for Construction)	10,000
64	Richmond, Henrico, Goochland & New Kent	West of Richmond - East of Bottoms Bridge (Supplemental Allocation)	1,500,000

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
76	Chesterfield	Powhite Parkway Extension: Route 150 (Chippenham Parkway) - Route 60 (Supplemental Allocation for Preliminary Engineering, Right of Way Acquisition and Toll Road Feasibility Study)	\$ 300,000
95 (Old 295)	Manover, Henrico & Chesterfield	Routes 95 & 295 North of Richmond - South (Supplemental Allocation)	28,710,000
95	Petersburg & Prince George	Petersburg - Sussex County Line (Supplemental Allocation)	3,000,000
106	Prince George	Route 156 - West of Prince George Court House (Supplemental Allocation for Improvement)	150,000
144	Chesterfield	Improve Sight Distance and Widen Pavement to Provide Turn Lanes at Route 619 (Supplemental Allocation for Safety Improvement)	30,000
147	Chesterfield	Route 60 - North (Supplemental Allocation for Right of Way Acquisition)	50,000
150	Chesterfield	Chippenham Parkway (Supplemental Allocation for Construction and Rights of Way Acquired)	730,000

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
150 Ext.	Henrico	Chippenham Parkway/Parham Road Connector: North Corporate Limits Richmond - South of Route 6 (Supplemental Allocation for Cooperative Environmental Impact Study)	\$ 50,000
153	Nottoway	Route 460 - North (Supplemental Allocation for Construction)	200,000
156	Hanover	Between Route 295 and Route 643 (Supplemental Allocation for Correction of Drainage)	5,000
195	Richmond & Henrico	McCloy Street in Richmond - Routes 95 & 295 (Supplemental Allocation)	900,000
226	Dinwiddie	Relocate Route 600 Connection and Widen Pavement to Routes 1 & 460 to Provide Continuous Left-turn Lane (Supplemental Allocation for Safety Improvement)	15,000
295	Henrico & Hanover	Route 95 North of Richmond - Route 64 West of Richmond (Supplemental Allocation)	2,500,000
301 & 2	Hanover	North of Henrico County Line - North (Supplemental Allocation for Construction and Right of Way Acquired)	300,000

FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATES, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
301	Petersburg	CRATER ROAD; Morton Avenue - South Corporate Limits (Supplemental Allocation)	\$ 300,000
356	Henrico	Route 33 - Galaxie Road (Supplemental Allocation for Four-laning)	500,000
360	Chesterfield & Amelia	Westbound Lane Bridge and Approaches Appomattox River (Supplemental Allocation for Bridge Replacement)	200,000
360	Chesterfield	Extend Turn Lanes and Construct New Turn Lane at Route 653, Courthouse Road (Supplemental Allocation for Safety Improvement)	4,000
360	Chesterfield	Reconstruct North and South Connections of Route 604, Genito Road (Supplemental Allocation for Safety Improvement)	30,000
360	Hanover	Between Mechanicsville and King William County Line (Supplemental Allocation for Construction)	75,000
460	Nottoway & Dinwiddie	Blackstone Bypass and East (Supplemental Allocation for Right of Way Acquired and Construction)	700,000



FISCAL YEAR 1981-82

RICHMOND DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Powhatan	Route 60 - North (Supplemental Allocation for Construction)	\$ 70,000
—	Hopewell	LAPRADE AVENUE & SIXTH STREET: Churchill Drive - Poythress Street (Supplemental Allocation)	300,000
—	Petersburg	HALIFAX STREET: 2 Bridges over SCL Railroad (Supplemental Allocation)	300,000
—	—	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	351,000
—	—	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	178,000
Total, Richmond District Allocations			<u>\$47,644,000</u>

SUFFOLK DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$ 86,818,000
Arterial and Other Primary Construction . . . . .	5,679,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction . . . . .	17,492,000
Highway Safety Improvements (Primary System) . . . . .	443,000
Highway Safety Improvements (Urban System) . . . . .	85,000
New Signs and Signals (Primary System) . . . . .	186,000
Including Bicentennial Signs at Yorktown	
New Signs (Interstate System) . . . . .	110,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail. . . . .	50,000
Total . . . . .	<u>\$110,963,000</u>

FISCAL YEAR 1981-82

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)	\$ 110,000
10 Bus.	Isle of Wight	Bridge and Approaches Pagan River in Smithfield (Supplemental Allocation for Bridge Rehabilitation)	75,000
10 & 258	Isle of Wight	New Bridge over Cypress Creek (Supplemental Allocation for Rights of Way Acquired)	10,000
13	Accomack	Spot Improvements Near Route T-620 at Keller (Supplemental Allocation for Safety Improvements)	25,000
13	Accomack & Northampton	Between Maryland State Line and Chesapeake Bay Bridge Tunnel (Supplemental Allocation to Continue Shoulder Stabilization at Various Locations)	150,000
13	Accomack & Northampton	Construct Turn Lanes Between Maryland State Line and Chesapeake Bay Bridge-Tunnel (Supplemental Allocation for Safety Improvements)	55,000
13	Chesapeake	MILITARY HIGHWAY: Gilmerton Bridge and Approaches at Southern Branch Elizabeth River (Initial Allocation)	235,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13 (184)	Northampton	Construct New Emergency Landing Ramp at Cape Charles (Initial Allocation)	\$ 25,000
13	Suffolk	Between Route 32 Near Nurneyville and North Carolina State Line (Supplemental Allocation for Construction)	30,000
17	Chesapeake	GEORGE WASHINGTON HIGHWAY: Bridge and Approaches St. Julians Creek (Initial Allocation)	250,000
17 & 143	Newport News	JEFFERSON AVENUE: Main Street - J. Clyde Morris Boulevard (Supplemental Allocation)	700,000
17	Portsmouth	HIGH STREET AND CHURCHLAND BOULEVARD: Improve Intersection (Supplemental Allocation)	50,000
17	Suffolk & Isle of Wight	Bridge and Approaches Nansemond River and Chuckatuck Creek (Supplemental Allocation for Bridge Replacement)	350,000
31	Surry & Sussex	Between Route 10 and Route 460 (Supplemental Allocation for Construction)	160,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
32 & 258	Isle of Wight	Benna Church - Route 17 at Bartlett (Supplemental Allocation for Construction)	\$ 250,000
35	Southampton	Courtland - North (Supplemental Allocation to Replace Superstructure over Assamooick Swamp)	155,000
58	Franklin	FOURTH AVENUE: High Street - Main Street (Supplemental Allocation)	20,000
58	Greensville	Emporia Bypass (Supplemental Allocation for New Construction)	500,000
58	Southampton	Courtland Bypass (Supplemental Allocation for New Construction)	250,000
58 & 13	Suffolk & Chesapeake	Bowers Hill - East End Suffolk Bypass (Supplemental Allocation for Construction)	1,200,000
58 & 460	Suffolk	Suffolk Bypass (Supplemental Allocation for Rights of Way Acquired)	55,000
58	Suffolk, Isle of Wight & Southampton	Holland - Franklin Bypass (Supplemental Allocation for Construction)	1,195,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	James City	Bridge over Diascund Creek (Supplemental Allocation for Construction)	\$ 25,000
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)	818,000
60	Newport News	WARWICK BOULEVARD: Menchville Road - Sherwood Place (Supplemental Allocation)	649,000
60	Williamsburg & York	Bypass Road: Richmond Road - West Corporate Limits Williamsburg (Supplemental Allocation for Right of Way Acquired and Construction)	380,000
60	York	Extend Turn Lane on Ramp to Route 199 (Supplemental Allocation for Safety Improvement)	4,000
64	Chesapeake, Virginia Beach, Norfolk, Hampton, Newport News, York & James City	Bowers Hill (Route 264) - New Kent County Line (Supplemental Allocation)	1,000,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
95	Greensville & Sussex	North Carolina State Line - Prince George County Line (Supplemental Allocation)	\$ 9,000,000
139	Sussex	Relocation at Jarratt (Supplemental Allocation for New Construction)	25,000
143	Hampton	SETTLERS LANDING ROAD: Wine Street - Emancipation Drive (Supplemental Allocation)	50,000
143	York	Channelization at Route 162 (Supplemental Allocation for Safety Improvement)	20,000
164	Portsmouth	WESTERN FREEWAY: West Norfolk Bridge over Western Branch of Elizabeth River and West (Supplemental Allocation for New Construction)	1,610,000
166	Chesapeake	BAINBRIDGE BOULEVARD: Bridge and Approaches Mill Dam Creek (Initial Allocation)	225,000
168	Chesapeake	GREAT BRIDGE BYPASS: Hillwell Road - Battlefield Boulevard (Supplemental Allocation)	800,000
168	Norfolk	TIDEWATER DRIVE: Turner Street - Shoop Avenue (Supplemental Allocation)	900,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
168	Norfolk	FIDEWATER DRIVE: Willow Wood Drive - Roland Drive (Supplemental Allocation)	\$ 900,000
170	Norfolk	ADMIRAL TAUSSIG BOULEVARD: Hampton Boulevard - Entrance to Naval Base (Supplemental Allocation)	450,000
171	York	West Corporate Limits Poquoson - West (Supplemental Allocation to Continue New Construction)	100,000
172	Poquoson	WYTHE CREEK ROAD: Bridge over Brick Kiln Creek (Supplemental Allocation)	160,000
179 & 178	Accomack	Onley - West (Supplemental Allocation for Construction)	250,000
182	Accomack	Town of Painter (Supplemental Allocation to Adjust Protective Devices and Improve Crossing at Virginia-Maryland Railroad)	6,000
190	Virginia Beach	KEMPSVILLE ROAD: Indian River Road - Centerville Turnpike (Initial Allocation)	900,000



