

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

July 15, 1982

The monthly meeting of the State Highway and Transportation Commission was held in the Central Highway Office in Richmond, Virginia, on July 15, 1982, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Guiffre, Humphreys, Mohr, Quicke, Smalley, Smith, Vaughan and Watkins.

The Chairman introduced Mr. E. R. Humphreys, Jr., who was appointed to the Commission to represent the Fredericksburg District; and Mr. Robert A. Quicke, who was appointed to represent the rural areas at large.

Mr. William F. Mohr was elected secretary of the Commission, to fill the vacancy created by the retirement from the Commission of Mr. Charles S. Hooper, Jr., whose term expired June 30, 1982.

On motion of Mr. Mohr, seconded by Mr. Bane, the minutes of the meeting of June 9, 1982, were approved.

On motion of Mr. Mohr, seconded by Mr. Bane, permits issued from June 9, 1982, to July 14, 1982, as shown by records of the Department, were approved.

Motion was made by Mr. Mohr, seconded by Mr. Bane, that cancellation of permits from June 9, 1982, to July 14, 1982, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane, that the Commission approve additions to the Secondary System from June 9, 1982, to July 14, 1982, inclusive, as shown by records of the Department. Motion carried.

7/15/82

Moved by Mr. Mohr, seconded by Mr. Bane,
that the Commission confirm letter ballot action on bids
received May 18 and June 8, 1982, on the following projects:

Salem Residency Lot, Project 20072052-045

Domestic Water Supply and Sanitary Sewer Service, Roanoke County.
Award of contract to low bidder, Prillaman & Pace, Inc.,
Martinsville, Virginia.

Bid (Capital Outlay)	\$171,701.00
Engineering and contingencies	17,170.10
Amount chargeable to project	188,871.10

Project GM-76-82

Guardrail Maintenance, Various Locations, Prince William County.
Award of contract to low bidder, Whitmyer Brothers, Inc.,
Charlottesville, Virginia.

Bid	\$68,680.00
Engineering and contingencies	10,535.44
Amount chargeable to project	77,215.44
Accounts Receivable	\$77,215.44

Route 95 (Richmond-Petersburg Turnpike), Project 9-A-82

Plant Mix Overlay, Various Locations, Cities of Richmond,
Petersburg and Colonial Heights and Chesterfield County.
Award of contract to low bidder, APAC-Virginia, Inc., Richmond,
Virginia.

Bid	\$782,586.57
Engineering and contingencies	123,648.68
Amount chargeable to project	906,235.25
\$906,235.25 to be financed from the Richmond-Petersburg Turnpike Maintenance Funds.	

Routes 85 and 95 (Richmond-Petersburg Turnpike), Project P-9-82

Clean and Paint Br. Structural Steel (8 Brs.), Various Locations,
Cities of Richmond and Petersburg and Dinwiddie County. Award
of contract to low bidder, H & L Price, Inc., Doswell, Virginia.

Bid	\$46,090.00
Engineering and contingencies	7,282.22
Amount chargeable to project	53,372.22
\$53,372.22 to be financed from the Richmond-Petersburg Turnpike Maintenance Funds.	

7/15/82

Holland Road, Project U000-134-114, C-502

0.107 Mi. S. Int. Rosemont Rd. - 0.108 Mi. N. Int. Lynnhaven Parkway, City of Virginia Beach. Award of contract to low bidder, Rea Construction Co. & Sub., Norfolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,679,346.41	\$1,890.00
Engineering and contingencies	265,338.31	298.62
Work by state forces	10,658.22	
Utilities	18,500.00	
Amount chargeable to project	1,976,041.56	
Accounts receivable - City of Virginia Beach -		\$106,240.44
\$69,801.12 to be provided in future Urban Construction Allocations.		

Route 262, Project 0262-007-101, P-401

Int. 81 - 0.057 Mi. W. Int. 11, Augusta County. Award of contract to low bidder, M. A. Layman & Sons, Inc., Harrisonburg, Virginia.

Bid	\$526,181.86
Engineering and contingencies	130,536.73
Work by state forces	5,732.10
Amount chargeable to project	662,450.69

Route 619, Projects 0619-046-160, C-501; 0619-087-164, C-501; 165, B-636

0.211 Mi. S. Southampton-Isle of Wight CL - 0.111 Mi. N. Southampton-Isle of Wight CL, Southampton and Isle of Wight Counties. Award of contract to low bidder, Abernathy Construction Corp., Farmville, Virginia.

Bid	\$360,887.65
Engineering and contingencies	57,020.25
Work by state forces	6,948.00
Utilities	4,817.23
Amount chargeable to project	429,673.13
\$110,652.89 to be provided in the Southampton and Isle of Wight 1982-83 Secondary Construction Funds.	

7/15/82

Route 627, Project 0627-025-T61, N-501

0.20 Mi. W. Russell CL - 0.40 Mi. W. Russell CL, Dickenson County. Award of contract to low bidder, Pendleton Construction Corp. & Sub., Wytheville, Virginia.

Bid	\$73,004.20
Engineering and contingencies	11,534.66
Amount chargeable to project	84,538.86
Accounts Receivable \$84,538.86 - Dickenson County (Coal Severance Tax).	

Route 631, Project 0631-002-166, C-501, B-643

City Limits of Charlottesville - 0.052 Mi. N. City Limits of Charlottesville, Albemarle County. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid	\$313,647.55
Engineering and contingencies	49,556.31
Work by state forces	4,422.40
Amount chargeable to project	367,626.26
\$42,451.35 to be provided in the 1982-83 Secondary Construction Funds.	

Route 648, Project 0648-003-118, C-501; FS-702

0.130 Mi. N. Int. 698 - Int. 64, Alleghany County. Award of contract to low bidder, Echols Brothers, Inc., A Sub. of Koppers Co., Inc., Staunton, Virginia.

Bid	\$285,935.50
Engineering and contingencies	45,177.81
Work by state forces	5,373.12
Utilities	52,762.17
Railroad	32,186.00
Amount chargeable to project	421,434.60
\$53,083.58 to be provided in the 1982-83 Secondary Construction Funds.	

Route 653, Project 0653-031-143, C-501, B-614; C-502, B-615

Int.660 - 3.0 Mi. N. Int. 660, Floyd County. Award of contract to low bidder, B & F Company, Rocky Mount, Virginia.

Bid	\$306,160.00
Engineering and contingencies	48,373.28
Work by state forces	5,992.65
Amount chargeable to project	360,525.93

MOTION CARRIED

7/15/82

Moved by Mr. Brydges, seconded by Mr. Bane,
that the Commission confirm letter ballot action on bids
received May 18, 1982, on the following projects:

Pickett Road, Project U000-151-102, C-501, B-601

Rte. 50 (Arlington Blvd.) - 0.31 Mi. S. Accotink Cr., City of
Fairfax. Award of contract to low bidder, William A. Hazel,
Inc., Chantilly, Virginia.

Bid	\$2,351,763.00
Engineering and contingencies	371,578.55
Work by state forces	13,461.75
Utilities	14,400.00
Amount chargeable to project	2,751,203.30
Accounts Receivable - City of Fairfax -	\$105,147.49

Route 221, Project 0221-080-106, C-501

7.578 Mi. S. Int. 419 - 9.828 Mi. S. Int. 419, Roanoke County.
Award of contract to low bidder, Branch & Associates, Inc.
Roanoke, Virginia.

Bid	\$1,758,473.70
Engineering and contingencies	277,522.84
Work by state forces	19,107.00
Amount chargeable to project	2,055,103.54

Route 642, Project 0642-020-172, C-501, D-860

Int. 145 (Centralia Rd.) - 1.02 Mi. N. Int. 145, Chesterfield
County. Award of contract to low bidder, Shoosmith Brothers,
Inc., Chester, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid (Option B)	\$337,432.60	\$45,756.00
Engineering and contingencies	53,314.35	7,229.45
Work by state forces	2,779.20	
Utilities	10,800.00	
Amount chargeable to project	457,311.60	
Accounts Receivable - County of Chesterfield -	\$1,530.85	
\$134,840.64 to be provided in the 1982-83 Secondary Construction Funds.		

7/15/82

Route 650 (Gallows Road), Project 0650-029-158, C-503, Contr. II

0.095 Mi. S. Int. Rte. 695 - Int. Rte. 7, Fairfax County.
Award of contract to low bidder, William A. Hazel, Inc.,
Chantilly, Virginia.

Bid	\$2,483,307.33
Engineering and contingencies	392,362.56
Work by state forces	9,987.75
Utilities	85,480.00
Amount chargeable to project	2,971,137.64
\$2,971,137.64 - Accounts Receivable - County of Fairfax	

MOTION CARRIED, Mr. Mohr abstaining.

Moved by Mr. Mohr, seconded by Mr. Bane,
that the Commission confirm letter ballot rejecting bids
received June 1, 1982, on the following project, and authorize
readvertisement:

Shop Building, Triangle Area Headquarters, Project 20078080-043

Approx. 1 Mi. N. Int. Rte. 60 and Rte. 42, Alleghany County.
Low bid - 17.7% over estimate.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane,
that the Commission confirm letter ballot action on bids
received May 18 and June 22, 1982, on the following projects:

Project MR-1A-82

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

Bid	\$106,679.34
Engineering and contingencies	18,855.34
Amount chargeable to project	123,534.68
\$123,534.68 to be financed from Virginia Construction Funds (Budget Item No. 8001-5602).	

7/15/82

Project MR-1B-82

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

Bid \$ 97,041.72
Engineering and contingencies 15,332.59
Amount chargeable to project 112,374.31
\$112,374.31 to be financed from Virginia Construction Funds
(Budget Item No. 8001-5602).

Route 64, Project R064-043-707, M-400

Concrete Pavement Repair EBL & WBL - Richmond-Petersburg Turnpike - 1.32 Mi. E. Henrico-New Kent C.L., Henrico and New Kent Counties and City of Richmond. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid \$334,600.00
Engineering and contingencies 52,866.80
Amount chargeable to project 387,466.80
\$387,466.80 to be financed from 76.8% FHWA Interstate Resurfacing Funds and 23.2% Virginia Construction Funds.

Route 81, Project R081-095-707, M-400

Plant Mix Overlay - Tennessee State Line - Rte. 140, Washington County. Award of contract to low bidder, APAC-Virginia, Inc., Richmond, Virginia.

Bid \$ 947,371.20
Engineering and contingencies 149,684.65
Amount chargeable to project 1,097,055.85
\$1,097,055.85 to be financed 90% FHWA (IR) Interstate (4R) Funds and 10% Virginia Construction Funds.

Route 10, Project 0010-127-101, C-501, D-801

Int. Rte. 161 (Belt Blvd.) - 0.151 Mi. S. Walmsley Blvd., City of Richmond. Award of contract to low bidder, Baldwin Contracting, Inc., Ashland, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,138,333.41	\$100,526.00
Engineering and contingencies	495,898.88	15,883.11
Work by state forces	37,058.00	
Utilities	34,172.00	
Railroad	223,900.00	
Amount chargeable to project	4,045,569.20	
Accounts Receivable - City of Richmond	- \$202,278.46	

7/15/82

Route 58, Project 7058-097-105, C-501, G-301, B-632, B-631,
G-303

From 0.371 Mi. W. WCL St. Paul To 0.411 Mi. E. WCL St. Paul
and From 0.315 Mi. W. Wise-Russell C.L. To 0.065 Mi. W. Wise-
Russell C.L., Wise County. Award of contract to low bidder,
Melco-Greer, Inc. & Subs., London, Kentucky.

	Construction	Right of Way
Bid	\$6,123,906.58	\$397,572.00
Engineering and contingencies	966,818.84	62,816.37
Work by state forces	18,890.80	
Utilities	3,311.00	
Railroad	195,480.00	
Amount chargeable to project	7,768,795.59	
Accounts Receivable - \$3,488,839.84 - Wise County		
Accounts Receivable - \$333,701.69 - TVA		

Route 64, Project 0064-122-8000, SR01

Bridge Repair & Latex Overlay, Norview Ave. over Rte. 64,
City of Norfolk. Award of contract to low bidder, C & R
Safety Contractors, Inc., Harrisonburg, Virginia.

Bid	\$122,000.00
Engineering and contingencies	19,276.00
Amount chargeable to project	141,276.00
\$141,276.00 to be financed from Suffolk District Interstate Maintenance Replacement Funds.	

Route 95, Project 0095-029-2190, SR01

Bridge Repair & Latex Overlay, Rte. 613 Ramps over Rte. 95,
Fairfax County. Award of contract to low bidder, C & R Safety
Contractors, Inc., Harrisonburg, Virginia.

Bid	\$167,813.00
Engineering and contingencies	26,514.45
Amount chargeable to project	194,327.45
\$194,327.45 to be financed from the Northern Virginia Division Interstate Maintenance Replacement Funds.	

7/15/82

Route 85, Project 0085-042-102, C-501

0.368 Mi. N. Int. 54 - 2.928 Mi. S. Int. 30, Hanover County.
Award of contract to low bidder, Mega Contractors, Inc.,
Richmond, Virginia.

Bid	\$3,030,371.26
Engineering and contingencies	478,640.66
Work by state forces	18,033.58
Amount chargeable to project	3,527,045.50

Route 168, Project 0168-131-108, M-501

Intersection Improvements, Various Locations, Int. Hillwell
Road - 7.269 Mi. S. Hillwell Road, City of Chesapeake. Award
of contract to low bidder, APAC-Virginia, Inc., Richmond,
Virginia.

Bid	\$425,786.55
Engineering and contingencies	67,274.27
Work by state forces	20,930.85
Amount chargeable to project	513,991.67
Accounts Receivable - City of Chesapeake	- \$25,699.59

Routes 421 and 621, Project 0421-052-109, C-501; 0621-052-140,
C-501, B-615

From Int. 421 To 0.112 Mi. E. Int. 421 and From 0.100 Mi. S.
Int. Prop. Rte. 621 To 0.118 Mi. N. Int. Prop. Rte. 621, Lee
County. Award of contract to low bidder, Edwin O'Dell & Co.,
Pulaski, Virginia.