FISCAL YEAR 1981-82

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 & Williamsburg	Williamsburg Artery (Supplemental Allocation for Erosion Control)	\$ 200,000
258	Hampton	MERCURY BOULEVARD: Westbound Lane Bridge over Hampton River (Initial Allocation)	800,000
258	Isle of Wight	North and South of Walters (Supplemental Allocation for Widening of Sections)	50,000
264	Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64 South of Virginia Beach Boulevard (Supplemental Allocation)	47,818,000
301 & 58	Emporia	ROUTES 301 AND 58: Intersection Improvement (Initial Allocation)	40,000
301	Emporia	SOUTH MAIN STREET: South Corporate Limits - Bridges over Meherrin River (Supplemental Allocation)	25,000
337	Chesapeake	PORTSMOUTH BOULEVARD: Bridge over Western Branch Elizabeth River - 0.5 Mile West of Dock Landing Road (Supplemental Allocation)	350,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
337	Suffolk	Reconstruct Intersection at Route 642 (Supplemental Allocation for Safety Improvement)	\$ 20,000
460	Norfolk	CAMPOSTELLA BRIDGE REPLACEMENT (Supplemental Allocation)	2,000,000
460	Norfolk	GRANBY STREET: Bridge over Lafayette River (Supplemental Allocation)	340,000
460 Bus.	Suffolk	Route 10 at Elephant Fork - South (Supplemental Allocation for Safety Improvement and Extension)	200,000
460	Sussex	Between Prince George County Line and Suffolk Bypass (Supplemental Allocation for Replacing Deck and Widening Bridge over Warwick Swamp)	25,000
464	Chesapeake & Norfolk	Between Route 64 and Norfolk-Portsmouth Bridge-Tunnel (Supplemental Allocation)	29,000,000
—	Chesapeake	BENEFIT ROAD: Bridge and Approaches Branch of Northwest River (Initial Allocation)	180,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
—	Hampton	ABERDEEN ROAD: Pembroke Avenue - Mercury Boulevard (Supplemental Allocation)	\$ 650,000
—	Hampton	POWHEATAN PARKWAY: Route 664 - Briarfield Road (Supplemental Allocation)	500,000
—	Hampton	BIG BETHEL ROAD: Bridge and Approaches at Big Bethel Reservoir (Supplemental Allocation)	50,000
—	Norfolk	INGLESIDE RAILROAD GRADE CROSSING (Supplemental Allocation)	45,000
—	Portsmouth	VICTORY BOULEVARD: Airline Boulevard - Portsmouth Boulevard (Supplemental Allocation)	100,000
—	Suffolk	FINNER STREET: Bridge over Norfolk and Western Railroad (Initial Allocation)	150,000
—	Virginia Beach	HOLLAND ROAD: South Plaza Trail - Rosemont Road (Supplemental Allocation)	450,000
—	Virginia Beach	BIRDNECK ROAD: Laskin Road - Southern Boulevard (Supplemental Allocation)	110,000

FISCAL YEAR 1981-82

SUFFOLK DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Virginia Beach	HOLLAND ROAD: Rosemont Road - Lynnhaven Parkway (Supplemental Allocation)	\$ 600,000
--	Virginia Beach	GREAT NECK ROAD: Shorehaven Drive - Shore Drive (Supplemental Allocation)	375,000
--	Virginia Beach	FIRST COLONIAL ROAD: Will-O-Wisp Drive - Virginia Beach Boulevard (Supplemental Allocation)	390,000
--	Virginia Beach	WITCHDUCK ROAD: Route 44 - Fembroke Boulevard (Supplemental Allocation)	1,500,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	445,000
--	--	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	77,000
--	--	High Hazard Elimination (Districtwide Safety Improvements)	200,000
--	--	Aid to Mass Transit (Fringe Parking Facilities)	25,000
Total, Suffolk District Allocations			<u>\$110,963,000</u>

FREDERICKSBURG DISTRICT

SUMMARY OF ALLOCATIONS

FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$14,438,000
Arterial and Other Primary Construction . . . . .	3,114,000
Urban Construction . . . . .	200,000
Highway Safety Improvements (Primary System) . . . . .	317,000
New Signs and Signals (Primary System) . . . . .	63,000
New Signs (Interstate System) . . . . .	15,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
Total . . . . .	<u>\$18,297,000</u>

FISCAL YEAR 1981-82

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Spotsylvania	Drainage Structure and Approaches Massaponax Creek (Supplemental Allocation for Bridge Replacement)	\$ 100,000
1	Stafford	Improve Intersection of Route 630 at Stafford Court House (Supplemental Allocation for Improvement)	20,000
1	Stafford	Construct Turn Lane at Route 610 (Supplemental Allocation)	3,000
3 Bypass	Fredericksburg	EAST-WEST CONNECTOR: Routes 1 and 3 - East Corporate Limits Fredericksburg (Supplemental Allocation)	200,000
3	Lancaster	Between Kilmarnock and Lively (Supplemental Allocation to Continue Dual-laning)	100,000
3	Stafford & King George	East End Chatham Bridge - East (Supplemental Allocation for Construction)	75,000
14	King & Queen	Between Route 360 and King & Queen Court House (Supplemental Allocation for Construction)	28,000

FISCAL YEAR 1981-82

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
14	King & Queen	Route 614 at Little Plymouth - Northwest (Supplemental Allocation for Reconstruction)	\$ 25,000
14	King & Queen & Gloucester	Route 33 (Shacklefords Fork) - Route 17 (Adner) (Supplemental Allocation for Construction)	176,000
17 & 360	Essex	Construct Turn Lanes Between Route T-617 in Tappahannock and Brays Fork (Supplemental Allocation for Safety Improvement)	45,000
17 & 360	Essex & Middlesex	South of Tappahannock - South (Supplemental Allocation to Continue Dual-laning)	200,000
17	Gloucester	Route 14 at Adner - North and South (Supplemental Allocation for Construction)	200,000
17	Middlesex	Saluda Bypass (Supplemental Allocation for New Construction)	150,000
17 Bus. & 2	Spotsylvania	Bridge and Approaches Massaponax River (Ruffins Pond) (Supplemental Allocation for Bridge Replacement)	140,000

FISCAL YEAR 1981-82

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Stafford	Improve Sight Distance at Route 616, Payne Corner (Initial Allocation for Safety Improvement)	\$ 8,000
30	King William	Between Central Garage and West Point (Supplemental Allocation to Continue Rehabilitation and Widening)	175,000
33	King & Queen & Gloucester	East of Lord Delaware Bridge - Route 17 at Glenns (Supplemental Allocation to Continue Dual-laning)	100,000
33	Middlesex	Saluda - East (Supplemental Allocation to Continue Dual-laning)	100,000
95	Caroline, Spotsylvania & Stafford	Hanover County Line - Prince William County Line (Supplemental Allocation)	14,438,000
201	Lancaster & Northumberland	Between Route 3 and Route 360 at Heathsville (Supplemental Allocation for Preliminary Engineering and Construction)	25,000
202	Northumberland & Westmoreland	Between Route 203 and Route 619 (Supplemental Allocation for Widening and Spot Improvement)	160,000



FISCAL YEAR 1981-82

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
202	Westmoreland	Bridge and Approaches Nomini Creek (Supplemental Allocation for Bridge Replacement)	\$ 400,000
202	Westmoreland	Improve Vertical Sight Distance at Route 611 East of Hague (Supplemental Allocation for Safety Improvement)	18,000
206	King George	Improve Sight Distance at Intersection Routes 218 & 632, Berthaville (Initial Allocation for Safety Improvement)	5,000
206	King George	Between Route 301 and Dahlgren (Supplemental Allocation for New Bridge over Williams Creek)	100,000
208	Spotsylvania	Route 1 at Four Mile Fork - West (Supplemental Allocation for Four-laning)	250,000
218	King George	Between Route 301 and Route 206 (Supplemental Allocation for Pavement Widening)	36,000
218	Stafford & King George	Between Route 607 (Deacon Road) and Route 205 (Supplemental Allocation for Construction)	46,000

FISCAL YEAR 1981-82

FREDERICKSBURG DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
248	Stafford	Route 3/Route 17 Connector (Initial Allocation for Preliminary Engineering)	\$ 50,000
301 & 2	Caroline	Bridge and Approaches Mattaponi River (Supplemental Allocation for Construction)	75,000
301	Caroline & King George	Bridge and Approaches Rappahannock River at Port Royal (Supplemental Allocation for Construction)	180,000
360	Northumberland	East of Warsaw - East (Supplemental Allocation to Continue Dual-laning)	200,000
—	—	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	228,000
—	—	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	241,000
Total, Fredericksburg District Allocations.			<u>\$18,297,000</u>

CULPEPER DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$34,685,000
Arterial and Other Primary Construction . . . . .	7,589,000
Urban Construction . . . . .	3,940,000
Highway Safety Improvements (Primary System) . . . . .	653,000
Highway Safety Improvements (Urban System) . . . . .	38,000
New Signs and Signals (Primary System) . . . . .	532,000
New Signs and Signals (Interstate System) . . . . .	120,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
	<hr/>
Total . . . . .	<u>\$47,707,000</u>

FISCAL YEAR 1981-82

GULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Fairfax & Prince William	Bridge and Approaches Ocoquan River (Supplemental Allocation for Bridge Replacement on Northbound Lane)	\$ 1,480,000
1	Prince William	Improve Drainage in Median Between Dumfries and Triangle and Improve Sight Distance at Route T-1107 (Supplemental Allocation)	12,000
1	Prince William	Town of Dumfries (Supplemental Allocation for Cooperative Project with Town for Sidewalk and Curb and Gutter)	50,000
3	Orange & Culpeper	Route 20 (Wilderness) - Edgum (Supplemental Allocation to Continue Parallel Lanes)	20,000
6	Albemarle	Drainage Structure and Approaches Green Creek (Supplemental Allocation for Bridge Replacement)	55,000
7	Fairfax	Between Route 495 and Dulles Access Road West of Tysons Corner (Supplemental Allocation for Extending Third Lane for Safety Improvement)	24,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
15 & 29 Bus.	Culpeper	North Corporate Limits Culpeper - North (Supplemental Allocation for Preliminary Engineering)	\$ 20,000
15	Loudoun	Widen South Approach to Potomac River Bridge and Install Warning Signs with Flashers (Supplemental Allocation for Safety Improvement)	5,000
15	Louisa	Bridge and Approaches South Anna River (Supplemental Allocation for Reconstruction)	50,000
15	Orange	South Corporate Limits Orange - North and South (Supplemental Allocation for Construction)	140,000
17	Fauquier	North Corporate Limits Warrenton - North (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	50,000
17	Fauquier	Stafford County Line - West (Supplemental Allocation for Construction)	300,000
17	Fauquier	Improve Grade Crossing and Install Preempt Amber Lights at Southern Railroad at Delaplane (Supplemental Allocation for Safety Improvement)	10,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20	Orange	Route 231 - South (Supplemental Allocation for Reconstruction)	\$ 50,000
20	Orange	Construct Turn Lanes at Route 629 East of Orange (Supplemental Allocation for Safety Improvement)	20,000
28	Loudoun	Construct Turn Lanes at Route 846 (Supplemental Allocation for Safety Improvement)	15,000
28	Loudoun	Widen Pavement to Provide Turn Lanes at Route 625 (Supplemental Allocation)	18,000
28	Prince William	Improve Intersection of Route 215 and Route 619 (Supplemental Allocation for Safety Improvement)	65,000
29 & 211	Fairfax	Lee Highway: West of Falls Church - West (Supplemental Allocation for Preliminary Engineering)	25,000
29 & 211	Fairfax & Prince William	Bridge and Approaches Bull Run (Supplemental Allocation for Bridge Replacement)	50,000
29	Fauquier	Warrenton Bypass (Supplemental Allocation for New Construction)	1,630,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Madison	Construct Turn Lanes at Crossovers and at North Intersection Route 230 (Supplemental Allocation)	\$ 3,000
29 & 211	Prince William	Improve Vertical Sight Distance at Route 622 East of Gainesville (Supplemental Allocation)	40,000
29 & 211	Prince William	Improve Sight Distance at Route 15 (Supplemental Allocation for Safety Improvement)	16,000
29 & 15	Prince William	Bridge and Approaches Broad Run (Supplemental Allocation for Bridge Replacement)	100,000
33	Louisa	Drainage Structure and Approaches Northeast Creek (Supplemental Allocation for Bridge Replacement)	50,000
50	Arlington	Arlington Boulevard: Bridges and Approaches Four Mile Run and Carlyn Springs Road (Supplemental Allocation)	340,000
50	Fairfax	Interchange at Gallows Road (Route 650) (Supplemental Allocation for New Construction)	1,000,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
64	Albemarle, Fluvanna & Louisa	Nelson County Line - Goochland County Line (Supplemental Allocation)	\$ 1,000,000
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - Warren County Line (Supplemental Allocation)	23,685,000
95 & 395	Alexandria, Arlington, Fairfax & Prince William	Washington, D. C. Line - Stafford County Line (Supplemental Allocation)	7,000,000
123	Arlington	Chain Bridge and Approach Potomac River (Supplemental Allocation for Cooperative Rehabilitation Project with Washington, D. C.)	110,000
123	Fairfax	South Corporate Limits Fairfax - South (Supplemental Allocation to Continue Four-laning)	500,000
208	Louisa	Between Route 33 at Louisa Court House and Route 64 (Supplemental Allocation for Construction)	90,000
211	Warrenton, Fauquier, Culpeper & Rappahannock	Warrenton - West (Supplemental Allocation for Construction)	150,000



FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
229	Culpeper	Reconstruct Intersection and Widen Pavement to Provide Turn Lane at Route 729 (Supplemental Allocation for Safety Improvement)	\$ 45,000
231	Albemarle & Louisa	Between Route 22 and Gordonsville (Supplemental Allocation for Safety Improvement)	100,000
231	Rappahannock	Between Route 522 and Madison County Line (Supplemental Allocation for Construction)	25,000
234	Manassas	GRANT AVENUE: Liberty Street - Church Street (Supplemental Allocation)	462,000
234	Prince William	Western Manassas Bypass: Route 234 Northwest of Manassas - Route 234 Southeast of Manassas (Supplemental Allocation for Preliminary Engineering and Design)	100,000
236	Alexandria	DUKE STREET: Roberts Lane - Diagonal Road (Supplemental Allocation)	900,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
236	Fairfax	Between East Corporate Limits Fairfax and West Corporate Limits Alexandria (Supplemental Allocation for Safety Improvements)	\$ 80,000
241	Fairfax	Between Route 1 and South Corporate Limits Alexandria (Supplemental Allocation for Preliminary Engineering and Right of Way Acquisition)	300,000
250	Albemarle	Construct Acceleration Lane at Route 22 (Supplemental Allocation for Safety Improvement)	20,000
495 & 95	Alexandria & Fairfax	Capital Beltway (Supplemental Allocation)	3,000,000
522	Culpeper & Orange	Route 3 - South (Supplemental Allocation for Construction)	50,000
--	Alexandria	SOUTH VAN DORN STREET: Eisenhower Avenue - Pickett Road (Supplemental Allocation)	800,000
--	Arlington	Computerized Signal System (Supplemental Allocation)	281,000
--	Charlottesville	IMPROVEMENTS AT SEVENTEEN INTERSECTIONS (Supplemental Allocation)	500,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
--	Culpeper	OLD BRANDY ROAD: Wins Street - Routes 15 & 29 Business (Supplemental Allocation)	\$ 200,000
--	Fairfax	Lockheed Boulevard/Van Dorn Street Connection (Supplemental Allocation for Right of Way Acquisition)	500,000
--	City of Fairfax	PICKETT ROAD: Little River Turnpike - Arlington Boulevard (Supplemental Allocation)	558,000
--	Herndon	ELLEN STREET: East Corporate Limits - Spring Street (Supplemental Allocation)	320,000
--	Herndon	SUERLING ROAD: Herndon Parkway - West Corporate Limits (Supplemental Allocation)	200,000
--	Manassas	GODWIN DRIVE: Grade Crossing Protective Devices Southern Railroad (Initial Allocation)	38,000
--	--	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	802,000

FISCAL YEAR 1981-82

CULPEPER DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
—	—	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	\$ 103,000
—	—	High Hazard Elimination (Districtwide Safety Improvements)	150,000
Total, Culpeper District Allocations			<u>\$47,707,000</u>

STAUNTON DISTRICT  
SUMMARY OF ALLOCATIONS  
FISCAL YEAR 1981-82

Interstate System Construction . . . . .	\$13,917,000
Arterial and Other Primary Construction . . . . .	3,540,000
Including Aid to Mass Transit (§ 33.1-46.1)	
Urban Construction . . . . .	1,992,000
Highway Safety Improvements (Primary System) . . . . .	475,000
New Signs and Signals (Primary System) . . . . .	154,000
New Signs (Interstate System) . . . . .	110,000
Strengthening and Widening of Bridges . . . . .	100,000
Guardrail . . . . .	50,000
Total . . . . .	<u>\$20,338,000</u>

FISCAL YEAR 1981-82

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Clarke	Town of Berryville (Supplemental Allocation for Curb and Gutter)	\$ 210,000
11	Harrisonburg & Rockingham	Grattan Street - South of South Corporate Limits Harrisonburg (Supplemental Allocation for Widening to Four Lanes)	245,000
11	Rockbridge	Construct Turn Lane at Route 717 and Provide Crossover South of Route 717 (Supplemental Allocation for Safety Improvement)	5,000
11	Shenandoah	Town of Woodstock (Supplemental Allocation for Cooperative Curb and Gutter Project)	250,000
11	Winchester	VALLEY PIKE: Weems Lane - Bellview Avenue (Supplemental Allocation)	300,000
18	Covington	SOUTH CARPENTER DRIVE: Persinger Street - Mallow Drive (Supplemental Allocation)	300,000
42	Rockingham	South of Bridgewater - South (Supplemental Allocation for Construction)	300,000