Bid	\$292,501.48
Engineering and contingencies	46,215.23
Work by state forces	3,885.09
Utilities	2,150.00
Amount chargeable to project	344,751.80

\$10,193.97 to be provided in the 1983-84 Secondary Construction
Funds.
\$27,801.05 to be provided from future Primary Construction
Allocations.

7/15/82

Route 600, Project 0600-016-141, C-502

2.805 Mi. E. Int. 301 - 0.118 Mi. E. E. Int. 601, Caroline County. Award of contract to low bidder, Stanley Constr. Co., Inc., Ashland, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$396,297.97	\$300.00
Engineering and contingencies	62,457.08	47.40
Work by state forces	3,300.30	
Utilities	57,531.35	
Amount chargeable to project	518,934.10	

Route 605, Project 0605-071-193, C-501, B-631

0.249 Mi. E. Int. 990 - 0.141 Mi. W. Int. 990, Pittsylvania County. Award of contract to low bidder, Sanford Constr. Co., Sanford, North Carolina.

Bid (Option B)	\$517,684.80
Engineering and contingencies	81,794.20
Work by state forces	3,572.43
Utilities	196.05
Amount chargeable to project	603,247.48

Route 617, Project 0617-022-114, C-505, D-614

Drainage Str. & Approaches at Barbours Cr., Craig County. Award of contract to low bidder, E & S Construction Company, Roanoke, Virginia.

Bid	\$109,001.09
Engineering and contingencies	17,222.17
Work by state forces	3,358.20
Amount chargeable to project	129,581.46

\$31,864.84 to be provided in the 1983-84 Secondary Construction Funds.

Route 626, Project 0626-046-183, X-502

0.024 Mi. W. Int. 677 - 0.600 Mi. W. WCL Smithfield, Isle of Wight County. Award of contract to low bidder, The Blair Brothers, Inc., Suffolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$222,568.09	\$1.00
Engineering and contingencies	35,165.75	.16
Work by state forces	3,589.80	
Utilities	12,141.72	
Amount chargeable to project	273,465.36	

7/15/82

Route 627, Project 0627-068-161, C-501

0.174 Mi. N. Int. 628 - 0.654 Mi. N. Int. 674, Spotsylvania County. Award of contract to low bidder, Bishop & Settle Construction Co., Inc., Albemarle, Virginia.

Bid	\$256,713.05
Engineering and contingencies	40,560.66
Work by state forces	2,605.50
Amount chargeable to project	299,879.21

Route 631, Project 0631-070-149, C-502, D-621, D-622, D-623

1.215 Mi. W. WCL Stuart - 2.311 Mi. W. WCL Stuart, Patrick County. Award of contract to low bidder, Johnny C. Johnson, Inc., Mount Airy, North Carolina.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$613,420.92	\$1.00
Engineering and contingencies	96,920.50	.16
Utilities	22,504.48	
Amount chargeable to project	732,847.06	

Route 641, Project 0641-023-139, N-501

Int. 522 ~ 1.391 Mi. S.W. Int. 522, Culpeper County. Award of contract to low bidder, Buckley Lages, Inc., Winchester, Virginia.

Bid	\$166,344.50
Engineering and contingencies	28,262.43
Work by state forces	9,843.00
Amount chargeable to project	202,469.93

Route 641, Project 0641-036-120, M-501; 122, M-501; 129, M-501

Int. 17 - Int. 216, Gloucester County. Award of contract to low bidder, Britt's, Inc., West Point, Virginia.

Bid (Option A)	\$205,443.50
Engineering and contingencies	32,460.07
Work by state forces	3,346.62
Utilities	16,071.19
Amount chargeable to project	257,321.38

\$26,288.20 to be provided in the 1983-84 Secondary Construction Funds.

7/15/82

Route 684, Project 0684-033-149, D-619

Drainage Structure over Maggodes Creek, Franklin County.
Award of contract to low bidder, A. R. Coffey & Sons, Inc.,
Buchanan, Virginia.

Bid	\$111,176.20
Engineering and contingencies	17,565.84
Work by state forces	48,805.54
Amount chargeable to project	177,547.58

Route 702, Project 0702-001-156, C-503; 155, C-501, C-502

2.587 Mi. E. 701 - Int. 679, Accomack County. Award of
contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$793,968.00	\$3,000.00
Engineering and contingencies	125,446.94	474.00
Work by state forces	11,837.90	
Utilities	42,926.68	
Amount chargeable to project	977,453.52	
Accounts Receivable - Accomack County -	\$2,980.48	
\$185,766.73 to be provided in the 1983-84 Secondary Construction Funds.		

Route 773, Project 0773-053-217, M-501

N. Int. 15 - 0.492 Mi. E. N. Int. 15, Loudoun County. Award
of contract to low bidder, Buckley Lages, Inc., Winchester,
Virginia.

Bid	\$81,279.65
Engineering and contingencies	12,842.18
Work by state forces	1,608.32
Utilities	1,480.00
Amount chargeable to project	97,210.15
\$97,210.15 from 1980-81 Industrial Access Funds, Authorization #14 dated July 1, 1982.	

Routes 1111 and 9999, Projects 1111-061-203, C-501; 9999-133-102,
C-501

0.4 Mi. E. Rte. 13 - 0.082 Mi. N. Old Suffolk Corp. Limits, City
of Suffolk. Award of contract to low bidder, The Blair Brothers,
Inc., Suffolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$496,531.35	\$4.00
Engineering and contingencies	78,451.95	.63
Work by state forces	9,630.80	
Utilities	15,110.00	
Amount chargeable to project	599,728.74	
Accounts receivable - City of Suffolk -	\$33,820.00	

7/15/82

Route 1781 (Recreational Access), Project 1761-020-235, N-501

Turning Lanes and Intersection Improvements, Int. 675 and 1985 (Park Entr.), Chesterfield County. Award of contract to low bidder, APAC-Virginia, Inc., Richmond, Virginia.

Bid	\$72,566.75
Engineering and contingencies	11,465.55
Work by state forces	4,747.80
Amount chargeable to project	88,780.10

\$88,780.10 to be financed by Recreational Access Funds, Authorization #4, 1981-82 Funds, dated July 1, 1982.

Route 9999, Project 9999-146-102, N-501

Flag Rock Recreational Access Entr. - 1.70 Mi. N. Flag Rock Recreational Access Entr., City of Norton. Award of contract to low bidder, W-L Construction & Paving, Inc., Chilhowie, Virginia.

Bid	\$135,212.11
Engineering and contingencies	21,363.51
Work by state forces	4,053.00
Amount chargeable to project	160,628.62

\$160,628.62 to be financed by Recreational Access Funds, Authorization #3, 1981-82 Funds dated July 1, 1982.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane, that the Commission confirm letter ballot action rejecting bids received June 22, 1982, on the following projects and authorize readvertisement:

Route 17, Project 0017-046-102, B-604

Demolition of Existing Lift Bridge and Approaches, James River Bridge, Isle of Wight County. Low bid - 98.3% over estimate.

Route 5733 (Recreational Access to Mason Neck State Park), Int. 600 (0.7 Mi. S. Int. 242) - 2.87 Mi. S.W. Int. 600, Fairfax County. Low bid - 17.3% over estimate.

Bullit Park, Project 9999-101-171, B-617

Bike Br. over Powell River (Rec. Access), Town of Big Stone Gap. Low bid - 56.2% over estimate.

MOTION CARRIED

7/15/82

Moved by Mr. Brydges, seconded by Mr. Bane, that the Commission confirm letter ballot action on bids received June 22, 1982, on the following projects:

Route 31, Project 0031-090-0980, SR02

Ferry Slip Repair, Scotland Wharf Ferry Slip, Surry County. Award of contract to low bidder, McLean Contracting Co., Baltimore, Maryland.

Bid	\$104,990.00
Engineering and contingencies	16,588.42
Amount chargeable to project	121,578.42

\$121,578.42 to be financed from the Suffolk District Primary Maintenance Replacement Funds.

Route 782, Project 0782-007-176, N-501

Int. 254 - Int. 786, Augusta County. Award of contract to low bidder, Garrett, Moon & Pool, Inc., Blackstone, Virginia.

Bid	\$132,083.55
Engineering and contingencies	20,869.20
Utilities	5,395.95
Amount chargeable to project	158,348.70

\$8,733.59 to be provided in the 1983-84 Secondary Construction Funds.

MOTION CARRIED, Mr. Mohr abstaining.

Following presentation of Mr. John M. Wray, Jr., Chief Engineer, on motion of Mr. Brydges, seconded by Mr. Guiffre, a contract to build a new ferryboat was awarded to Atlantic Marine, Inc., Jacksonville, Florida, for \$4,540,138. On motion of Mr. Brydges, seconded by Mr. Guiffre, the vessel will be named the WILLIAMSBURG.

Following presentation by Mr. Walter Ohar, Assistant Attorney General, regarding the facts surrounding the debarment of E. G. Bowles Company and its request for reinstatement, and after remarks by Mr. King, Mr. Guiffre made a motion that action on this matter be deferred and that the Commission make a request of the principal that he make pertinent information available for public record for the benefit of the Commission. The motion was seconded by Mr. Brydges and carried, Mr. Smith abstaining.

7/15/82

Moved by Mr. Mohr, seconded by Mr. Bane, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Herndon on additional streets, totaling 0.51 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1982, for the quarterly payments due after June 30, 1982. The additional streets and mileage eligible for payments are described as follows:

Service Drive	From Carlisle Drive East to End	0.10 Mi.
Campbell Way	From Herndon Parkway to Herndon Parkway	0.35 Mi.
Eric Court	From Campbell Way Southeast to End	0.06 Mi.

These "Other Streets" additions, totaling 0.51 mile, increase the total "Other Streets" mileage in the Town of Herndon from 30.13 miles to 30.64 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane, 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 Richmond for additions and deletions of streets subject to maintenance payments. The deletions are due to construction, redevelopment and relogging for clarification between the City of Richmond and the Virginia Department of Highways and Transportation;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Richmond on additional streets, totaling 10.56 miles, and meeting required standards under the aforementioned section of the Code, effective April 1, 1982, for quarterly payment due after June 30, 1982. The additions and deletions are described on attached tabulation sheets numbered 1 through 31, dated April 1, 1982.

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

April 1, 1982

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED + 1.22

TOTAL ADDITIONAL LANE MILEAGE REQUESTED + 2.44

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

Lane M./Yr	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HEARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) FT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.22	Arnewood Rd.	Walmsley Blvd. - Martha Ln.		50'	50'	0.11	No	Asph.	Asph.	2
0.38	Martha Ln.	Arnewood Rd. - S. end		50'	50'	0.19	No	Asph.	Asph.	2
0.22	Martha Ln.	Arnewood Rd. - N. end		50'	50'	0.11	No	Asph.	Asph.	2
0.14	Grandwood Ct.	Dexter Rd. - Grandwood Ct.		50'	32'	0.07	No	Asph.	Asph.	2
0.14	Grandwood Ct.	Grandwood Rd. - E. end		50'	32'	0.07	No	Asph.	Asph.	2
0.06	Grandwood Ct.	Grandwood Rd. - N. end		50'	32'	0.03	No	Asph.	Asph.	2
0.10	Grandwood St.	Grandwood Rd. - Grandwood Ct.		50'	32'	0.05	No	Asph.	Asph.	2
0.10	Grandwood Ct.	Grandwood St. - N. end		50'	32'	0.05	No	Asph.	Asph.	2
0.08	Grandwood Ct.	Grandwood St. - S. end		50'	32'	0.04	No	Asph.	Asph.	2
0.38	Industry Ave.	Bells Rd. - Transport St.		60'	40'	0.19	No	Asph.	Asph.	2
0.20	Transport St.	Industry Ave. - E. end		60'	40'	0.10	Yes	Asph.	Asph.	2
0.32	Transport St.	Industry Ave. - N. end		60'	40'	0.16	No	Asph.	Asph.	2
0.10	Rusk Ct.	Rusk Ave. - N. end		50'	30'	0.05	No	Asph.	Asph.	2

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

SIGNED P.F. Sencosbano
Dept. of Highways Engineer

CONSIDERATIONS 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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 19.17

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 18.92

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

Lane Miles	NAME OF STREET	FROM (N widths vary but each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) (Y or N)		TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour traffic
							Yes	No			
0.12	Tull Dr.	Ferguson Dr. - N. end.		50'	30'	0.06	No	No	Aggr.	Asph.	2
0.20	Wytheemar St.	Middlethian Tpk. - S. end		50'	32'	0.10	No	No	Aggr.	Asph.	2
0.12	Loreinda La.	Cottrell Rd. - E. end		50'	32'	0.06	No	No	Aggr.	Asph.	2
0.14	Weaver Ct.	Middlethian Tpk. - N. end		50'	32'	0.07	No	No	Aggr.	Asph.	2
0.92	Kalamokey Blvd.	Commerce Rd. - 0.23 mi. W.		90'	2-27'	0.23	No	No	Aggr.	Asph.	4
2.76	Carnation St.	Middlethian Tpk. - Hawks Rd.		90'	2-27'	0.69	Yes	Yes	Aggr.	Asph.	4
1.00	Hawks Rd.	Larkin Rd. - Carnation St.		66'	40'	0.50	No	No	Aggr.	Asph.	2
0.62	Old Lohrke Rd.	0.08 mi. W. Hunter Rd. - Woodrow Gardens Blvd.		30'	24'	0.31	No	No	Aggr.	Asph.	2
1.28	German School Rd.	Selesney Dr. - Lohrke Rd.		90'	2-27'	0.32	Yes	Yes	Aggr.	Asph.	4
0.20	Warwick Village Dr.	Warwick Rd. - 0.05 mi. N.		80'	2-25'	0.05	No	No	Aggr.	S.T.	4
1.46	Warwick Village Dr.	0.05 mi. N. Warwick Rd. - Biggs Rd.		60'	40'	0.23	No	No	Aggr.	S.T.	2
0.62	Grant Dr.	Middlethian Tpk. - Biggs Rd.		60'	40'	0.31	No	No	Aggr.	S.T.	2
4.8	Biggs Rd.	Grant Dr. - Taby Rd.		60'	40'	0.24	No	No	Aggr.	S.T.	2

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

SIGNED

P.H. Sanson

Dept. of Highway Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS April 1, 1982
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond
TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED +2.21
TOTAL ADDITIONAL LANE MILEAGE REQUESTED +4.42