FISCAL YEAR 1981-82

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Shenandoah	Improve Intersection at Route 739 and Route 681 (Supplemental Allocation for Safety Improvement)	\$ 60,000
50 & 17	Frederick & Clarke	East of Winchester - East (Supplemental Allocation for Construction)	75,000
60	Alleghany	Bridge and Approaches Cowpasture River (Supplemental Allocation for Bridge Replacement)	15,000
60	Alleghany	Drainage Structure and Approaches Pine Mountain Creek (Supplemental Allocation for Safety Improvement)	25,000
60	Rockbridge	Bridge over Maury River at West Corporate Limits Buena Vista (Supplemental Allocation for Bridge Replacement)	350,000
64	Augusta	Route 81 - Nelson County Line (Supplemental Allocation)	400,000
64	Clifton Forge, Alleghany & Rockbridge	West Virginia State Line - Route 81 (Lexington) (Supplemental Allocation)	7,500,000
66	Frederick & Warren	Route 81 - Fauquier County Line (Supplemental Allocation)	3,617,000

FISCAL YEAR 1981-82

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
81	Rockbridge, Augusta, Rockingham, Shenandoah, Warren & Frederick	Botetourt County Line - West Virginia State Line (Supplemental Allocation)	\$ 2,400,000
220	Alleghany	Route 64 - South (Supplemental Allocation for New Construction)	200,000
220	Alleghany	North of Covington - North (Supplemental Allocation for Improvement of Sections)	25,000
251	Rockbridge	South of Lexington - South (Supplemental Allocation)	20,000
254	Augusta	Reconstruct Curve at Route 693 and Provide Turn Lane (Supplemental Allocation for Safety Improvement)	5,000
254	Augusta	Remove Headwalls and Extend Pipe West of Staunton (Initial Allocation for Safety Improvement)	8,000
257	Rockingham	West of Dayton - West (Supplemental Allocation for Right of Way Acquired)	165,000



FISCAL YEAR 1981-82

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
262	Augusta	Southern Route: Route 81 - West (Supplemental Allocation for Construction)	\$ 850,000
275 Ext.	Augusta	Northern Bypass: Route 11 - Route 250 West (Supplemental Allocation for New Construction)	100,000
340	Clarke	North of Berryville - North (Supplemental Allocation for Construction)	500,000
340	Page	Town of Stanley (Supplemental Allocation for Cooperative Project with Town for Right of Way Acquired)	80,000
340	Rockingham	Town of Elkton (Supplemental Allocation for Widening to Four Lanes Including New Bridge over Elk Run)	25,000
340	Waynesboro	NORTH DELPHINE AVENUE: 4th Street - Faber Avenue (Supplemental Allocation)	500,000
—	Covington	CITY-WIDE SIGNALIZATION IMPROVEMENT (Supplemental Allocation)	50,000

FISCAL YEAR 1981-82

STAUNTON DISTRICT

INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS

<u>ROUTE</u>	<u>COUNTY CITY OR TOWN</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
—	Staunton & Augusta	Inner Loop: Route 11 (Greensville Avenue) - Coalter Street (Supplemental Allocation for New Construction)	\$ 490,000
—	Waynesboro	2ND STREET: Relocated Route 340 - Augusta Avenue (Supplemental Allocation)	100,000
—	Winchester	PLEASANT VALLEY ROAD: Papermill Road - Millwood Avenue (Supplemental Allocation)	357,000
—	—	Guardrail, Strengthening and Widening of Bridges and New Signs and Signals (Districtwide)	414,000
—	—	Elimination of Roadside Obstacles (Districtwide Safety Improvements)	372,000
—	—	Aid to Mass Transit (Supplemental Allocation for Fringe Parking Facilities)	25,000
Total, Staunton District Allocations			<u>\$20,338,000</u>

**PUBLIC HEARING  
TENTATIVE ALLOCATION FOR 1981-82 OF  
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS  
SALEM DISTRICT AUDITORIUM**

June 10, 1981

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Salem, Bristol, Lynchburg and Staunton Districts on June 10, 1981 at 9 a.m. in the Salem District auditorium.

Commissioner Harold C. King presided at the meeting and introduced the members of the Highway and Transportation Commission.

Salem, Lynchburg, Bristol and Staunton Districts

Richard Burrow, City Engineer of the City of Roanoke, advised that the City's no. 1 priority is the reconstruction of Herahberger Road from Cove Road to Williamson Road (enclosed is statement made by Mr. Burrow).

Louis Hartsock, Bluefield, Virginia, Business & Professional Association, spoke in the interest of the Bluefield Bypass. He referred to the location public hearing held on October 28, 1980 for this proposed project and submitted a copy of sheet enumerating eight items under Remaining Action that he received at the hearing. (sheet enclosed). Asked that the work on this project be expedited. Mr. Irvin Rich, Chairman of the Bluefield, Virginia, Planning Commission, spoke in interest of the same project.

Mr. John McGhee, Assistant County Administrator of Augusta County, had a question concerning funding for Route 262; Mr. Eure answered this question.

/s/ro

STATEMENT TO THE  
VIRGINIA DEPARTMENT HIGHWAYS AND TRANSPORTATION  
TENTATIVE ALLOCATION PUBLIC HEARING  
JUNE 10, 1981

## TENTATIVE ALLOCATION HEARING STATEMENT

Commissioner King, Commissioner Fralin, Mr. Wood and members of the Virginia Department of Highways and Transportation staff, I am Richard B. Burrow, City Engineer of the City of Roanoke. The City appreciates the opportunity to appear before you again this year at this Tentative Allocation Public Hearing.

The City is very aware of the difficult economic conditions that the Department has had to deal with while establishing the tentative highway allocations for the next fiscal year. These are difficult times with fewer dollars available for new roadway construction. The City of Roanoke has always worked with the Department in this respect, and all any City can ~~do~~ <sup>REQUEST</sup> is the equitable distribution of the available dollars. To this end, the Department of Highways and Transportation is to be congratulated.

The City appreciates the tentative allocations proposed for the next fiscal year showing \$800,000 for the upcoming construction of Gus W. Nicks Boulevard (formerly Vinton Mill Road); as well as the continuing allocation of \$834,000 for the future construction of Hershberger Road. The additional allocations of \$600,000 for the Roy L. Webber Expressway and \$200,000 for 24th Street and Malrose Avenue helps to complete the funding for these projects already in full use by the citizens of the valley area.

As you all are well aware, Hershberger Road reconstruction from Cove Road to Williamson Road is the City's number one highway construction priority. The importance of the impact of this project on the economic future of the City of Roanoke cannot be underestimated. The City will appreciate any effort that can be made by the Department to speed this project to construction.

The City of Roanoke would like to take advantage of the opportunity to express its sincere appreciation to Mr. Horace G. Fralin for his eight years of service as

the Salem District representative on the Highway Commission. Mr. Fralin has been friend to the City whom was always willing to work cooperatively for the best for the Salem District and the State of Virginia.

The City is also looking forward to a strong, continuing relationship with Salem District's new Commissioner... Mr. George Vaughn. These economic times are difficult but we can work through them together.

Again, thank you for this opportunity to address the highway allocation needs of the City for fiscal year 1981-1982.

Presentation  
DOHT Allocation Hearing - Salen  
June 10, 1981

Introduction of those attending from Bluefield.

Acknowledge of proposed allocations:

\$64,000 Four Intersection Improvements  
43,000 Depot Street- RR Crossing Devices  
43,000 Montrose Street-" " "

Identification of Primary request:

Completion of Rt. 460 by Bluefield, Va.

- I. Safety: Traffic is in excess of current road physical capacity. (Traffic increase projected.) Residential development has made intersections congested and hazardous. Two large schools are located next to road. (Graham High and Graham Middle.)
- II. Economics: Route 460 is a main traffic artery in coal producing region of state. Road serves state residents and businesses in and around Bluefield, Tazewell, Richlands and Grundy. Bluefield section is last bottleneck in access to these areas.
- III. United Community: Over 250 people attended DOHT hearing at Graham High School in fall of 1980. Unanimous support.
- IV. Priority: This project deserves a high priority ranking by state. Question. When can state renew acquisition of right-of-way?

## REMAINING ACTION

1. Review and evaluate information received at this public hearing, including written comments, and the comments received on the Draft Environmental Impact Statement.
2. Approval of a location corridor by the Virginia Department of Highways and Transportation Commission.
3. Survey and final design on an approved corridor.
4. Conduct a Design Public Hearing on major design features as proposed along the selected corridor.
5. Review and evaluate information received at the Design Public Hearing, including written comments.
6. Approval of major design features for the selected corridor by the Virginia Department of Highways and Transportation Commission.
7. Acquisition of required right of way.
8. Advertisement and construction of the project.



PUBLIC HEARING  
TENTATIVE ALLOCATIONS FOR 1981-82 OF  
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS  
RICHMOND, FREDERICKSBURG, CULPEPER & SUFFOLK DISTRICTS

RICHMOND, VIRGINIA  
JUNE 18, 1981

The public hearing for the Interstate, Primary and Urban Tentative Allocations was held for the Richmond, Fredericksburg, Culpeper and Suffolk Districts on June 18, 1981, at 9:00 a.m. in the auditorium of the Virginia Department of Highways and Transportation Building in Richmond, Virginia.

Mr. Harold C. King, Chairman of the Virginia Highway and Transportation Commission, presided. Commissioner King called the hearing to order and introduced the members of the Highway and Transportation Commission, with special recognition to Horace Fralin and Bill Roos, whose terms expire at the end of the month.