SUBMITTED BY THE CITY OR TOWN (Date 2-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-82)

Lane Miles	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 linear traffic
0.38	Pride Rd.	Giant Dr. - Toby Rd.		60'	40'	0.19	No	Aggr.	S.T.	2
0.14	Toby Rd.	Biggs Rd. - Pride Rd.		60'	40'	0.07	No	Aggr.	S.T.	2
0.12	June Dr.	Peter Rd. - 0.06 mi. E.		50'	24'	0.06	No	Aggr.	Asph.	2
0.30	Woodhaven Dr.	Hull St - Briary Dr.		80'	2-20' 40'	0.15	No	Aggr.	Asph.	2
1.04	Clarkson Rd.	Clarkson Ct. - Warwick Rd.		60'	40'	0.52	No	Aggr.	Asph.	2
0.70	Conrad Blvd.	Hopkins Rd. - 0.35 mi. E.		60'	40'	0.35	No	Aggr.	Asph.	2
0.28	Pamworth Ln.	Warwick Rd. - 0.14 mi. W.		50'	32'	0.14	No	Aggr.	Asph.	2
0.12	Yivian Ct.	Pamworth Ln. - 0.06 mi. W.		50'	32'	0.06	No	Aggr.	Asph.	2
0.36	Sudson Rd.	Swanson Rd. - 0.18 mi. S.		50'	32'	0.18	No	Aggr.	Asph.	2
0.20	Warthington Rd.	Sudson Rd. - 0.10 mi. W.		50'	32'	0.10	No	Aggr.	Asph.	2
0.08	Warthington Ct.	Warthington Rd. - 0.04 mi. S.		50'	32'	0.04	No	Aggr.	Asph.	2
0.70	Green Ridge Dr.	Swanson Rd. - Warwick Rd.		50'	32'	0.35	No	Aggr.	Asph.	2

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

SIGNED

P.H. Demas

Dept. of Highway 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 CODES OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED +2.53

TOTAL ADDITIONAL LANE MILEAGE REQUESTED +5.40

SUBMITTED BY THE CITY OR TOWN (Date 2-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH IN MILES	PARKING PROHIBITED RT (Yes or No) L.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
0.46	Daytona Dr.	Whitehead Rd. - 0.23 mi. W.		50'	30'	0.23	No	Asph.	Asph.	2
0.52	Balsam Rd.	Schloss Rd. - 0.11 mi. E.		50'	32'	0.26	No	Asph.	Asph.	2
0.14	Greenwood Pl.	Middlethian Tpke. - 0.07 mi. S.		60'	44'	0.07	No	Asph.	Asph.	2
0.12	Centent Ave.	Gravel Hill Rd. - 0.04 mi. E.		50'	30'	0.06	No	Asph.	Asph.	2
0.98	Stoney Run Rd.	Williamsburg Rd. - Government Rd.		110'	36'	0.49	Yes	Asph.	Asph.	2
0.96	Stoney Run Rd.	Government Rd. - Jennie Scher Rd.		110'	36'	0.48	Yes	Asph.	Asph.	2
0.60	Adm. Gravelly Blvd.	Williamsburg Rd. - 0.15 mi. E.		90'	2-20'	0.15	Yes	Asph.	Asph.	4
0.86	Adm. Gravelly Blvd.	0.15 mi. E. Williamsburg Rd. - Government Rd.		66'	32'	0.43	Yes	Asph.	Asph.	2
0.24	State St.	William St. - 0.12 mi. E.		50'	32'	0.12	No	Asph.	Asph.	2
0.10	H. Whiting Cir.	Adm. Gravelly Blvd. - 0.05 mi. S.		50'	32'	0.05	No	Asph.	Asph.	2
0.16	Godwin Cir.	Godwin St. - 0.08 mi. N.		50'	32'	0.08	No	Asph.	Asph.	2
0.10	Godwin Ct.	Godwin St. - 0.05 mi. N.		50'	32'	0.05	No	Asph.	Asph.	2
0.16	Hobbs Ln.	Adm. Gravelly Blvd. - 0.08 mi. N.		50'	32'	0.08	No	Asph.	Asph.	2

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

SIGNER

P.H. Samsel
Dept. of Highway 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

MUNICIPALITY City of Richmond
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED + 1.41
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED + 3.12

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

NAME OF STREET	FROM (If widths vary list each change)	TO	RAW 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
0.86 Miles	Rothsay Cir. - Queen Charlotte Rd.	10	50'	24'	0.43	No	Asph.	Asph.	2
0.10	Idlewood Ave. - Idlewood Ave.		Varies	40'	0.05	No	-	Conc.	2
0.70	French St. - Idlewood Ave.		50'	30'	0.35	No	Asph.	S.T.	2
0.08	Cary St. - Ellwood Ave.		50'	44'	0.08	No	Stabl.	Asph.	1
0.38	Hamilton St. - N. end.		40'	24-26'	0.19	No	Stabl.	Asph.	2
0.76	Swinders Ave. - N. end		100'	2-30'	0.19	No	Asph.	Asph.	4
0.24	Linda St. - Harrison St.		Varies	24'	0.12	Yes	Asph.	Asph.	2

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

SIGNED P.H. Sencalanga
 Dept. of Highways Highway

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

MUNICIPALITY City of Richmond
EXCEPTIONAL
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED -1.28
EXCEPTIONAL
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED -2.62

SUBMITTED BY THE CITY OR TOWN (Date 3-30-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-83)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH IN MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.14	35 th St.	Denny St. - Louisiana St.		50'	30'	0.07	No	Asph.	J.T.	2
0.12	Flaverick Ave.	Jennie Scher Rd. - Wicker St.		33'	18'	0.06	No	Asph.	S.T.	2
0.12	Ramsay St.	Wicker St. - Jennie Scher Rd.		30'	16'	0.06	No	Asph.	S.T.	2
0.26	Hening St.	Jennie Scher Rd. - Gibby Rd.		40'	26'	0.13	No	Asph.	S.T.	2
0.04	Union St.	100' N. Mt. Erin Dr. - Mt. Erin Dr.		40'	20'	0.02	No	Asph.	S.T.	2
0.16	Lewis St.	3 rd St. - Williamsburg Ave.		30'	18'	0.08	No	Asph.	J.T.	2
0.58	Lewis St.	Fulton St. - Varina St.		35'	16'	0.29	No	Asph.	J.T.	2
0.16	Lewis St.	Williamsburg Ave. - Fulton St.		30'	21'	0.08	No	Asph.	S.T.	2
0.18	Lewis St.	Varina St. - Government Rd.		35'	24'	0.09	No	Asph.	S.T.	2
0.32	Louisiana St.	35 th St. - Williamsburg Ave.		50'	34'	0.16	No	Asph.	S.T.	2
0.18	37 th St.	Louisiana St. - Penny St.		50'	30'	0.09	No	Asph.	S.T.	2
0.18	37 th St.	Denny St. - Lewis St.		30'	19'	0.04	No	Asph.	S.T.	2
0.18	Capital St.	4 th St. - 10 th St.		66'	42'	0.06	Yes	Asph.	S.T.	3

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

SIGNED

P.H. Deisenberg
 Dept. of Highways Engineer

REGULATIONS TO PRIORITIZE DEVELOPMENT AND/OR "OTHER STREETS" FOR CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 2,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY: City of Richmond
DELETION
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 1.52
DELETION
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 3.16

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED NY (Yes or No)	FARRING PROHIBITED (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
0.18	Capital St.	10 th St. - 11 th St.		66'	36'	0.06	Yes	Yes	Asph.	Asph.	3
0.10	Capital St.	11 th St. - Governor St.		66'	42'	0.05	No	No	Asph.	Asph.	2
0.09	Capital St.	Capital St. - Broad St.		66'	59'	0.03	Yes	Yes	Asph.	Asph.	3
0.09	Capital St.	Capital St. - Broad St.		66'	45'	0.03	Yes	Yes	Asph.	Asph.	3
0.78	Portland Pl.	Green Charlotte Rd. - Cary St.		60'	24'	0.34	No	No	Asphalt	S.T.	2
1.20	Rosewood Ave.	End of St. - Sheppard St.		50'	30'	0.60	No	No	Asph.	S.T.	2
0.06	Jefferson St.	Byrd St. - 140' N. Byrd St.		45'	28'	0.03	No	No	Asph.	Spall	2
0.03	Jefferson St.	Belvidere St. - Jefferson St. N.E.S.		66'	44'	0.04	Yes	No	Asph.	Conc.	2
1.08	Jefferson St.	Jefferson St. - Canal St.		66'	46'	0.04	Yes	No	Asph.	Conc.	2
10	Adams St.	Byrd St. - Canal St.		50'	30'	0.05	No	No	Asph.	Asph.	2
12	Fausch St.	Byrd St. - Canal St.		45'	27'	0.06	No	No	Asph.	Asph.	2
11	1 st St.	Byrd St. - Canal St.		60'	38'	0.07	No	No	Asph.	Asph.	2
4	11 th St.	Byrd St. - Canal St.		36-40	23-21	0.07	No	Yes	Asph.	Asph.	2

SIGNED: P.H. Demerling
 Dept. of Highways, Va.

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

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-11 and 33.1-13 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 10.59

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 14.60

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	PAV'T SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
<u>10.54</u> Lawrence Dr.	Terminal Ave. - 0.02 mi. S. Hwy 31.		50'	24'	0.27	No	Aggr.	S.T.	2
<u>10.42</u> Lawrence Dr.	Montcrest Ave. - 0.07 mi. S. Hwy 31.		50'	24'	0.21	No	Aggr.	S.T.	2
<u>10.12</u> Economy St.	Terminal Ave. - Montcrest Ave.		50'	24'	0.06	No	Aggr.	S.T.	2
<u>10.54</u>					10.27				
<u>0.00</u>					0.00				
<u>0.28</u> Belle Rd.	E. 1/2 SCL - Coltonwood Rd.		Chk.	22'	0.14	Yes	Aggr.	Asph.	2
<u>0.20</u> Belle Rd.	Coltonwood Rd. - Jeff Davis Hwy.		Chk.	21'	0.10	Yes	Aggr.	Asph.	2
<u>1.76</u> Belle Rd.	SCL Rd. - Commerce Rd.		40'	2-32'	0.88	Yes	Aggr.	Asph.	2
<u>2.24</u>					1.12				
<u>1.04</u> Belle Rd.	Commerce Rd. - Jeff Davis Hwy.		90-100'	2-32'	1.16	Yes	Aggr.	Asph.	4
<u>1.12</u> Belle Rd.	Jeff Davis Hwy. - SCL RR.		100'	2-32'	0.28	Yes	Aggr.	Asph.	4
<u>11.08</u> Belle Rd.	SCL RR. - Br N Blvd.		40'	40'	0.24	Yes	Aggr.	Asph.	4
<u>16.24</u>					11.91				

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

SIGNED P.H. Sencalanga
(7059)

Dept. of Highways

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

MUNICIPALITY City of Richmond
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 10.56
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED 12.10

SUBMITTED BY THE CITY OR TOWN (Date 2-20-62) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-62)

Lane Miles	NAME OF STREET	FROM (if addition vary for each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) FT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
3.00	Commerce Rd.	Responder Terminal Rd. - Bell's Rd.		120'	22'	1.54	Yes	Asph.	Asph.	2
0.64	Commerce Rd.	Bell's Rd. - 75' S. Toll Rd. Ent.		120'	25'	0.32	Yes	Asph.	Asph.	2
1.02	Commerce Rd.	Toll Rd. Ent. - 2670' S.		120'	25'	0.51	Yes	Asph.	S.F.	2
4.74						2.37				
3.44	Commerce Rd.	Responder Terminal Rd. - 0.40 mi. N.		120'	22'	1.72	Yes	Asph.	Asph.	2
1.96	Commerce Rd.	0.40 mi. N. - 0.09 mi. S. T. 95' Ent. - 1.95' Ent.		120'	2-23'	0.49	Yes	Asph.	Asph.	4
1.20	Commerce Rd.	0.09 mi. S. - 0.78 mi. S. T. 95' Ent. - 1.95' Ent.		120'	22'	0.64	Yes	Asph.	Asph.	2
6.68						2.85				
1.94						10.48				
2.24	Greer Ave.	Vial Rd. - 0.12 mi. W. Vial Rd.		50'	16'	0.12	No	Asph.	S.F.	2
1.40	Greer Ave.	Vial Rd. - 0.20 mi. W. Vial Rd.		50'	16' 30"	0.20	No	Asph.	S.F.	2
16						10.08				

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

SIGNED P.H. Semmes
 Dept. of Highways

"UNDEVELOPED AREAS TO BE OPENED UP FOR OTHER STREETS" FOR CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500 UNDER SECTIONS 33.1-43 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 10.12

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 2.10

SUBMITTED BY THE CITY OR TOWN (Date 2-26-63) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-27-63)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH IN MILES	PARKING PROHIBITED AT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
0.46	Atmore Dr.	0.075' Arcadia St - Myak St.		50'	18'	0.23	No	Asph.	S.T.	2
0.62	Atmore Dr.	Carnton St - Myak St.		50'	18' 9"	0.31	No	Asph.	S.T. & Asphalt	2
70.10						70.08				
0.52	Hicks Rd.	Hicks Rd. - 0.26 mi. N. Lakeside Rd.		50'	15'	0.26	No	Asph.	S.T.	2
10.60	Hicks Rd.	Hicks Rd. - 0.3 mi. N. Lakeside Rd.		50'	15' 6"	0.30	No	Asph.	S.T. & Asphalt	2
70.08						10.04				
2.78	Lakeside Rd.	1970 WEL - 1972 WEL		30-50'	24'	1.84	No	Asph.	Asph.	2
1.92	Lakeside Rd.	1970 WEL - Blackstone Rd.		90'	2-24'	0.93	Yes	Asph.	Asph.	4
1.92	Lakeside Rd.	Blackstone Rd - 1972 WEL		30-40'	24'	0.96	No	Asph.	Asph.	2
5.64						4.84				
7.86						8.00				

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

SKETCHED

P.H. Semmes
Dept. of Highways

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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED +0.21