Commissioner King stated that the Department is in a critical situation and the revenues have not been up to what were expected. He also stated that if the Department were to undertake all the improvements requested of it, it would cost in excess of \$3 billion. Obviously, no more than a fraction of this work can be done. He noted the low attendance at the Salem Allocation Hearing and reasoned that people in that area felt the Department had taken their wishes into consideration in developing the program.

Mr. Anthony P. Mehfoud, Chairman of the County of Henrico Board of Supervisors, appeared with Senator William F. Parkerson, Jr. and Delegate Rob James.

Mr. Mehfoud stated that the Interstate System in Henrico is nearing completion; and with the recent approval of the U. S. Secretary of Transportation's position, he would hope that the last segment of Interstate 295 in Henrico County would be under construction in the very near future.

He, in reviewing the proposed allocations, noted that the allocations had been cut to less than half of what they were one year ago. He realized that this cut in allocations requires that positions and priorities be reevaluated.

Mr. Mehfoud suggested that U. S. Route 250 west of Parham Road, which has recently been dropped from scheduled advertising without a definite schedule for the future, and proposed improvements to U. S. Route 60 (Williamsburg Road) between Brittles Lane and the I-64 connection, which was previously listed but is not scheduled until 1986 or beyond, be given proper attention in considering the effects these roadways have on other parallel facilities.

He also noted that proposed improvements of U. S. Route 33 east of Laburnum Avenue had been excluded and hoped the exclusion was based upon the fact that funds have been provided, as he had previously received word that funds had been set aside.

Mr. Mehfoud also felt that any additional funding should be directed to proposed improvements to U. S. Route 33 between Crockett Street and Lucus Road. He stated that the construction project now underway on U. S. Route 33 will provide assistance but can only move the bottleneck to the north. This problem must be eliminated.

He urged that, with the recent approval of the interchange of I-64 and Gaskins Road, it be given the highest priority. A copy of Mr. Mehfoud's statement is attached.

Delegate Rob James, representing Henrico County, stated that deferred items previously scheduled give a great deal of concern. He lives close to U. S. Route 250 west of Parham and he stated, "It's almost like you've got it in one or two months and then all of a sudden it's gone."

He urged that, if there were some way, he would like to see it put back on a very early schedule and U. S. Route 60 and U. S. Route 33 as well.

Mr. J. B. Muzzy, Director of the Community Development for Chesterfield County, speaking in behalf of the Chesterfield County Board of Supervisors, said that Chesterfield County is the fastest growing major county in the Commonwealth. From 1970 to 1980, the county added over 60,000 people to its population.

He felt the greatest unresolved problem facing Chesterfield County is the lack of adequate roads. For example, he said, "daily traffic on the two-lane section of Huguenot Road increased by 2,500 vehicles, from 15,900 vehicles to 18,500 vehicles per day."

Mr. Muzzy said that the funds allocated in this tentative budget nor in past budgets in no way constituted a solution to the County's road problems, but only a total commitment by the Commonwealth would be adequate to solve the traffic problems of Chesterfield County. A copy of Mr. Muzzy's statement is attached.

Commissioner King assured Mr. Muzzy that the Commission was aware of the critical needs in Chesterfield County and that the Commission would do everything it could to help.

Mr. Roger Snyder, Deputy Director of Planning for Prince William County, representing the Prince William County Board of Supervisors, presented the following projects as highest priority as established by the Board.

1. Dale City Interchange - He commented that the Phase II is going to bid next month. The County put up \$875,000 of local money for this project.

2. 234 Manassas Bypass - He stated that this bypass is sorely in need of improvement. He stated that if it's going to be 15, 20, or 25 years away for some of the important sections to be completed, then the Department should stabilize the shoulders and bring them up to the same level as the pavement so that there won't be as many roll-over accidents.
3. I-95 high occupancy vehicle lanes in Prince William County - He stated that he hoped that decisions affecting the Springfield Bypass and other local roads would not be finalized until the HOV Lanes' Study, since it's going to be completed in about three months.
4. Additional fringe commuter parking for the interchange at I-95 and 234 in the Dumfries area - He explained that the night before, their planning commission considered an application for rezoning three acres that nested against the interchange. The Planning Commission voted 6 - 1 to recommend denial of this rezoning in the face of probable law suit, arguing that eventually that will have to be taken for construction of a full interchange. He stated that they needed the Commission's cooperation in acquiring such land in a timely fashion.

Mr. Snyder noted that they now had 185 van pools in Prince William County and by using VDH&T statistics, that is 31 percent of the state van pools in a county of 145,000 people in Northern Virginia.

In conclusion, Mr. Snyder mentioned the growth aspect of Prince William County. He stated that they would like for the VDH&T to join with them to get better legislation to allow those governments that need it the tools to manage the future.

Commissioner King praised the cooperation of Prince William County and said that it has produced good results. He said the Van Pool Program was done as a demonstration program to help get them started. He indicated that the Commission would take these comments into consideration.

Attached is a letter from Mr. Robert S. Noe, Jr. of June 18, 1981, to Mr. David Ogle, Resident Engineer in Manassas, stating the priorities of the Prince William County Board of Supervisors. A copy of the Board's resolution is also attached and is being made a part of the records.

Mr. Joseph Ritchie, Mayor of the City of Newport News, spoke on Interstate 664. He mentioned that this Interstate has been on the drawing boards for nearly 20 years. Its cost estimate was originally half the nearly \$1 billion total estimated project cost we speak of today. There is also an effective termination date set by the Federal Surface Transportation Act which is September 1, 1986. He said that previous discussions with federal authorities indicate that when that date arrives, some rather vague language in the Act will be interpreted to mean any Interstate project not physically under construction will cease to be a part of the Interstate System.

He stated that the Port of Hampton Roads--which is in an excellent geographic location--consistently loses cargo to Charleston and Baltimore because of poor highway access.

Mr. Ritchie also made remarks concerning serious traffic back-ups on the new James River Bridge because of the needed Interstate.

He concluded by reemphasizing that it would be the height of economic short-sightedness to fail to provide the State funds for the proper and timely match of federal dollars allocated to I-664.

Commissioner King assured Mr. Ritchie that we have in the Tidewater area about \$1 billion worth of Interstate to complete, and it's a matter of priorities. Commissioner King also assured Mr. Ritchie that the part from the Coliseum all the way down to the water is already under construction, we would move as quickly as funds will allow, and that would include the tunnel portion. A copy of Mr. Ritchie's statement is attached.

Mr. Alan Stoudnour, General Manager of the PULSE Development Corporation, stated that I-664 was their number one priority. He was interested in having adequate funding of I-664 to make greater access for the downtown area stores, a new \$20 million hotel now being negotiated, and the Seafood Industrial Park.

He said that he thought if the limited choked access they have been experiencing were to continue for several more years, there would be a second wave of deterioration that would be even worse than the present.

Mr. Stoudnour stated that at one time there was a problem with right of way, but with the help of the City's officials and Jack Hodge's people of the Suffolk District, that problem was now solved.

He said that according to the last projections he read, about \$875 million in federal funds was lost for lack of \$87.5 million state funds. He said in the local area that is \$45 million that the state would put up to get back \$450 million from the federal government.

In summation, Mr. Stoudnour stated that providing less money for I-664 than is needed to complete it according to its original schedules just would not make sense.

Commissioner King commented that he would ask the City to participate in funding this project.

Attached is a communication from Mr. John L. Rowe, Jr. City Manager, City of Suffolk, also stating that I-664 would be the City's highest priority project.

Mr. Robert C. Wrenn, Clerk of the Circuit Court of Greensville County, representing Emporia and the Board of Supervisors, stated that he was dissatisfied with the budget cut from \$205,000 to \$152,000 because of the need to keep their roads in the good condition that they are now in.

He also asked that the Commission consider funding a bypass in Emporia to help the flow of traffic and decrease safety hazards.

Mr. James Hankla, Executive Director of the Virginia Peninsula Economic Development Council, restated the problems of necessary funding of I-664. He stated that investing in making the Port of Hampton Roads more effective would give a greater return than other investments.

Mr. Lawrence Gassman, Director of Public Works, representing the City of Norfolk, was concerned with the development of the Military Highway. This highway contains two of the largest shopping centers in Norfolk regional transportation network, and shoppers are faced with congestion and hazards each time they visit this area.

He was concerned with the land development needs. He stated that the City is under great pressure to fix the feeder street network leading to Military Highway so that the remaining available vacant land in this area can be developed.

Mr. Gassman also stated that this highway serves the Cities of Virginia Beach and Chesapeake as well.

He said that the plan begun two years ago must be quickly completed to obtain needed right of way.

In conclusion, Mr. Gassman requested a sufficient allocation for this project or authorization to permit work to continue for this road without delay. A copy of Mr. Gassman's statement is attached.

Mr. Robert Williams, City Manager of Newport News, suggested that of the 11-cent gas tax, 9 cents go into the 602 formula and 1 to 2 cents go into Interstate and Primary Construction.

He said that this would give the Department a planning tool to work with on a commitment standpoint.

Mr. Al Tillson, representing the Sierra Club, wanted to encourage the maintenance of clean and livable urban areas in Virginia with energy efficient means of transportation. Therefore, he wanted to urge the Department to continue to provide bus and car pool lanes, secure parking facilities for bicycles, lane markings to facilitate cycle commuting, roadway signs marking suggested bike routes, and other efforts to reduce the use of single occupant motor vehicles. A copy of Mr. Tillson's statement is attached.

The meeting was adjourned at 9:50 a.m.

STATEMENT BY ANTHONY P. MEHFOUD - CHAIRMAN OF THE COUNTY OF  
HENRICO BOARD OF SUPERVISORS AT THE VIRGINIA DEPARTMENT OF  
HIGHWAYS AND TRANSPORTATION PRE-ALLOCATION HEARING

JUNE 18, 1981

I AM ANTHONY P. MEHFOUD, CHAIRMAN OF THE COUNTY OF HENRICO BOARD OF SUPERVISORS AND WOULD LIKE TO PROVIDE YOU SEVERAL COMMENTS FROM THE GOVERNING BODY OF THE COUNTY OF HENRICO. BECAUSE OF OUR CURRENT FUNDING PROCEDUES FOR ROADWAYS IN THE COUNTY, I AND MEMBERS OF THE BOARD ARE WELL AWARE OF THE ECONOMIC PROBLEMS WHICH ARE FACING THE VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION AS WELL AS HENRICO COUNTY. BECAUSE OF THAT CRITICAL SITUATION, IT IS NECESSARY THAT EACH OF US LOOK FOR ADDITIONAL OR ALTERNATIVE SOURCES OF FUNDING SO THAT WE MAY CONTINUE TO PROVIDE A TRANSPORTATION NETWORK WHICH IS VITAL TO THE GROWTH AND CONTINUED SUPPORT FOR THE CITIZENS OF ALL AREAS.

IN TRYING TO ARRANGE OUR PRIORITIES IN REFERENCE TO THE FUNDING RESTRICTIONS, WE MUST KEEP IN MIND THAT PRIORITY SHOULD BE GIVEN TO THOSE AREAS WHICH ARE OF UTMOST IMPORTANCE. WE CANNOT OVERLOOK THE FACT THAT THE DELAYING OF CRITICAL PROJECTS OFTEN INCREASES THE ECONOMIC EXPENDITURES OF OUR CITIZENS. WE MUST ALSO REMEMBER THAT THESE DELAYS SOMETIMES INCREASE MAINTENANCE COST WHICH WE MUST ABSORB WHILE TRYING TO SPREAD OUT THE ALLOCATION OF FUNDS FOR THESE NECESSARY PROJECTS.

WITH THAT IN MIND, WE HAVE RECEIVED AND CAREFULLY REVIEWED THE TENTATIVE ALLOCATIONS OF INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS FOR THE FISCAL YEAR 1981-82 AS THEY RELATE TO HENRICO COUNTY.

THE INTERSTATE SYSTEM IN HENRICO IS NEARING COMPLETION AND WITH THE RECENT APPROVAL OF THE U. S. SECRETARY OF TRANSPORTATION'S POSITION, WE WOULD HOPE

THAT THE LAST SEGMENT OF INTERSTATE 295 IN HENRICO COUNTY WOULD BE UNDER CONSTRUCTION IN THE VERY NEAR FUTURE.

IN REVIEWING THE PROPOSED ALLOCATIONS, IT HAS BEEN NOTED THAT YOUR ALLOCATIONS FOR PRIMARY AND URBAN CONSTRUCTION IS LESS THAT HALF OF WHAT IT WAS ONE YEAR AGO. THIS CUT IN ALLOCATIONS DOES REQUIRE THAT POSITIONS AND PRIORITIES BE REEVALUATED.

SPECIFICALLY, HENRICO COUNTY WOULD REQUEST THAT EVERY CONSIDERATION BE GIVEN TO THOSE PROJECTS WHICH HAVE BEEN PREVIOUSLY SCHEDULED FOR CONSTRUCTION AND WHICH NOW APPEAR TO BE RESCHEDULED. THIS INCLUDES U. S. ROUTE 250 WEST OF PARHAM ROAD WHICH HAS BEEN RECENTLY DROPPED FROM SCHEDULED ADVERTISING AND WITHOUT A DEFINITE SCHEDULE FOR THE FUTURE. IT WOULD ALSO INCLUDE PROPOSED IMPROVEMENTS TO U. S. ROUTE 60 (WILLIAMSBURG ROAD) BETWEEN BRITTLES LANE AND THE I-64 CONNECTION WHICH WAS PREVIOUSLY LISTED BUT IS NOT INCLUDED FOR THIS YEAR AND IS NOT SCHEDULED UNTIL 1986 OR BEYOND. IT IS SINCERELY HOPED THAT THESE PROJECTS COULD BE GIVEN PROPER ATTENTION IN CONSIDERING THE EFFECTS THESE ROADWAYS HAVE ON OTHER PARALLEL FACILITIES.

IT IS ALSO NOTED THAT FUNDS HAVE BEEN EXCLUDED FOR PROPOSED IMPROVEMENTS OF U. S. ROUTE 33 EAST OF LABURNUM AVENUE. I SINCERELY HOPE THE EXCLUSION IS BASED UPON THE FACT THAT FUNDS HAVE BEEN PROVIDED FOR THIS WORTHWHILE PROJECT AS WE HAD PREVIOUSLY RECEIVED WORD THAT FUNDS HAVE BEEN SET ASIDE.

HENRICO COUNTY ALSO FEELS THAT ANY ADDITIONAL FUNDING SHOULD BE DIRECTED TO PROPOSED IMPROVEMENTS TO U. S. ROUTE 33 BETWEEN CROCKETT STREET AND LUCUS ROAD. THE CONSTRUCTION PROJECT NOW UNDERWAY ON U. S. ROUTE 33 WILL PROVIDE ASSISTANCE BUT CAN ONLY MOVE THE BOTTLENECK TO THE NORTH. WE MUST PROVIDE IMPROVEMENTS TO A POINT WHICH ELIMINATES THE PROBLEM.

AS ALWAYS, HENRICO COUNTY IS EXTREMELY CONCERNED WITH THE PROPOSED JAMES RIVER CROSSINGS WHICH ARE NECESSARY FOR CONTINUED ECONOMIC GROWTH IN THE AREA. FOR THAT REASON, WE URGE THE HIGHWAY DEPARTMENT TO CONTINUE WITH ITS FUNDING EFFORTS FOR THE LABURNUM-CHIPPENHAM CONNECTOR AND ALSO GIVE CONTINUED SUPPORT TO A PROPOSED WESTERN RIVER CROSSING IN THE VICINITY OF PARHAM ROAD. WE WOULD ALSO NOTE THAT RECENT APPROVAL HAS BEEN GRANTED TO THE INTERCHANGE OF I-64 AND GASKINS ROAD. BECAUSE OF THE CRITICAL NATURE OF THIS INTERCHANGE, WE WOULD ALSO URGE THAT IT BE GIVEN THE HIGHEST PRIORITY.

FOR YOUR RECORD, I WOULD LIKE TO LEAVE A COPY OF THIS STATEMENT WHICH PROVIDES THE VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION WITH THE COUNTY OF HENRICO BOARD OF SUPERVISORS FEELINGS IN REFERENCE TO THE ALLOCATIONS.

WE DEEPLY APPRECIATE THE CONSIDERATION THAT IS BEING GIVEN TO HENRICO BUT SIMPLY ASK THAT AT THIS TIME OF CRITICAL NEED AND CRITICAL FUNDING, THAT THE PROPER EVALUATION BE GIVEN TO EACH PROJECT. TO BE HONEST, WE ARE VERY DISAPPOINTED WITH THIS YEAR'S ALLOCATIONS AND ASK THAT YOU RECONSIDER YOUR PRIORITIES TO INCLUDE THOSE ROADS LISTED ABOVE.

THANK YOU



STATEMENT TO BE READ BY JEFFREY B. MUZZY  
AT VDH&T ALLOCATION HEARING JUNE 18, 1981

I AM JEFFREY B. MUZZY, DIRECTOR OF COMMUNITY DEVELOPMENT, CHESTERFIELD COUNTY. I AM SPEAKING THIS MORNING ON BEHALF OF THE CHESTERFIELD COUNTY BOARD OF SUPERVISORS.

AS I'M SURE YOU ARE AWARE, CHESTERFIELD COUNTY IS THE FASTEST GROWING MAJOR COUNTY IN THE COMMONWEALTH. FROM 1970 TO 1980, THE COUNTY ADDED OVER 60,000 PEOPLE TO ITS POPULATION, AND I CAN ASSURE YOU GENTLEMEN THAT POPULATION GROWTH IN THE COUNTY HAS NOT SLACKENED IN SPITE OF INFLATION AND HIGH INTEREST RATES. POPULATION BRINGS ITS OWN PARTICULAR PROBLEMS. VIRGINIA IS A PRO-GROWTH STATE, AND IT IS THE RESPONSIBILITY OF LOCAL AND STATE GOVERNMENTS TO HANDLE THE GROWTH.