TOTAL ADDITIONAL LANE MILEAGE REQUESTED +0.42

SUBMITTED BY THE CITY OR TOWN (Date 3-26-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

Basic Miles	NAME OF STREET	FROM (in width vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No) F.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
-0.58	Weslover Gardens Blvd	Weslover	Wescott Dr.	50'	18'	0.24	No	Aggr.	S.T.	2 (New)
+0.60	Weslover Gardens Blvd.	Weslover	Wescott Dr.	50'	18'-34"	0.30	No	Aggr.	S.T. & Asphalt	2 (New)
+0.02						(0.01)				
-1.58	Blakenore Rd.	Glenway Dr. - 0.13 mi. N.	Glenway Dr.	30-50'	22'	0.74	No	Aggr.	Asph.	2 (Old)
-1.56	Blakenore Rd.	Glenway Dr. - 0.13 mi. N.	Glenway Dr.	30-50'	22'	0.78	No	Aggr.	Asph.	2 (New)
+0.02						(-0.01)				
-0.14	Deter Rd.	0.03 mi. E. Deter Rd. - June Dr.	June Dr.	55'	22'	0.31	No	Aggr.	S.T.	2 (Old)
1.10	Deter Rd.	German School Rd. - June Dr.	June Dr.	50'	22'-6"	0.55	No	Aggr.	S.T.	2 (Old)
+0.36						(0.18)				
-0.12	Schlöss Rd.	Clisby Rd. - Erhart Rd.	Erhart Rd.	50'	19'-24"	0.06	No	Aggr.	S.T.	2 (New)
1.08	Schlöss Rd.	Balsam Rd. - Erhart Rd.	Erhart Rd.	50'	19'-32"	0.09	No	Aggr.	S.T. & Asphalt	2 (New)
1.06						(0.03)				

SIGNED P.H. Sensalanga
 Dept. of Highways Engineer

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

APPROPRIATIONS TO IMPROVE CIRCULARS AND/OR "OTHER STREETS" FOR CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 2,500 UNDER SECTIONS 33.1-11 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.03
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.06

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

Lane Miles	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
1.02	McDowell Rd.	Chisby Rd. - 0.07 mi. N.	Windsor Rd.	50'	20-30'	0.51	No	Aggr.	S.T.	2
1.20 (0.78)	McDowell Rd.	Daytona Dr. - 0.07 mi. N.	Windsor Rd.	50'	20-30'	0.60	No	Aggr.	S.T. & Asphalt.	2
0.12	Titus Rd.	Burkwood Dr. - Crenshaw Ln.		55'	22'	1.06	No	Aggr.	S.T.	2
0.26 (0.14)	Titus Rd.	Burkwood Dr. - 0.07 mi. N. Crenshaw Ln.		50-55'	22-30'	0.19	No	Aggr.	S.T. & Asphalt.	2
0.52	Apperson St.	Northampton St. - Waverly Ave.		40'	26'	0.26	No	Aggr.	S.T.	2
0.40 (0.12)	Apperson St.	Union St. - Waverly Ave.		40'	26'	0.20	No	Aggr.	S.T.	2
0.50	Old Middlebrook Trk.	W. Pl. ACL - E. Pl. ACL		50'	24'	0.25	No	Aggr.	S.T.	2
0.24 (0.26)	Old Middlebrook Trk.	Middlebrook Trk. - E. Pl. ACL		60'	24'	0.12	No	Aggr.	S.T.	2

SIGNED P.H. Sorenson
 Dept. of Highways Engineer

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

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

MUNICIPALITY City of Richmond

^{ADJUSTED}

TOTAL ADJUSTED CENTERLINE MILEAGE REQUESTED - 0.22

^{ADJUSTED}

TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.44

SUBMITTED BY THE CITY OR TOWN (Date 3-30-62) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-62)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) J.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.48	Detroit Ave.	Front St - C & O Rwy.		50'	20'	0.24	No	Asph	S.T.	2
0.30	Detroit Ave.	Burns St. - C & O Rwy.		50'	20'	0.15	No	Asph	S.T.	2
(-0.18)						(-0.09)				
0.12	Front St.	5 th Ave. - Detroit Ave.		40'	18'	0.06	No	Asph	S.T.	2
0.06	Front St.	5 th Ave. - 0.03 mi. S.		40'	18'	0.03	No	Asph	S.T.	2
(-0.06)						(-0.03)				
0.26	Granby St.	17 th W. Duane St. - Willowood Ave.		40'	24'	0.13	No	Asph	S.T.	2
0.10	Granby St.	Albemarle Ave - Rosewood Ave.		40'	24'	0.05	No	Asph	S.T.	2
(-0.16)						(-0.08)				
0.20	Overbrook St.	Almond St. - Wick		50'	20'	0.10	No	Asph	S.T.	2
0.16	Overbrook St.	Almond St. - 0.06 mi. S. Oakwood A.		50'	20'	0.08	No	Asph	S.T.	2
(-0.04)						(-0.02)				

NOTE: Indicate if Addition or Deletion
Indicate if Vehicular Extension of "Other Streets"

SIGNED

P.H. Sencenbaugh
Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.20

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 0.40

SUBMITTED BY THE CITY OR TOWN (Date 2-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-82)

LANE MILES	NAME OF STREET	FROM (If widths vary list encs change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH IN MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	NUMBER OF LANES AVAILABLE FOR PEAK HOUR TRAFFIC
0.28	Northampton St.	Louisiana St. - Nicholson St.		40'	26'	0.14	No	Asph.	S.T.	2 (19.0)
0.14	Northampton St.	Nicholson St. - 0.07 mi. S.		40'	26'	0.07	No	Asph.	S.T.	2 (16.0)
0.14						0.07				
0.40	Gilliam St.	Orleans St. - Nicholson St.		40'	24'	0.20	No	Asph.	S.T.	2 (16.0)
0.12	Gilliam St.	Orleans St. - Louisiana St.		40'	24'	0.06	No	Asph.	S.T.	2 (16.0)
0.14	Gilliam St.	Nicholson St. - 0.07 mi. S.		40'	24'	0.07	No	Asph.	S.T.	2 (16.0)
0.20						0.13				
0.14						0.07				
0.38	Erin St.	Nicholson St. - Orleans St.		40'	26'	0.19	No	Asph.	S.T.	2 (16.0)
0.14	Erin St.	Nicholson St. - 0.07 mi. S.		40'	26'	0.07	No	Asph.	S.T.	2 (16.0)
0.12	Erin St.	Louisiana St. - Orleans St.		40'	26'	0.06	No	Asph.	S.T.	2 (16.0)
0.14						0.13				
0.14						0.06				

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

SIGNED P.H. Senechal, P.E.
Dept. of Highways

0.20

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

MUNICIPALITY City of Richmond
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.62
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 1.24

SUBMITTED BY THE CITY OR TOWN (Date 2-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

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) ^{1/2}	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
<u>0.44</u> Fuller St.	Williamsbury Rd. -	Louisiana St.	40'	24'	0.22	Yes	Conc.	Asph.	2
<u>0.48</u> Fuller St.	Williamsbury Rd. -	0.52 mi. N. of Louisiana St.	40'	24'	0.24	Yes	Conc.	Asph.	2
<u>0.46</u> Fuller St.	Louisiana St. -	Sen. Key.	40'	24'	0.35	No	Conc.	Asph.	2
<u>0.24</u> Fuller St.	State St. -	Nicholson St.	40'	24'	0.12	No	Conc.	Asph.	2
<u>0.20</u> Nicholson St.	Main St. -	Fullon St.	50'	30'	0.40	No	Asph.	S.T.	2
<u>0.54</u> Nicholson St.	Main St. -	Williamsbury Rd.	50'	30'	0.27	No	Asph.	S.T.	2
<u>0.96</u> Nicholson St.	Fullon St. -	Government Rd.	40'	25'	0.48	No	Asph.	S.T.	2
<u>0.90</u> Nicholson St.	Fullon St. -	St. Hampton St.	40'	25'	0.20	No	Asph.	S.T.	2

SIGNED P.H. Senecal
 Dept. of Highways Engineer

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

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

MUNICIPALITY City of Richmond
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED -1.03
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED -2.06

SUBMITTED BY THE CITY OR TOWN (Date 2-22-63) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-63)

LINE NO.	NAME OF STREET	FROM (if address vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) FT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
1.20	Denney St.	Main St. - Government Rd.		40'	24'	0.60	No	Asph.	S.T.	2
0.40	Denney St.	Fulton St. - Northampton St.		40'	24'	0.20	No	Asph.	S.T.	2
0.26	Denney St.	Alabone St. - Government Rd.		40'	24'	0.13	No	Asph.	S.T.	2
0.66						10.33				
0.54						0.27				
0.82	State St.	125' E. - Williamsburg St.	Williamsburg St.	40'	26'	0.41	No	Asph.	S.T.	2
0.04	State St.	125' E. - Tompkins St.	Tompkins St.	40'	26'	0.02	No	Asph.	S.T.	2
0.78						0.39				
0.42	Louisiana St.	Williamsburg Ave. - Trugetown St.	Trugetown St.	40'	24'	0.46	Yes	Asph.	S.T.	2
0.40	Louisiana St.	Williamsburg Ave. - Gillman St.	Gillman St.	40'	24'	0.20	Yes	Asph.	S.T.	2
0.26						0.26				
0.36	Orleans St.	Wackerly Ave. - Fulton St.	Fulton St.	40'	30'	0.16	No	Asph.	S.T.	2
0.4	Orleans St.	Union St. - Northampton St.	Northampton St.	40'	26'	0.07	No	Asph.	S.T.	2

NOTE: Indicate if Addition or Deletion Indicate if Primary Estimate or "Other Streets"
 P.H. Senechal
 Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.01

TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.02

SUBMITTED BY THE CITY OR TOWN (Date 3-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-82)

Lane Miles	NAME OF STREET	FROM (If width vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No) [T.]	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.26	Orleans St.	Fulton St. - 37 th St.		50'	31'	0.13	No	Asph.	S.T.	2
0.38	Orleans St.	Erin St. - 37 th St.		50'	31'	0.19	No	Asph.	S.T.	2
<u>10.12</u>						<u>10.06</u>				
0.36	Carlisle Ave.	Northampton St. - Williamson Ave.		40'	20'	0.18	No	Asph.	S.T.	2
0.22	Carlisle Ave.	Fern St. - Williamson Ave.		40'	20'	0.11	No	Asph.	S.T.	2
<u>0.14</u>						<u>-0.07</u>				
0.48	Williamson Ave.	Main St. - Jane RR.		60'	40'	0.24	Yes	Spall	Asph.	2
0.08	Williamson Ave.	Louis St. - Lewis St.		40-50'	20-30'	0.04	Yes	Spall	Asph.	2
0.08	Williamson Ave.	Louis St. - Nicholas St.		50'	30-33'	0.04	Yes	Con.	Asph.	2
0.30	Williamson Ave.	Nicholas St. - Louisa St.		70'	33-34'	0.15	Yes	Con.	Asph.	2
0.08	Williamson Ave.	Louisa St. - Orleans St.		41-45'	30'	0.04	Yes	Con.	Asph.	2
0.10	Williamson Ave.	Orleans St. - Carlisle Ave.		45-40'	30'	0.05	Yes	Con.	Asph.	2
0.10	Williamson Ave.	Carlisle Ave. - Gordon St.		40'	24-31'	0.05	No	Con.	Asph.	2

SIGNED P.H. Demosbaug
 Dept. of Highways Engineer

NOTES: Indicate if Addition or Deletion
 Indicate if Primary Expansion or "Other Streets"

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

MUNICIPALITY City of Richmond
ADJUSTED
TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED +0.35
ADJUSTED
TOTAL ADDITIONAL LANE MILEAGE REQUESTED +2.00

SUBMITTED BY THE CITY OR TOWN (Date 2-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

Lane No.	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAIRY SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.14	Williamsburg Ave.	Godwin St. - Fulton St.		45'	20'	0.07	Yes	Conv.	Asph.	2 New
1.36						-0.68				
0.84	Williamsburg Ave.	Main St. - Rope Walk St.		72'	2-24	0.21	Yes	Asph.	Asph.	4 New
1.36	Williamsburg Ave.	Rope Walk St. - Hatcher St.		100'	2-37	0.81	No	Asph.	Asph.	4 New
1.20						1.05				
2.84						10.37				
0.18	Jennie Scher Rd.	Government Rd. - Ramsey St.		30'	20'	0.39	No	Asph.	S.T.	2 Old
0.18	Jennie Scher Rd.	Ramsey St. - Sixt. RR.		30'	18'	0.34	No	Asph.	S.T.	2 Old
1.96						-0.41				
1.92	Jennie Scher Rd.	Government Rd. - Stoney Run Rd.		60'	32'	0.46	Yes	Asph.	Asph.	2 New
2.04						-0.02				
0.76	Jennie Scher Rd.	Sixt. RR. - E. Richmond Rd.		30'	20'	0.38	No	Asph.	S.T.	2 Old
0.16	Jennie Scher Rd.	Stoney Run Rd. - E. Richmond Rd.		30'	20'	1.30	No	Asph.	S.T.	2 Old

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

SIGNED P.H. Senecal
Dept. of Highways Engineer

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

MUNICIPALITY: City of Richmond

4005780

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 10.25

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 10.50

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-27-82)

LINE MILES	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
-0.06	Accomac St.	1942 Cl. - Randall Ave.		60'	36'	0.03	No	Asph.	S.T.	2
0.10	Accomac St.	Randall Ave. - Government Rd.		40'	20'	0.05	No	Asph.	S.T.	2
0.16						-0.08				
10.04	Accomac St.	1942 Cl. - Randall St.		60'	36'	0.02	No	Asph.	S.T.	2
10.28	Accomac St.	0.06 mi. E Larney Ave. - Myron Ave.		50'	20'	0.14	No	Asph.	S.T.	2
10.34	Accomac St.	Myron Ave. - Junie S. Co. Rd.		50'	39'	0.11	No	Asph.	Asph.	2
0.66						10.33				
10.50						10.25				
-0.56	Doughnut Rd.	S. Milling Basin - RFP 220		70'	18'	1.28	No	Asph.	S.T.	2
-0.94	Doughnut Rd.	Millery St. - Bladen Ave.		70'	2-23'	0.91	No	Asph.	Asph.	2
-1.50						-0.75				
10.86	Doughnut Rd.	S. Milling Basin - 0.07 mi. W. Millery St.		50'	18-21'	0.43	No	Asph.	Asph.	2
10.14	Doughnut Rd.	0.11 mi. W. Millery St. - Millery St.		50-60'	2-14'	0.01	No	Asph.	Asph.	2