THE GREATEST UNRESOLVED PROBLEM FACING CHESTERFIELD COUNTY IS THE LACK OF ADEQUATE ROADS. THIS PARTICULAR PROBLEM IS ONE WHICH YOU, THE VIRGINIA HIGHWAY AND TRANSPORTATION COMMISSION, ARE RESPONSIBLE TO SOLVE. LET ME ASSURE YOU, GENTLEMEN, THE ROAD PROBLEM IS GETTING WORSE. WHILE TRAFFIC THROUGHOUT THE COMMONWEALTH MAY HAVE DECLINED IN 1980, TRAFFIC IN CHESTERFIELD COUNTY INCREASES DAILY. FOR EXAMPLE, DAILY TRAFFIC ON THE TWO-LANE SECTION OF HUGUENOT ROAD INCREASED BY 2500 VEHICLES, FROM 15,900 VEHICLES TO 18,500 VEHICLES PER DAY.

WE FULLY UNDERSTAND THAT HIGHWAY CONSTRUCTION FUNDS ARE DECLINING BUT ROAD PROBLEMS WERE GETTING WORSE IN CHESTERFIELD COUNTY BEFORE CONSTRUCTION FUNDS BEGAN TO DECLINE. THE FUNDS ALLOCATED IN THIS TENTATIVE BUDGET NOR IN PAST BUDGET'S IN NO WAY CONSTITUTE A SOLUTION TO THE COUNTY'S ROADS PROBLEMS. WE APPRECIATE YOUR EFFORTS, BUT ONLY A TOTAL COMMITMENT BY THE COMMONWEALTH WILL BE ADEQUATE TO SOLVE THE TRAFFIC PROBLEMS OF CHESTERFIELD COUNTY.

THANK YOU.



COUNTY EXECUTIVE  
Robert S. Noe, Jr.

COMMONWEALTH of VIRGINIA  
**COUNTY OF PRINCE WILLIAM**  
9250 Lee Avenue Manassas, Virginia 22110 (703)368-9171

BOARD of COUNTY SUPERVISORS

Kathleen K. Seefeldt, Chairman  
Donald L. White, Vice Chairman  
Eileen M. Barnes  
Donald E. Kidwell  
James J. McCoart  
G. Richard Pfitzner  
Joseph D. Reading

June 18, 1981

Mr. David Ogle  
Resident Engineer  
Virginia Department of  
Highways and Transportation  
Post Office Box 249  
Manassas, Virginia 22110

Dear Mr. Ogle:

The Prince William Board of County Supervisors, at its June 16, 1981 meeting, declared its priorities for the 1981-82 allocation of funds for interstate, primary and urban road construction. Specifically, four projects have been designated:

- 1) The Route 234 Manassas Bypass including reconstruction of Route 234 to four lanes along its entire length.
- 2) High Occupancy Vehicle Lanes on I-95.
- 3) Additional commuter parking facilities on both the I-95 and I-66 corridors.
- 4) The upgrading of Route 1 to a six-lane divided arterial.

The Board of County Supervisors in addition wishes to reiterate its support for the construction of Ridgefield Road and the Route 28 Bypass as important future projects.

A copy of the Board resolution is enclosed for your information. Please contact me if I can be of additional assistance.

Very truly yours,

Robert S. Noe, Jr.

cc: Planning Director

Enclosure

**RECEIVED**

JUN 20 1981

RES. OFFICE  
MANASSAS, VIRGINIA

REC'D 6/17-81  
CITY ENGINEER  
1. \_\_\_\_\_  
2. \_\_\_\_\_  
3. \_\_\_\_\_  
4. \_\_\_\_\_  
5. \_\_\_\_\_

6-18-81

Good morning ladies and gentlemen. My name is Joseph Ritchie. I am Mayor of the City of Newport News and I wish to speak today about Interstate 664.

As you know, this interstate has been on the drawing boards for nearly 20 years. Its cost estimate was, originally, less than half the nearly \$1 billion total estimated project cost we speak of today. The longer we wait, the worse that number will get. It is not cost efficient to delay any longer; but, there is an even greater reason for avoiding delay on this project. That reason is the effective termination date of the Federal Surface Transportation Act which is September 1, 1986.

Discussions with federal authorities indicate that when that date arrives, some rather vague language in the Act will be interpreted to mean any interstate project not physically under construction will cease to be a part of the interstate system. We are not talking about all of Interstate 664 as a single project. It is, in the terms which are most likely going to be used in this case, several projects each of which must be underway if they are to keep their federal mileage and funding allocations.

A representative of Pulse Development Corporation, our private downtown development agency, will address you on the huge public and private investment in downtown facilities and infrastructure which is returning much less than it should because of access problems. Problems, which can only be solved by the construction of I-664.

The same is true of two other nearby job centers--our Port and our Seafood Industrial Park.

Even in these days of outrageously expensive transportation costs, half of what goes through the Port of Hampton Roads--excluding coal--is moved by truck. Yet our Port--which is in an excellent geographic location--consistently loses cargo to Charleston and Baltimore. In large part, that is because of poor highway access. That is money lost to the State of Virginia, not just to Newport News or Hampton Roads.

What is worse, inter-port truck traffic is seriously hampered by the present highway system. There is much freight which must be moved from one of our Hampton Roads terminals to another for proper consignment and efficient assembly of ships' cargoes. With the Hampton Roads Bridge Tunnel and the present connector road to Interstate 64, the drive from Newport News Terminal to port terminals on Southside is at least 45 minutes. I-664 would cut that time almost in half, providing the entire port system with a greater attraction to new shipping lines and shippers.

I'll give you some numbers on what that can mean to the State: A 1980 study of the Hampton Roads ports shows the total income paid to people with jobs related to the ports is \$2 billion a year. That is roughly 10 percent of all the earned income of all Virginians. But over half of that \$2 billion goes to people who live--and work--outside our area. We're talking here about the coal miners in southwest Virginia and about the people preparing Virginia's agricultural products for export.

We don't have many farms in Tidewater and even fewer coal mines, but our Port contributes to the State's economy. We need I-664 to continue and improve that contribution.

The State itself is going to fall short of getting a fair return on its most recent investment in our Port--a \$3 million container crane under construction in Newport News--unless Port activity can be increased. The highway is one key to that increase.

About our Seafood Industrial Park, as I speak the first phases of my City's \$25 million harbor improvement project are well underway. There are nearly 1,300 full-time, permanent employees in that Park now--a significant increase over just two years ago. Within five years, that employment will more than double.

I might point out the bulk of those jobs are for people with few, if any, technical job skills. In plain terms, we are employing a lot of people who might otherwise be human liabilities on our social service rolls instead of assets on our private payrolls. That Park is good for them, good for the City and good for the State.

But, it won't live up to expectations without the Interstate.

I-664 will cause changes in our Park--physically as well as economically. The harbor mouth will have to be moved to accommodate the bridge approach and some of our land will be lost.

We don't resent this incursion--we welcome it. It is a tremendous opportunity for the City to improve a valuable and unique asset to the benefit of all of us--if the highway comes through according to its original schedule.

Let's think for a moment about national defense, which has always been one of the key factors in the interstate program. I might point out Virginia was more than 200 years ahead of the rest of the country on that score. As

you may know, a levy was placed on Virginians in 1723 for the purposes of military defense, including the creation of necessary roads for defense.

Let us not fall behind on that concept now. We have the greatest concentration of military machinery and manpower in the world in Hampton Roads. But, the two dozen plus separate commands which are in our area would face serious problems transporting materials and personnel back and forth across Hampton Roads in the event of a national emergency if our one direct link, the Hampton Roads Bridge Tunnel, were out of commission.

That may sound a bit farfetched, but your own staff can tell you that more than a few times a wreck or mechanical breakdown on the bridge tunnel has caused serious back-ups and delays. True, we have the new James River Bridge--and a very nice bridge it is--but it is also a very long route to travel if you are trying to get from Ft. Monroe to Ft. Storey or from Langley to Oceana.

Finally--to speak of the need for this third crossing of Hampton Roads in a form you may be more familiar with--studies and traffic counts show the Hampton Roads Bridge Tunnel is already running near its design capacity. It could easily be beyond capacity within the next few years which means it will be another choked, troublesome bottleneck. It will cease to be the asset it should be.

In closing, I would like to reemphasize a point you have heard already. I think it would be the height of economic short-sightedness to fail to provide the State funds for the proper and timely match of federal dollars allocated to I-664.

If the traditional sources cannot or will not produce enough revenue, its time then to look for other sources. I leave that type of decision up to you. I say only--it must be done. We cannot afford to lose this federal allocation. It means too much to all of us--both in terms of long-range economic improvement and in terms of short-range benefit to be realized with the expenditure of the federal dollars for the road, itself.

The citizens of Newport News and, indeed, the citizens of all the jurisdictions in Hampton Roads fully support the completion of I-664. I might point out ~~at~~ that this full support for interstate construction is not duplicated here in the Richmond area. As I said a moment ago, it is not in my purview to tell you where the State should get the matching funds needed for I-664. However, it does seem to me that you should look toward funding an interstate which has the full support of the local governments affected by it.

We need I-664. We need it for our downtown economy, our port economy and our seafood industry economy. We need it for national defense, for the servicing of our shipbuilding industry, for the movement of our military manpower.

The United States Government has committed its share of the funds for the construction of I-664. The State of Virginia has previously pledged itself to the construction of I-664. The City of Newport News asks you, today, to keep that pledge.

Thank you.