SIGNED: P.H. Sensabaugh
Dept. of Highways, Virginia

SIGNED

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

PROVISIONS IN PRIMARY REGULATIONS 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

APRIL 1, 1982

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED +0.07

TOTAL ADDITIONAL LANE MILEAGE REQUESTED +0.14

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

Lane Miles	NAME OF STREET	FROM (if within vary feet each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) / FT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
1.92	Doughlaste Rd.	McCloy St. - Stanton Ave.		70'	2-23'	0.46	No	Asph.	Asph.	2
1.92						10.96				
0.48						(+0.21)				
0.52	McCloy St.	Doughlaste Rd. - Ruyter St.		65'	36'	0.26	No	Asph.	S.F.	2
0.48	McCloy St.	Doughlaste Rd. - Ruyter St.		65'	30-36'	0.24	No	Asph.	S.F.	2
0.04						(-0.07)				
1.50	Tellwood Ave.	End of Street - Colonial Ave.		55'	34'	0.75	No	Asph.	Asph.	2
1.36	Tellwood Ave.	Rothery Rd. - Colonial Ave.		55'	34'	0.63	No	Asph.	Asph.	2
0.14						(-0.07)				
0.12	Grayland Ave.	Abraham Pl. - Naussemond St.		50'	28'	0.06	No	Asph.	Asph.	2
0.1	Grayland Ave.	Naussemond St. - 0.01 mi. N.		50'	28'	0.01	No	Asph.	Asph.	2
10)						(-0.05)				

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

SIGNED P.H. Semelberg
Dept. of Highway Engineer

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

MUNICIPALITY City of Richmond

Revised

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.10

Adjusted

TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.20

SUBMITTED BY THE CITY OR TOWN (Date 3-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

LANE MILES	NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	BIARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RE (Yes or No) ¹ / ₂	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
-0.34	Granby St.	Idlewood Ave. - Cary St.		40'	18'	0.17	No	Asph.	S.T.	2
0.12	Granby St.	Idlewood Ave. - Grayland Ave.		40'	18'	0.06	No	Asph.	S.T.	2
0.12	Granby St.	Parkwood Ave. - Cary St.		40'	18'	0.06	No	Asph.	S.T.	2
0.24						0.12				
0.10						0.05				
1.48	Rowland St.	Lakeview Ave. - Park Ave.		50'	30'	0.14	No	Asph.	Asph.	2
0.40	Rowland St.	Lakeview Ave. - Grayland Ave.		50'	30'	0.20	No	Asph.	Asph.	2
0.98	Rowland St.	Parkwood Ave. - Park Ave.		50'	30'	0.49	No	Asph.	Asph.	2
1.38						0.69				
0.10						0.05				
-0.30	Shields Ave.	Lakeview Ave. - Idlewood Ave.		50'	30'	0.15	No	Asph.	Asph.	2
1.22	Shields Ave.	Idlewood Ave. - Park Ave.		50'	30'	0.61	No	Asph.	Asph.	2
1.52						0.16				

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

SIGNED

P.H. Sencalanga

Dept. of Highways Engineer

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

MUNICIPALITY City of Richmond

ADJUSTED

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.11

TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.22

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-2-82)

LANE MILES	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No) ^{1/2}	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
+0.40	Shields Ave.	Lakeview Ave. - Grayland Ave.		50'	30'	0.20	No	Asph.	Asph.	2
+1.00	Shields Ave.	Parkwood Ave. - Park Ave.		50'	30'	0.50	No	Asph.	Asph.	2
+1.40						0.70				
<u>-0.12</u>						<u>-0.04</u>				
-0.34	Addison St.	Lakeview Ave. - Idlewood Ave.		50'	30'	0.17	No	Asph.	Asph.	2
-0.34	Addison St.	Idlewood Ave. - Cary St.		50'	30'	0.17	No	Asph.	Asph.	2
-0.68						0.34				
+0.40	Addison St.	Lakeview Ave. - Grayland Ave.		50'	30'	0.20	No	Asph.	Asph.	2
+0.18	Addison St.	^{0.03 mi. S.} Idlewood Ave. - Cary St.		50'	30'	0.09	No	Asph.	Asph.	2
+0.58						0.27				
<u>-0.10</u>						<u>-0.05</u>				
-0.62	Stafford Ave.	Lakeview Ave. - Cary St.		50'	30'	0.31	No	Asph.	Asph.	2
+0.30	Stafford Ave.	Lakeview Ave. - Idlewood Ave.		50'	30'	0.16	No	Asph.	Asph.	2

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

SIGNED P.H. Semeculano
Dept. of Highway Engineer

ADDITIONS/DIVERSIONS 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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.10

TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.26

SUBMITTED BY THE CITY OR TOWN (Date 3-31-62) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-62)

LANE MILES	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) I.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
10.20	Stafford Ave.	Grayland Ave. - Cary St.		50'	30'	0.10	No	Asph.	Asph.	2
10.50						0.25				
(-0.12)						(-0.06)				
-1.02	Grayland Ave.	Boulevard - Alenbow St.		50'	30'	0.51	No	Asph.	Asph.	2
10.56	Grayland Ave.	Boulevard - Stafford Ave.		50'	30'	0.28	No	Asph.	Asph.	2
10.46	Grayland Ave.	Stafford Ave. - Meadows St.		50'	30'	0.23	No	Asph.	Asph.	2
11.02						0.51				
(0.00)						(0.00)				
0.20	Davis Ave.	Rosewood Ave. - Lilledwood Ave.		67'	44-47'	0.05	No	Asph.	Asph.	4
0.08	Davis Ave.	Rosewood Ave. - Lilledwood Ave.		Varies	2-36'	0.02	No	Asph.	Asph.	4
(-0.12)						(-0.03)				
-0.22	Lilledwood Ave.	Robinson St. - Meadows St.		50'	31'	0.46	Yes	Asph.	Asph.	2
10.90	Lilledwood Ave.	Robinson St. - Meadows St.		50'	31'	0.45	No	Asph.	Asph.	2

SIGNED P.H. Sensoebaugh
 Dept. of Highways Engineer

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

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

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED -0.14

TOTAL ADDITIONAL LANE MILEAGE REQUESTED +0.34

SUBMITTED BY THE CITY OR TOWN (Date 2-22-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-82)

Lane Miles	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
0.62	Meadow St.	Lakeview Ave - Cary St.		54'	36-33'	0.31	No	Asph.	Asph.	2
1.24	Meadow St.	Lakeview Ave - Cary St.		90'	2-27'	0.31	Yes	Asph.	Asph.	4
<u>0.62</u>						<u>0.00</u>				
1.06	Belmont Ave.	Garrett St - Lellwood Ave.		50'	34'	0.53	No	Asph.	Asph.	2
0.38	Belmont Ave.	Lellwood Ave - Cary St.		50'	34'	0.19	No	Asph.	Asph.	2
-1.44						-0.72				
0.26	Belmont Ave.	0.03 mi. S. Grayland Ave - Cary St.		50'	34'	0.13	No	Asph.	Asph.	2
0.66	Belmont Ave.	Garrett St - Maplewood Ave.		50'	34'	0.34	No	Asph.	Asph.	2
0.94						0.47				
<u>0.50</u>						<u>-0.25</u>				
-0.08	Swanton Rd.	Bramwell Rd. - 0.04 mi. E.		50'	24'	0.04	No	Asph.	Asph.	2
10.30	Swanton Rd.	Judson Rd. - Bramwell Rd.		50'	24-32'	0.15	No	Asph.	Asph.	2
<u>0.22</u>						<u>0.11</u>				

NOTES: Indicate if Addition or Deletion
Indicate if Primary, Extension or "Other Streets"

SIGNED

P.H. Senechal
Dept. of Highways Engineer

UNINCORPORATED LINES FOR CITIES AND TOWNS
 AND/OR "CITY STREETS" FOR CITIES AND TOWNS
 WITH POPULATIONS IN EXCESS OF 3,500 UNDER
 SECTIONS 33J-41 AND 33J-43 OF THE CODE
 OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

ADJUS 7250

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED -0.03

ADJUS 7252

TOTAL ADDITIONAL LANE MILEAGE REQUESTED -0.06

SUBMITTED BY THE CITY OR TOWN (Date 3-31-82) CHECKED BY DIST. OF HIGHWAYS ENGINEER (Date 2-22-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PAIRING PROHIBITED RT. (Yes or No)	TYPE OF BASIS	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
-0.64	French St.	McClay St. - Stanton Ave.		50'	30'	0.32	No	Asph.	S.T.	2
+0.84	French St.	Doughdale Rd. - Stanton Ave.		40-50'	24-30'	0.42	No	Asph. & S.T.	Asph. & S.T.	2
+0.20						(0.10)				
0.82	Candie St.	McClay St. - Stanton Ave.		70'	22'	0.41	No	Asph.	Asph.	2
0.72	Candie St.	French St. - Stanton Ave.		70'	22'	0.36	No	Asph.	Asph.	2
-0.10						(-0.05)				
0.24	Rueger St.	McClay St. - Belmont Ave.		40'	23'	0.12	No	Asph.	S.T.	2
0.08	Rueger St.	0.04 mi. W. Belmont Ave. - Belmont Ave.		40'	23'	0.04	No	Asph.	S.T.	2
+0.16						(0.08)				
20	French St.	End of Street - Freeman Rd.		50'	30'	0.10	No	Asph.	S.T.	2
20	French St.	Rothney Rd. - Freeman Rd.		50'	30'	0.10	No	Asph.	S.T.	2
+0.20						(0.00)				

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

SIGNED

P.H. Demoreaux, S.E.

Dept. of Highways, Highway

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

MUNICIPALITY: City of Richmond
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.00
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED +0.09

SUBMITTED BY THE CITY OR TOWN (Date 3-26-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-22-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) / FT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.24	Grant St.	Freeman St. - End of Street		50'	30'	0.12	No	Asph.	J.T.	2
0.21	Grant St.	Freeman Rd. - Roblesay Rd.		50'	30'	0.12	No	Asph.	J.T.	2
(0.00)						(0.00)				
0.32	Stephenswood Ave.	End of Street - Freeman St.		50'	30'	0.16	No	Asph.	J.T.	2
1.032	Stephenswood Ave.	Roblesay Rd. - Freeman Rd.		50'	30'	0.16	No	Asph.	J.T.	2
(0.00)						(0.00)				
0.36	Grove Ave.	Reveille St. - W/L RFP RR		85'	60'	0.09	No	Asph.	Asph.	4
0.27	Grove Ave.	W/L RFP RR - Thompson St		85'	60'	0.09	No	Asph.	Asph.	3
0.03						0.18				
2.72	Grove Ave.	Reveille St - Thompson St		85'	2-20'	0.18	Yes	Asph.	Asph.	4
(0.09)						(0.00)				
0.34	Temple St.	Tidewater Ave - Cary St.		40'	24'	0.17	No	Asph.	J.T.	2
10.10	Temple St.	Tidewater Ave - Grayland Ave.		40'	24'	0.05	No	Asph.	J.T.	2

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

SIGNED

[Signature]
 Dept. of Highways Engineer

ADDITIONS/DELETIONS TO PRIMARY PARALLEL LANEWAYS AND/OR "OTHER STREETS" FOR CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 1,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond
 PROPOSED TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED - 0.14
 PROPOSED TOTAL ADDITIONAL LANE MILEAGE REQUESTED - 0.28

SUBMITTED BY THE CITY OR TOWN (Use 3-26-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Use 4-22-82)

LINE	NAME OF STREET	FROM (if width vary list each change)	TO	R/W WIDTH	YARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
10.12	Temple St.	Parkwood Ave. - Cary St.		40'	24'	0.06	No	Asph	S.T.	2
10.22						0.11				
10.12						0.06				
10.48	Parkwood Ave.	Granby St. - Lombardy St.		40'	24'	0.24	No	Asph	S.T.	2
10.50	Parkwood Ave.	Granby St. - Lombardy St.		40'	24'	0.25	No	Asph	S.T.	2
10.02						0.01				
10.98	Lombardy St.	Winder St. - Cary St.		40'	24'	0.49	Yes	Asph	S.T.	2
10.74	Lombardy St.	Winder St. - Grayland Ave.		40'	24'	0.37	Yes	Asph	S.T.	2
10.06	Lombardy St.	Parkwood Ave - Cary St.		40'	24'	0.03	Yes	Asph	S.T.	2
10.80						0.10				
10.13						0.09				
10.32	Lady St.	Idlewood Ave. - Cary St.		40'	24'	0.16	No	Asph	S.T.	2
10.10	Lady St.	Idlewood Ave. - Grayland Ave.		40'	24'	0.05	No	Asph	S.T.	2

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

SIGNED P.H. Smead
 Dept. of Highways Engineer

COMMUNITY DEVELOPMENT AND PUBLIC UTILITIES
 AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
 WITH POPULATIONS IN EXCESS OF 1,500 UNDER
 SECTIONS 33.1-11 and 33.1-13 OF THE CODE
 OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond
 REQUESTED TOTAL ADDITIONAL CENTERLINE MILEAGE - 0.22
 REQUESTED TOTAL ADDITIONAL LANE MILEAGE - 0.44

SUBMITTED BY THE CITY OR TOWN (Date 3-31-82) CHECKED BY DIST. OF HIGHWAYS ENGINEER (Date 4-22-82)

LANE MILES	NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED AT (Yes or No) ¹ / ₂	TYPE OF PAVEMENT	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.10	Lady St.	Parkwood Ave. - Cary St.		40'	24'	0.05	No	Asph.	S.T.	2
0.20						0.10				
0.12						0.06				
0.30	Grayland Ave.	Harrison St. - Linden St.		50'	26'	0.15	Yes	Asph.	Asph.	2
0.20	Grayland Ave.	Harrison St. - Idlewood Ave.		42'	24'	0.10	Yes	Asph.	Asph.	2
0.10						0.05				
0.16	Linden St.	Cumberland St. - Idlewood Ave.		50'	30'	0.08	No	Asph.	Asph.	2
0.32	Linden St.	Idlewood Ave. - Cary St.		50'	30'	0.16	No	Asph.	Asph.	2
0.48						0.24				
10.10	Linton St.	Idlewood Ave. - Idlewood Ave.	0.05 mi. N. of Idlewood Ave.	50'	30'	0.05	No	Asph.	Asph.	2
0.16	Linton St.	Cumberland St. - Cary St.		50'	30'	0.08	No	Asph.	Asph.	2
0.26						0.13				
0.22						0.11				

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

SIGNED P.H. Sennebaugh
 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

MUNICIPALITY City of Richmond
 ADJUSTED TOTAL ADDITIONAL CENTRALINE MILEAGE REQUESTED +0.08
 ADJUSTED TOTAL ADDITIONAL LANE MILEAGE REQUESTED +0.52

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

Lane Miles	NAME OF STREET	FROM (If within city limit only change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED (Y or N)	TYPE OF WASH	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.54	Pine St.	Albemarle St. - Cary St.		50'	33'	0.27	No	Asph.	Asph.	2
0.22	Pine St.	Albemarle St. - 0.03 mi. N Jefferson Ave.		50'	33'	0.11	No	Asph.	Asph.	2
0.16	Pine St.	Cumberland St. - Cary St.		50'	33'	0.08	No	Asph.	Asph.	2
0.36						0.19				
0.16						(-0.08)				
0.10	Byrd St.	Faushee St. - 1 st St.		48'-58'	21'	0.05	No	Asph.	S.T.	2
0.12	Byrd St.	1 st St. - 2 nd St.		66'	44'-49'	0.06	No	Asph.	S.T.	2
0.22						0.11				
10.13	Byrd St.	Belvidere St. - RMA on Ramp		Varies	36'	1.09	Yes	Asph.	Asph.	2
10.44	Byrd St.	RMA on Ramp - RMA on Ramp		Varies	18'	0.11	Yes	Asph.	Asph.	1
10.28	Byrd St.	RMA on Ramp - 2 nd St.		62'	42'	0.09	Yes	Asph.	Asph.	4
0.90						1.27				
0.68						(10.10)				

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

SIGNED P.H. Senechal
 Dept. of Highways Engineer

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
 WITH POPULATIONS IN EXCESS OF 2,500 UNDER
 SECTIONS 33.1-41 and 33.1-43 OF THE CODE
 OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADJUSTED CENTERLINE MILEAGE REQUESTED - 0.11

TOTAL ADJUSTED LANE MILEAGE REQUESTED - 0.22

SUBMITTED BY THE CITY OR TOWN (Date 2-26-82) CHECKED BY DIST. OF HIGHWAYS ENGINEER (Date 4-27-82)

LANE MILES	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) FT.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
0.58	6 th St.	Bragg St. - Main St.		66'	41'	0.29	No	Asph.	Asph.	2
0.14	6 th St.	Bragg St. - Byrd St.		66'	41'	0.07	No	Asph.	Asph.	2
0.28	6 th St.	Canal St. - Main St.		66'	41'	0.14	No	Asph.	Asph.	2
0.42						0.21				
0.16	10 th St.	41 st S. - Byrd St.		66'	41'	0.08	No	Asph.	Asph.	2
0.32	10 th St.	O. G. C. St. - Byrd St.		66'	41'	0.16	No	Asph.	Asph.	2
0.34	Beech St.	Jellewood Ave. - Cary St.		50'	30'	0.17	No	Asph.	Asph.	2
0.12	Beech St.	Parkwood Ave. - Cary St.		50'	30'	0.06	No	Asph.	Asph.	2
0.22						0.11				

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

SIGNED

P.H. Sencobang
 Dept. of Highways District

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

MUNICIPALITY City of Richmond

^{ADJUSTED}
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 0.00

^{ADJUSTED}
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED +1.41

SUBMITTED BY THE CITY OR TOWN (Date 3-30-82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-22-82)

Lane Miles	NAME OF STREET	FROM (If widths vary list each change)	TO	ROW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) J.T.		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
							Yes	No			
2.46	Hamilton St.	Cary St. - Louisa Ave.		50'	30'	1.23	Yes	Yes	Asph.	Asph.	2
0.54	Hamilton St.	Louisa Ave. - Westwood Ave.		60'	20'	0.27	Yes	Yes	Asph.	S.T.	2
-3.00						1.50					
1.02	Hamilton St.	Cary St. - Floyd Ave.		50'	30'	0.06	Yes	Yes	Asph.	Asph.	2
1.00	Hamilton St.	Floyd Ave. - Grove Ave.		60'	48'	0.10	Yes	Yes	Asph.	Asph.	4
1.52	Hamilton St.	Grove Ave. - Broad St.		50'	30'	0.16	Yes	Yes	Asph.	Asph.	2
2.32	Hamilton St.	Broad St. - Westwood Ave.		60'	48'	0.58	Yes	Yes	Asph.	Asph.	4
4.36						1.50					
+1.36						0.00					
0.22	Floyd Ave.	Cameron St. - Lafayette St.		60'	30'	0.11	No	No	Asph.	S.T.	2
1.15	Floyd Ave.	Cameron St. - Hamilton St.		60'	40'	0.05	No	No	Asph.	Asph.	3
0.72	Floyd Ave.	Hamilton St. - Lafayette St.		60'	30'	0.06	No	No	Asph.	Asph.	2
1.07						0.11					

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

0.00
 SIGNED

P.H. Semelberg
 Dept. of Highways

7/15/82

These "Other Streets" additions, totaling 10.56 miles, and the "Other Streets" deletions of 3.63 miles, for a net addition of 6.93 miles, increase the total "Other Streets" mileage in the City of Richmond from 686.01 miles to 692.94 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane, 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 Manassas Park for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Manassas Park on additional streets, totaling 0.89 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1982, for quarterly payment due after June 30, 1982. The additional streets and mileage eligible for payments are described as follows:

Manassas Drive	From Route 28 to Euclid Avenue	0.40 Mi.
Hathis Avenue	From Manassas Drive to SCL	0.13 Mi.
Euclid Avenue	From Blooms Road to Manassas Drive	0.06 Mi.
Lapaz Place	From Euclid Avenue West thence North to Cul-de-sac	0.16 Mi.
Adams Street	From Colburn Drive to lot entrance of Costello Park	0.14 Mi.

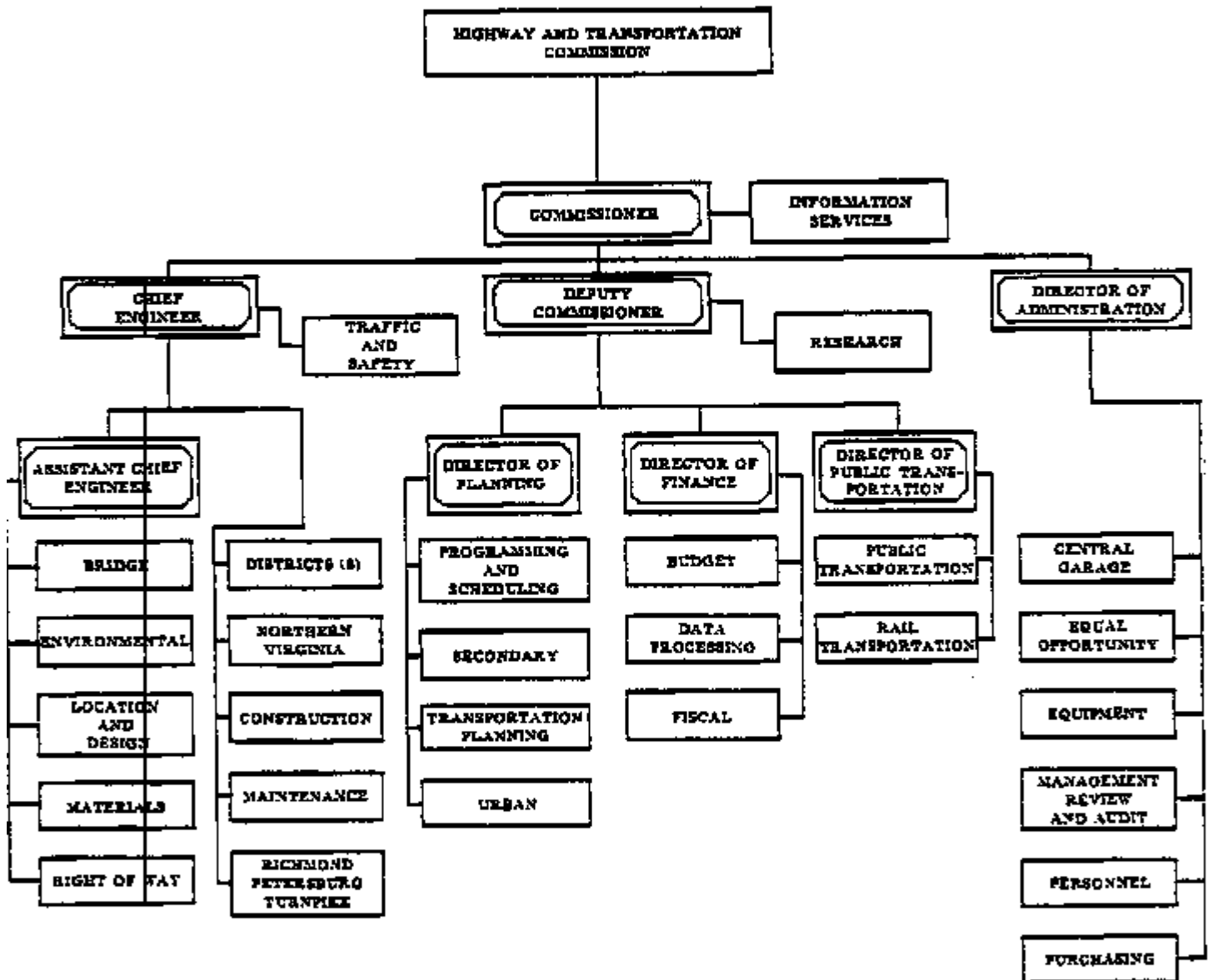
These "Other Streets" additions, totaling 0.89 mile, increase the total "Other Streets" mileage in the City of Manassas Park from 10.71 miles to 11.60 miles of approved streets subject to payment.

MOTION CARRIED

Mr. King advised the Commission of recent organization changes, as outlined on the attached chart.

DEPARTMENT OF HIGHWAYS
AND TRANSPORTATION
ORGANIZATION CHART

July 1, 1982



7/15/82

Moved by Mr. Mohr, seconded by Mr. Bane,
that the Commission confirm letter ballot action on the
following resolution:

WHEREAS, Route 91 in Tazewell County has been altered
and reconstructed as shown on plans for Project 0091-092-101,
C-501; and

WHEREAS, one section of the old road is recommended to
be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section
33.1-35 of the Code of Virginia of 1950, as amended, 0.18 mile
of old Route 91, shown in red and designated as Section 1 on
the plat dated April 8, 1982, be transferred from the Primary
System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane,
that the Commission confirm letter ballot action on the
following resolution:

WHEREAS, Route 460 in Giles County has been altered and
reconstructed as shown on plans for Project 0460-035-102, C-501;
and

WHEREAS, one section of the old road, designated as
Section 5 on the plat dated March 8, 1966, is no longer
necessary as a public road, the new road serving the same
citizens as the old; and

WHEREAS, at its meeting on May 19, 1966, this Commission
authorized the discontinuance of said section of road as
provided in Section 33-78.1 of the Code of Virginia of 1950,
as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the
May 19, 1966, meeting authorizing discontinuance of the old
location of Route 460 from Station 754+00 westerly 0.14 mile
be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148
of the Code of Virginia of 1950, as amended, 0.14 mile of old
Route 460 shown in blue and designated as Section 6 on the plat
dated March 8, 1966, Project 0460-035-102, C-501, be abandoned
as a part of the State Highway System.

MOTION CARRIED

7/15/82

Moved by Mr. Mohr, seconded by Mr. Bane,
that the Commission confirm letter ballot action on the
following resolution:

WHEREAS, Route 13 in the City of Suffolk has been
altered and reconstructed as shown on plans for Project
0013-061-103, C-501; and

WHEREAS, the construction of Route 13 necessitates
alteration on sections of Route 32, one section of the
old road, designated as Section 1 on the plat dated
September 2, 1971, is no longer necessary as a public road,
the new road serving the same citizens as the old; and

WHEREAS, at its meeting on December 16, 1971, this
Commission authorized the discontinuance of said section of
road as provided in Section 33.1-144 of the Code of Virginia
of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the
December 16, 1971, meeting authorizing discontinuance of the
aforementioned Section 1 of Route 32 in the City of Suffolk
be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148
of the Code of Virginia of 1950, as amended, 0.08 mile of old
Route 32 shown in blue and designated as Section 1 on the plat
dated September 2, 1971, Project 0013-061-103, C-501, be
abandoned as a part of the State Highway System.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane,
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 Brunswick
County Courthouse Complex at Lawrenceville, Virginia, on
January 27, 1982, at 7:30 p.m., for the purpose of considering
the proposed location and major design features of State Route
46 from 0.40 mile north of Norfolk and Western Railway to 2.19
miles north of Norfolk and Western Railway, State Project 0046-
012-107, M-503, D-604; Federal Project S-557(); and

7/15/82

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. Bane, seconded by Mr. Vaughan,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Jonesville High School, Jonesville, Virginia, on May 21, 1981, at 7:30 p.m., for the purpose of considering the proposed location corridor of U. S. Route 58 from 10.83 miles west of the West Corporate Limits of Jonesville to 6.74 miles west of the West Corporate Limits of Jonesville in Lee County, State Project 0058-052-104, PE-102; Federal Project F-002-1(); and

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

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

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

MOTION CARRIED

7/15/82

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Forks of the River Community Center located at the intersection of U. S. Route 258 and Secondary Route 770 on December 2, 1981, at 7:30 p.m., for the purpose of considering the proposed location and major design features of Secondary Route 688 from 0.23 mile west of the intersection Secondary Route 684 to 0.31 mile west of the intersection Secondary Route 684 in Southampton County, State Project 0888-087-200, M-501, D-653; 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, and amended to reduce the proposed right of way width to 40 feet.