\* IN FACT IT HAS BEEN REPORTED THAT THE  
HIGHWAY COMMISSION HAS APPROVED I-295 SOUTH  
WITH: NO AGREEMENT OF WAY  
NO ENV. IMPACT STATEMENT  
THIS BYPASS OF AN INTERSTATE WITH AN INTERSTATE  
HAS NO SOLID LOCAL SUPPORT -

MC3845010 LCH

COMMISSIONER'S

JUN 18 1981

OFFICE

TO: COM

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FM: HAROLD C KING COMMISSIONER VIRGINIA DEPT OF HIGHWAYS AND

TRANSPORTATION APT BLY MEM BLDG

1221 EAST BROAD ST

RICHMOND VA 23219

LEAD COMMISSIONER KING

THE CITY OF SUFFOLK WOULD LIKE TO EXPRESS ITS CONTINUING SUPPORT OF THE I-664 PROJECT, THE THIRD CROSSING OF HAMPTON ROADS TO CONNECT THE CITIES OF NORFOLK, VALES, HAMPTON, SUFFOLK, CHESAPEAKE, PORTSMOUTH, AND NORFOLK. SUCH A THIRD CROSSING OF THE HAMPTON ROADS WILL BE A TIMELY NECESSITY TO THE CITY OF SUFFOLK, AND THE TIDELATER AREAS AS A WHOLE IN MANY WAYS.

THE THIRD CROSSING WILL BELIEVE OR ELIMINATE TRAFFIC CONGESTION THAT IS FORECAST FOR THE TWO EXISTING CROSSINGS. THE JAMES RIVER BRIDGE AND THE HAMPTON ROADS BRIDGE TUNNEL. OTHER ANTICIPATED BENEFITS OF THE THIRD CROSSING WILL BE INCREASED ECONOMIC DEVELOPMENT, HOUSING AVAILABILITY, GENERAL TRANSPORTATION AND NATIONAL DEFENSE. IN ADDITION, THE CITY OF SUFFOLK WILL RECEIVE AN INCREASED SHARE IN THE AREA'S POSITIVE GROWTH AND FISCAL RETURN. THIS PROJECT WILL PROVIDE THESE BENEFITS, WHILE AT THE SAME TIME CAUSING MINIMAL ENVIRONMENTAL EFFECTS.

THE CITY OF SUFFOLK STRONGLY OBJECTS TO ANY AMENDMENT TO PROJECT PRIORITIES IN THE STATE AND URGES THE COMMISSION TO CONTINUE TO ESTABLISH THE I-664 PROJECT AS ITS TOP PRIORITY FOR INTERSTATE FUNDING. AGAIN, THE CITY OF SUFFOLK FULLY SUPPORTS THE I-664 PROJECT AS THE HIGHEST PRIORITY FOR INTERSTATE FUNDING IN THE STATE.

YOUR ASSISTANCE IN ENSURING THE EXPEDITIOUS APPROVAL OF THIS PROJECT AND FUNDING TO INITIATE THE CONSTRUCTION IS APPRECIATED. IF I CAN BE OF FURTHER ASSISTANCE ON THIS MATTER, PLEASE DO NOT HESITATE TO CONTACT ME. SINCERELY YOURS,

JOHN L. ROBEY, JR. CITY MANAGER

CC: COMMISSIONERS

CITY OF SUFFOLK

PO BOX 1355

SUFFOLK VA 23434

MMV

MC3845010 LCH

NO LCH

*Not find Mr. King's  
office 6-18-81  
10:19 PM*





**COUNTY OF GREENSVILLE**

P. O. BOX 109  
EMPORIA, VIRGINIA 23847

C. DEAN BE LER  
COUNTY ADMINISTRATOR

TELEPHONE  
804-634-2038

June 15, 1981

Mr. Harold King  
Highway Commissioner  
1221 E. Broad Street  
Richmond, Virginia 23219

Dear Mr. King:

I regret that I nor the other members of the governing body will be able to attend the public hearing for Final Allocation for Interstate Primary and Urban Roads.

Mr. Robert C. Wrenn, Clerk of the Circuit Court will be there to make a presentation on behalf of Greenville County. We strongly urge the Commission's expediency of funding of the Greenville-Emporia 58 Bypass as it believed that the viability of the community as well as traffic and safety needs will be greatly enhanced with the completion of the 58 Bypass.

Sincerely,

Charles A. Sabo  
Chairman, Board of Supervisors

STATEMENT FOR ALLOCATION HEARING - VIRGINIA DEPARTMENT OF HIGHWAYS & TRANSPORTATION  
RICHMOND, VIRGINIA, June 18, 1981

On behalf of the City of Norfolk, I wish to make the following statement:

We have received a copy of the Department's pamphlet titled, "Tentative Allocation of Interstate, Primary and Urban Construction Funds for Fiscal Year 81/82" and recognize the difficult task that you face in cutting back the Commonwealth's highway program to fit within available revenues. It is disappointing to discover that several of our vital projects have slipped in their implementation schedule. It causes us equal concern to see planning of additional projects, that we have mutually developed through preliminary stages, indefinitely postponed due to the shortfall of revenue. I am sure that communities all across Virginia have reacted with equal dismay to the allocation proposal although none of us were completely surprised since Mr. Hodge's remarks at the Pre-allocation Hearing advised us of the critical condition of project fund availability.

Unfortunately, the ramifications of this proposal now reach beyond determination of which projects specifically receive or do not receive funds in this year's program. We have been advised by Department staff that a policy decision has been reached to restrict design efforts of Highway Department personnel only to those projects that are contained or projected to fall within the Department's four year highway construction plan for full or partial funding. Departmental design efforts are scheduled to cease on all projects that will received no funding during this time limit. Several of our projects, such as Cromwell-Ingleside Roads and Indian River Road improvements are of great importance to us and deferment of work on these projects is disturbing. However, we view with alarm any suggestion that design work stop or slow down on the Military Highway Project. The Military Highway Project is 2 - 1/4 miles long in the heart of the urban area. It stretches between interchanges of Interstate 264 and Interstate 64 and contains the two largest shopping centers in Norfolk. This area provides a full 20% of the City's

retail tax base. As such, the vitality of this area is of tremendous importance. Competition for this retail trade has grown with little ability on part of Norfolk to influence that growth.

Second only to the importance of this area to the tax base of Norfolk is the function of this highway in the regional transportation network. The present roadway, which is presently four lanes wide in sections without divider, is carrying nearly 40,000 vehicles a day with lane volumes second to few roadways in the Commonwealth. Traffic queuing frequently occurs on this facility, not only as the result of daily peak hour traffic for home to work trips, but for shopper peak-hours as well which occur in the evenings and on Saturdays. This section of roadway has common ailments of an over-used arterial facility - multiplicity of driveways, unrestricted left turns, high accident rates, etc. Potential shopper customers are faced with congestion and hazard each time they visit this area.


The third concern relates to land development needs. The City is under great pressure to fix in-place the feeder street network leading to Military Highway so that the remaining available vacant land in this area can be developed. In the last few months, a major discount toy store, a new motel and two major new restaurants have been constructed in the vicinity of the largest traffic generator in the area. Applications have been received to develop additional vacant land parcels which require that decisions be made regarding street patterns and control of access to Military Highway. Lack of a plan for ultimate development of Military Highway at this time, may inadvertently preclude necessary reservations of rights-of-way to accomplish the most appropriate program for the facility at a later date.

Finally, and most important, Military Highway is not an artery for sole use of residents of Norfolk, but serves as a regional arterial for the Cities of Virginia Beach and Chesapeake as well.

The Highway Plan for this facility that was begun two years ago must be quickly completed so that needed rights-of-way to serve the plan can be reserved or purchased and construction begun when funds are available. At this time we face an enormous task to find a solution for this area where three interchanges may be required to be fitted into a dense urban environment. But, the ability to accomplish the task will become more difficult the longer this project is deferred.

We are not here today to request a specific dollar allocation for this project in FY 81/82. We request a sufficient allocation or authorization to permit the Highway Department's planning and design staffs to continue work on their plans for this road without delay.

Thank you.

  
Lawrence Gassman  
Director of Public Works  
Norfolk, Virginia

**COMMISSIONER'S**

**JUN 13 1961**

**OFFICE**

Sierra Club/Falls of the James Group  
Conservation Committee  
P.O. Box 26206  
Richmond, Virginia 23260  
June 22 1961

Commissioner Harold L. King  
Commonwealth of Virginia  
Department of Highways and Transportation  
1221 East Broad Street  
Richmond, Virginia 23219

Dear Commissioner King:

I presented a short statement at the public hearing held on June 13th in Richmond, but did not have an extra copy of my statement available at the time. Accordingly I am sending you a copy with this letter. The Sierra Club appreciates this chance to present our views, and since we are newcomers to this part of the political process, we would appreciate any suggestions that might help us to become more effective participants. Thank you very much.

Sincerely,

*Al Tillson*

Al Tillson

Statement of Al Tillson, for the Sierra Club, Falls of the James Group.

The Sierra Club wants to encourage the maintenance of clean and livable urban areas in Virginia. To that end we endorse all appropriate measures to encourage clean and energy-efficient means of transportation, particularly mass transportation and cycle commuting. Among the appropriate measures are bus and car pool lanes, secure parking facilities for bicycles (especially at points where they can interface with mass transit systems) lane markings to facilitate cycle commuting, roadway signs marking suggested bike routes, and other efforts to reduce the use of single occupant motor vehicles. We appreciate what the Virginia Department of Highways and Transportation has already done in these areas, and we hope this progress will be continued. Thank you.