MOTION CARRIED

Moved by Mr. Guiffre, 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

7/15/82

WHEREAS, at the request of the Prince William County Board of Supervisors, the Highway and Transportation Commission, by resolution dated March 19, 1981, allocated \$335,000 from the 1980-81 industrial access fund to assist in providing access to the proposed facility of Marriott Corporation and a speculative shell building located in the Featherstone Industrial Center in the Woodbridge area of Prince William County, contingent upon the industry's entering into a firm contract for the construction of its facility; and

WHEREAS, Marriott Corporation has not fulfilled the contingency of constructing its facility at this location; and

WHEREAS, the Prince William County Board of Supervisors has authorized withdrawal of this allocation;

NOW, THEREFORE, BE IT RESOLVED, that the allocation of \$335,000 made from the 1980-81 industrial access fund, Project 1391-076-233, C-501, C-502, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

Moved by Dr. Watkins, seconded by Mr. Vaughan,
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 Bedford County and the Lynchburg City Council have, by resolution, requested industrial access funds to provide access to the new facility of Brewster Plastics, Inc., to be constructed in the Forest Professional and Industrial Park within the City of Lynchburg, which is estimated to cost \$100,000; and

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

7/15/82

NOW, THEREFORE, BE IT RESOLVED, that \$100,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facility of Brewster Plastics, Inc., to be located within the Forest Professional and Industrial Park, Project 1415-009-181, N-501, and Project 9999-118-108, C-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) the City's and the Department's entering into an appropriate agreement concerning the construction and maintenance of the project.

MOTION CARRIED

Moved by Mr. Brydges, seconded by Mr. Bane,
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 Chesapeake City Council has by resolution requested industrial access funds to provide access to the new facility of Tidewater Steel Company, Inc., to be constructed adjacent to the extension of Outlaw Street, west of Bainbridge Boulevard, and estimated to cost \$160,000; 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 \$160,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facility of Tidewater Steel Company, Inc., to be located off Outlaw Street in the City of Chesapeake, Project 9999-131-114, C-501, FS-701, 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) the City's and the Department's entering into an appropriate agreement concerning the construction and maintenance of this industrial access project.

MOTION CARRIED

7/15/82

Moved by Mr. Brydges, seconded by Mr. Bane,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal year 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 Chesapeake City Council has by resolution requested industrial access funds to provide access to the new facility of Associated Distributors to be constructed adjacent to the extension of Woodlake Drive, which is estimated to cost \$32,000; 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 \$32,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facility of Associated Distributors, to be located off Woodlake Drive in the City of Chesapeake, Project 9999-131-115, C-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) the City's and the Department's entering into an appropriate agreement concerning the construction and maintenance of this industrial access project.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1982-83 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

7/15/82

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested industrial access funds to provide adequate access to the facility of Farmer Machine Company presently located in the Leadbetter Industrial Park in Hanover County, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$100,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the facility of Farmer Machine Company presently located in the Leadbetter Industrial Park in Hanover County, Project 1261-042-221, N-502, contingent upon (1) the industry's entering into a firm contract for the construction of its facility or already having started construction, and (2) any 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. Quicke,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal year 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 New Kent County has by resolution requested industrial access funds to provide adequate access to the facility of New Kent Wood Preservatives presently located on Route 615 in New Kent County, estimated to cost \$17,000; 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;

7/15/82

NOW, THEREFORE, BE IT RESOLVED, that \$17,000 from the 1981-82 industrial access fund be allocated to provide adequate access to the facility of New Kent Wood Preservatives presently located on Route 615 in New Kent County, Project 0615-063-130, N-501, contingent upon (1) the industry's entering into firm contract for the construction of its facility or already having started construction, and (2) any 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. Quicke,
that

WHEREAS, Section 33-1-221 of the Code of Virginia provides a fund for fiscal year 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 City Council of Lynchburg has by resolution requested industrial access funds to serve the expansion of Taylor Bros. Inc. within the Mill Ridge Industrial Park located in the City of Lynchburg, 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 of the 1981-82 industrial access fund be allocated to provide adequate access to the proposed facility of Taylor Bros. Inc., in the City of Lynchburg, Project 9999-118-109, C-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, (3) the City's and the Department's entering into an appropriate agreement concerning the construction and maintenance of the project, and (4) the limited access right of way's being extended westwardly along the southern right of way of Graves Mill Road from its present terminus at the southwest quadrant of the Route 126/Route 291 interchange to the intersection of relocated Old Graves Mill Road as proposed by this project.

MOTION CARRIED

7/15/82

Moved by Mr. Brydges, seconded by Mr. Bane,
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 Council of the City of Norfolk has by resolution requested industrial access funds to provide access to the new facility of Norfolk Food Factory Associates, to be constructed off Lance Road in the City of Norfolk, estimated to cost \$35,000; 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 \$35,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facility of the Norfolk Food Factory Associates, to be located off Lance Road in the City of Norfolk, Project 9999-122-101, C-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) the City's and the Department's entering into an appropriate agreement concerning the construction and maintenance of this industrial access project.

MOTION CARRIED

Moved by Mr. Guiffre, seconded by Mr. Smalley,
that

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

7/15/82

WHEREAS, the Culpeper Town Council and the Culpeper County Board of Supervisors have, by resolutions, requested industrial access funds to serve Merchants Grocery Company, Inc. located off Industry Road in the southeastern section of the Town of Culpeper, estimated to cost \$73,000; 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 adequate access to the proposed facility of Merchants Grocery Company, Inc. in the Town of Culpeper, Project 9999-204-132, 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, (3) matching funds being provided by others on a dollar-for-dollar basis for the actual cost of eligible items over and above \$47,000, (4) 100% of cost of ineligible items to be provided by others, and (5) that the Town of Culpeper will execute an agreement for the maintenance of the access road upon completion.

NOTION CARRIED

Moved by Mr. Guiffre, seconded by Mr. Smalley,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal year 1981-82 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities or 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 Prince William County Board of Supervisors has, by resolution, requested industrial access funds to serve American Fire Equipment, Inc., Arban & Carosi, Inc. and Potomac Oxygen Co., Inc., located within an industrial complex off Route 687 in Prince William County, estimated to cost \$82,000; and

7/15/82

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

NOW, THEREFORE, BE IT RESOLVED, that \$82,000 of the 1981-82 industrial access fund be allocated to provide adequate access to the proposed facilities of American Fire Equipment, Inc., Arban & Carosi, Inc. and Potomac Oxygen Co., Inc. in Prince William County, Project 1318-078-236, M-501, contingent upon (1) the industries' entering into a firm contract 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. Mohr, seconded by Mr. Quicke,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal year 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 Hanover County Board of Supervisors has by resolution requested industrial access funds to serve Fiber-Lam, Inc., to be located off Route 1 north of Ashland, 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 funds be allocated to provide adequate access to the proposed facility of Fiber-Lam, Inc. in Hanover County, Project 0884-042-225, 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

7/15/82

Moved by Mr. Brydges, seconded by Mr. Smalley,
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, at the request of the Board of Supervisors of Greensville County, the Highway and Transportation Commission, by resolution of March 16, 1978, allocated \$150,000 from the 1977-78 industrial access fund to provide adequate access to the proposed new facility of Old Dominion Beef, Incorporated, to be located off Route 608 west of Jarratt in Greensville County, 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 industrial access fund, and (3) the industrial access allocation's being supplemented with regular secondary construction funds to the extent necessary to provide an adequate facility, estimated at \$228,000; and

WHEREAS, these contingencies remain unmet; and

WHEREAS, Old Dominion Beef, Incorporated is not in operation at the designated site; and

WHEREAS, the Greensville County Board of Supervisors has by resolution withdrawn its request for industrial access funds to serve this establishment;

NOW, THEREFORE, BE IT RESOLVED, that the allocation of \$150,000 made from the 1977-78 industrial access fund to provide adequate access to the new facility of Old Dominion Beef, Incorporated, proposed to be located off Route 608 west of Jarratt in Greensville County, Project 0608-040-150, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

MOTION CARRIED

7/15/82

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

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held by the Manassas Residency Office on Tuesday, April 27, 1982, at 7:30 p.m., in the multi-purpose room of the Occoquan Elementary School, pursuant to a formal request by the Prince William County Board of Supervisors to consider the restriction of through truck traffic on Routes 748 (Devils Reach Road) and 1215 (Riverview Lane); and

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

WHEREAS, careful consideration has been given to the recommendations received, the structural condition of the roads and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Routes 748 (Devils Reach Road) and 1215 (Riverview Lane) be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

MOTION CARRIED

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

WHEREAS, Chapter 684, Item 644 of the Acts of the 1982 General Assembly provides financial assistance for local governing bodies, transportation district commissions, and public corporations to aid in the administrative and capital costs of public transportation and ridesharing services; and

WHEREAS, COMPOOL, a public nonprofit corporation providing ridesharing assistance in the Richmond urbanized area, has submitted a proposal to the Department for capital and ride-sharing assistance funds to continue their program for fiscal year 1983; and

WHEREAS, the governing body of COMPOOL, Inc. certified that the funds shall be used in accordance with the requirements of the Appropriations Act and will provide the required matching funds; and

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WHEREAS, the Public Transportation Division has evaluated the proposal with regard to need, reasonableness, local support, and implementation capability of the applicant; and

WHEREAS, the Commission shall approve the allocation of the capital and ridesharing funds requested for this type of project;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that \$12,635 in capital assistance from the "All Areas" fund and \$106,364 in ridesharing assistance from the "Ridesharing Support" fund be allocated to COMPOOL for their ridesharing program.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Bane, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, the Washington Metropolitan Area Transit Authority proposes to construct the Nutley Road transit station in the median of Route 66 and transit parking facilities for same adjacent to Route 68 right of way; and

WHEREAS, construction of WMATA'S transit station and related parking facilities has been coordinated with the Department's proposal for the future relocation of Nutley Road and expansion of the Nutley Road interchange. Because of this coordination, the Department has determined that some items which are required for the construction of relocated Nutley Road and the expansion of the Nutley Road interchange must be accomplished prior to or concurrent with WMATA's construction. The cost of these items will be \$875,000; and

WHEREAS, WMATA has agreed to include these items in the contract for the Nutley Road transit station and related parking facilities, and that \$875,000 represents the cost of said items. Additionally, WMATA has agreed to defer billing the state for said \$875,000 until after January 1, 1984; and

WHEREAS, the Federal Highway Administration has agreed to allow the inclusion of these items in WMATA's contract and to the \$875,000 figure for reimbursement purposes;

NOW, THEREFORE, BE IT RESOLVED, that the Commission approves the inclusion of these construction items in WMATA's contract, which are required for the future relocation of Nutley Road and the expansion of the Nutley Road interchange.

MOTION CARRIED

7/15/82

Moved by Mr. Mohr, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-040-104, RW-201, the Commonwealth acquired certain lands, for use as a borrow pit, from Virginia Lee Baker, et al, by Certificate dated January 23, 1974, case which has been concluded, recorded in Deed Book 106, Page 106 in the Office of the Clerk of the Circuit Court of Greenville County; and

WHEREAS, the area to be conveyed contains the Otterdam Mitigation Pond which was created to replace destroyed wetlands in connection with the construction of I-95; and

WHEREAS, the Virginia Pork Festival, who is interested in purchasing the lands so acquired, is willing to accept a deed that will contain restrictions that will meet the mandates of the permit and the environmental review agencies including the Environmental Protection Agency (EPA), the Fish and Wildlife Service (Federal), and the Corps of Engineers; said restrictions specifically apply to the watershed encompassing the mitigation pond, the contiguous wetlands and the adjacent landscaping; and

WHEREAS, in order to adhere to normal policy, it is proposed that the excess land which lies south of the south proposed right of way line of Route 95 be advertised for public sale after giving the adjacent landowner first refusal; and

WHEREAS, if no satisfactory bids are received, a sale will be negotiated with anyone who is willing to pay a satisfactory amount and is willing to meet the requirements mandated by the EPA; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying south of the south proposed right of way line of Route 95, from a point approximately 110 feet right of approximate Station 237+26 (proposed NBL Route 95 centerline) to a point approximately 125 feet right of approximate Station 284+25 (proposed NBL Route 95 centerline) and containing 93.566 acres, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

7/15/82

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

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 295, State Highway Project 0095-042-106, RH-203, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way from L. S. Abernathy and Mattie C. Abernathy by certificate dated August 28, 1969, recorded in Deed Book 293, Page 594, case which has been concluded, and from DeWitt C. Baldwin and Helen L. Baldwin by certificate dated February 12, 1970, recorded in Deed Book 298, Page 486, case which has been concluded. These instruments are recorded in the Office of the Clerk of the Circuit Court of Hanover County; and

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

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the south proposed right of way line of Route 295 and the south normal right of way limits of Route 295, from a point approximately 150 feet right of approximate Station 20+86 (Ramp "B" centerline) to a point approximately 150 feet right of approximate Station 23+90 (Ramp "B" centerline) and containing 0.69 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

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execute a deed without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 17, State Highway Project 6017-036-105, RH-201, the Commonwealth acquired certain lands from W. F. Woodward by deed dated March 9, 1970, recorded in Deed Book 156, Page 171, and from the Heirs of Beulah N. Weaver by deed dated April 27, 1970, recorded in Deed Book 157, Page 32. These instruments are recorded in the Office of the Clerk of the Circuit Court of Gloucester County; and

WHEREAS, the connection of Route 17 with Route 613 was shifted in a northwestern direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the old location of Route 613 was abandoned by action of the Board of Supervisors of Gloucester County at its meeting of February 28, 1974, and approved by the State Highway and Transportation Commission on April 23, 1974; and

WHEREAS, in order to more fully develop his property, the adjacent landowner has requested the conveyance of the excess land lying between the south proposed right of way line of Route 17 (being the center of old Route 613) and the south normal right of way limits of Route 17; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.90 acre, more or less, and lying between the south proposed right of way line of Route 17 and the south normal right of way limits of Route 17 from a point approximately 78 feet opposite approximate Station 900+40 (SBL centerline Route 17), to a point approximately 25 feet opposite approximate Station 13+10 (centerline Route 613) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

7/15/82

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 adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 23, State Highway Project 3684-01, the Commonwealth acquired certain lands from Milo T. Vaughn and Myrtle J. Vaughn by deed dated March 16, 1954, recorded in Deed Book 163, Page 451 in the Office of the Clerk of the Circuit Court of Scott County; and

WHEREAS, since the land, so acquired, was never utilized, the adjacent landowner has requested that the land be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land containing approximately 0.14 acre, more or less, and lying north of and adjacent to the north existing right of way of Route 23, from a point approximately 28 feet left of approximate Station 370+70 (Route 23 centerline) to a point approximately 26 feet left of approximate Station 371+38 (Route 23 centerline) 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 lands, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute, in the name of the Commonwealth a deed conveying same to the adjoining landowner of record for a consideration satisfactory with the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

7/15/82

Moved by Mr. Mohr, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 413 (now Route 95) and the relocation of the Cameron Run Channel, State Highway Project 0413-029-002, RW-1, the Commonwealth acquired certain lands from Cassius Carter, Jr. by instrument dated March 29, 1960, case which has been concluded, recorded in Deed Book 1871, Page 391 in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, in order to more fully develop the adjacent business property, Mr. Carter has requested that a portion of the lands so acquired be conveyed to him; and

WHEREAS, the plans have been revised to establish a revised proposed right of way line along the top of the slope of the relocated Cameron Run Channel, thereby creating a surplus parcel of land behind the slope and between the original and revised right of way lines; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the south proposed right of way line of Route 95 and the south revised proposed right of way line of Route 95, from a point approximately 105 feet opposite approximate Station 90+85 (relocated Cameron Run centerline) to a point approximately 115 feet opposite approximate Station 97+00 (relocated Cameron Run centerline) and containing 11,707 square feet, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System,

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

Motion carried.

7/15/82

Moved by Mr. Brydges, seconded by Mr. Vaughan,
that

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of American Engineers, Richmond, Virginia, for Stage II (Contract Structure Plans and Specifications) and highway and railway alignment and grade. This work is identified as:

Route I-664, Project 0664-121-102, B-602, B-603
B-602 - 23rd-25th Street and Ramps over C & O Railway
and Route I-664
B-603 - 28th Street and Ramps over C & O Railway and
Route I-664
Retaining Wall - Retaining Wall between Ramp G and
C & O Railway
Alignment and Grade - Modifications to Alignment and
Grade on Route I-664 and Ramps and Alignment
and Grade on the proposed track; and

WHEREAS, we do not have the organization in the Bridge Division necessary to prepare these plans without seriously jeopardizing other scheduled work that is just as important as this project; and

WHEREAS, compensation for the agreed-upon services is on the basis of a lump sum fee of \$143,490; and

WHEREAS, careful consideration has been made of the required services and just compensation for same as established and set forth in the Memorandum of Agreement and Supplemental Agreement No. 1;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of a Supplemental Agreement with American Engineers for a lump sum fee of \$143,490.

MOTION CARRIED

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

WHEREAS, William T. Robinson has represented the Fredericksburg District as a member of the Virginia Highway and Transportation Commission since 1977; and

7/15/82

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

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

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

MOTION CARRIED

On motion of Mr. Guiffre, seconded by Mr. Smith, it was decided to defer until August action on the request for restriction of through truck traffic on certain roads in Fairfax County.

Following comments by Mr. O. K. Mabry, Director of Planning, on motion of Mr. Mohr, seconded by Mr. Guiffre, the Commission approved final allocation of Interstate, Primary and Urban Systems and Public Transit Funds for fiscal year 1982-83 and the Six-Year Improvement Program for the Interstate, Primary, Urban and Secondary Systems and Public Transit for fiscal years 1982-83 through 1987-88, as shown by the attached tabulation.

At the invitation of Mr. Humphreys, the next meeting of the Commission will be held in the Fredericksburg District on August 19, 1982.

The meeting was adjourned at 11:30 a.m.

Approved:


Chairman

Attested:


Secretary



**FINAL
ALLOCATION OF FUNDS
FISCAL YEAR 1982 - 83
INTERSTATE, PRIMARY, & URBAN SYSTEMS AND PUBLIC TRANSIT**



**SIX YEAR IMPROVEMENT PROGRAM
FISCAL YEARS 1982 - 83 THRU 1987 - 88
INTERSTATE, PRIMARY, URBAN, & SECONDARY SYSTEMS
AND
PUBLIC TRANSIT**

Virginia Department of Highways and Transportation

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A FOREWORD

This document presents the Virginia Department of Highways and Transportation's Six-Year Improvement Program and is the first revision of Virginia's Critical Improvement Program for highways and public transportation.

The Critical Improvement Program originally was developed in 1981, outlining the funding required and the time schedule anticipated for each major phase of every construction and improvement project proposed for the interstate, primary, and urban road systems in the period 1982-83 through 1987-88.

The Program also identified the total amounts of money required in each county to meet the recommended construction and improvement work for the secondary road system, and the additional state aid needed for local public transportation systems.

Revisions reflected in the following pages are based on the actual funding levels subsequently authorized by the 1982 session of the General Assembly. Concerned that scores of needs were going unmet, the Assembly enacted a 3 per cent oil company excise tax and increased several road-user fees in order to provide more money.

In so doing, the Legislature sought out a reasonable balance between the choices of taking no action, on the one hand, or of fully funding the entire six-year Critical Improvement Program as proposed, on the other.

For the 1982-83 fiscal year, the General Assembly's action will provide an estimated \$108.9 million in additional revenue for construction and improvement projects on the interstate, primary, urban, and secondary highway systems. Combined with income anticipated from

previous sources, this will permit a total program of about \$434.4 million.

For public transportation, the legislative action raised the level of state funding from the \$12.3 million which would have been available otherwise to approximately \$31.8 million.

The Commonwealth now is in position to move forward with many transportation improvements which had faced the prospect of indefinite deferral, and will have funds enough to maintain existing highway facilities and to match all available federal aid, at least in the years just ahead.

In this age of uncertainty as to fuel supplies, costs, and conservation practices of American motorists, it is difficult to forecast long-range revenue trends with confidence. But this Commission believes the General Assembly has established a realistic and dependable revenue base for the immediate future.

At the same time, anticipated funding levels will not satisfy every request for highway improvements. Indeed, the originally proposed six-year Critical Improvement Program would not have done so either.

In making the necessary revisions reflected in the following pages, the Commission and the Department of Highways and Transportation sought the advice of local governments, individual citizens, and others in nine public hearings conducted throughout the state in the spring of 1982.

Comments expressed at the hearings have been beneficial in two ways: first, in allocating money budgeted for the first fiscal year of the Improvement Program, beginning July 1, 1982, and, second, in making the longer-term revisions in the program.

As in the original Critical Improvement Program report last year, interstate, primary, and urban highway system allocations are shown here on a project-by-project basis. For the secondary system, total amounts are shown for each county, since the more detailed project allocations for that system are to be determined jointly by the Department and the county boards of supervisors. In respect to public transportation, the allocations are shown by transit system or by regional transportation district commission.

Of necessity, some highway projects proposed in the earlier report have been deferred beyond the six year period in order for the program to remain within authorized funding levels. However, those projects will be considered for later inclusion as part of the yearly process in which the Improvement Program will be updated and extended by the Department of Highways and Transportation.

SIX YEAR IMPROVEMENT PROGRAM
AS COMPARED TO
CRITICAL IMPROVEMENT PROGRAM

	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
MAINTENANCE:	323,300	356,900	401,426	443,900	491,700	546,500	2,563,726
PUBLIC TRANSIT:	31,795	31,795	31,795	31,795	31,795	31,795	190,770

CONSTRUCTION:

CRITICAL IMPROVEMENT PROGRAM

Interstate	211,665	231,154	234,042	242,279	212,484	212,484	1,344,108
Primary	119,039	120,498	122,883	125,139	129,984	133,215	750,758
Urban	76,010	77,619	78,985	80,606	81,242	82,856	477,318
Secondary	<u>83,810</u>	<u>85,670</u>	<u>87,249</u>	<u>89,123</u>	<u>89,858</u>	<u>91,723</u>	<u>527,433</u>
TOTAL	490,524	514,941	523,159	537,147	513,568	520,278	3,099,617

SIX YEAR IMPROVEMENT PROGRAM

Interstate	211,006	231,152	234,042	242,279	212,484	212,484	1,343,447
Primary	94,710	76,037	63,459	43,602	39,364	39,364	356,536
Urban	60,016	51,888	45,772	36,338	32,431	32,431	258,876
Secondary	<u>68,661</u>	<u>57,862</u>	<u>53,036</u>	<u>42,390</u>	<u>38,891</u>	<u>42,804</u>	<u>303,644</u>
TOTAL	434,393	416,939	396,309	364,609	323,170	327,083	2,262,503

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Construction District	Estimated State Cost	FISCAL YEAR ALLOCATIONS					
		Actual	Projected				
		1982-83	83-84	84-85	85-86	86-87	87-88
Bristol	175	30	29	29	29	29	29
Salem	2,186	521	333	333	333	333	333
Lynchburg	3,309	674	539	539	539	539	539
Richmond	16,186	2,991	2,639	2,639	2,639	2,639	2,639
Suffolk	29,028	4,568	4,892	4,892	4,892	4,892	4,892
Fredericksburg	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Culpeper	128,358	20,883	21,495	21,495	21,495	21,495	21,495
Staunton	-0-	-0-	-0-	-0-	-0-	-0-	-0-
Statewide Discretionary Allocations	<u>11,528</u>	<u>2,188</u>	<u>1,868</u>	<u>1,868</u>	<u>1,868</u>	<u>1,868</u>	<u>1,868</u>
State Aid for Public Transportation-Total	190,770	31,795	31,795	31,795	31,795	31,795	31,795

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Bristol _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual		Projected				
				1982-83	83-84	84-85	85-86	86-87	87-88	
Bristol City Bus Company	Bristol	State aid for public transportation administration and capital projects	175	30	29	29	29	29	29	29
District Total			175	30	29	29	29	29	29	29

Salem _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS						
				Actual		Projected				
				1982-83	83-84	84-85	85-86	86-87	87-88	
Greater Roanoke Transit Company	Roanoke	State aid for public transportation administration and capital projects	2,186	521	333	333	333	333	333	
District Total			2,186	521	333	333	333	333	333	

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Lynchburg District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual	Projected			
					1982-83	83-84	84-85	85-86
Greater Lynchburg Transit Company	Lynchburg	State aid for public transportation administration and capital projects	2,148	358	358	358	358	358
Danville Transit	Danville	State aid for public transportation administration and capital projects	7,161	256	181	181	181	181
District Total			3,309	614	539	539	539	539

Richmond District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS				
				Actual	Projected			
					1982-83	83-84	84-85	85-86
Greater Richmond Transit Company	Richmond	State aid for public transportation administration and capital projects	15,512	2,877	2,527	2,527	2,527	2,527
Petersburg Area Transit	Petersburg	State aid for public transportation administration and capital projects	674	114	112	112	112	112
District Total			16,186	2,991	2,639	2,639	2,639	2,639

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Suffolk _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS							
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	Projected	
Tidewater Transportation District Commission	Norfolk, Portsmouth, Virginia Beach, Suffolk, Chesapeake	State aid for public transportation administration and capital projects	18,035	2,915	3,024	3,024	3,024	3,024	3,024	3,024	
Peninsula Transportation District Commission	Hampton, Newport News	State aid for public transportation administration and capital projects	10,993	1,653	1,868	1,868	1,868	1,868	1,868	1,868	
District Total			29,028	4,568	4,892	4,892	4,892	4,892	4,892	4,892	

Fredericksburg _____ District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS							
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88	Projected	
N/A	N/A	N/A	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	
District Total			-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	

No localities in the Fredericksburg District receive direct allocations in the Appropriations Act. Public transportation and ridesharing programs in the district may anticipate appropriations from the statewide discretionary allocations.

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Culpeper District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS					
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88
Northern Virginia Transportation Commission	Falls Church Fairfax City Fairfax Co. Arlington Co Alexandria	State aid for public transportation administration and capital projects, including the Metro system	126,164	20,634	21,106	21,106	21,106	21,106	21,106
Charlottesville Transit System	Charlottesville	State aid for public transportation administration and capital projects	2,194	249	389	389	389	389	389
District Total			128,358	20,883	21,495	21,495	21,495	21,495	21,495

Staunton District

System Name	System Location	Project Description	Estimated State Cost	FISCAL YEAR ALLOCATIONS					
				Actual 1982-83	83-84	84-85	85-86	86-87	87-88
None	N/A	N/A	-0-	-0-	-0-	-0-	-0-	-0-	-0-
No localities in the Staunton District receive direct allocations in the Appropriations Act. Public transportation and ridesharing programs in the district may anticipate appropriations from the statewide discretionary allocations.			-0-	-0-	-0-	-0-	-0-	-0-	-0-
District Total			-0-	-0-	-0-	-0-	-0-	-0-	-0-

Public Transportation and Ridesharing Improvement Program
(In Thousands of Dollars)
1982-83 Through 1987-88

Statewide Discretionary Allocations

Additional appropriations for all the districts, may be anticipated from the Highway & Transportation Commission's discretionary allocations. The amounts of these appropriations will be determined at the time of project initiation. Statewide totals for the discretionary allocations are as shown.	Project Description Statewide Discretionary Allocations for administrative, capital, expert-mental, technical assistance, and promotion projects	1982-83	83-84	84-85	85-86	86-87	87-88
		2,188	1,868	1,868	1,868	1,868	1,868

BELSHOL DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

	FISCAL YEAR ALLOCATIONS					TOTAL	
	ACTUAL	PROJECTED					
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	
INTERMEDIATE	9,057	9,955	9,192	4,123	1,150	890	34,367
PRIMARY	10,341	8,505	7,438	6,154	5,730	5,763	44,011
URBAN	7,600	1,500	1,300	1,000	900	900	7,400
SECONDARY	8,636	6,977	6,608	5,303	4,968	5,848	38,340

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 thru 1987-88

ATTN: _____ DRIVE

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS								BALANCE TO COMPLETE
					ACTUAL		PROJECTED		PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	82-83	83-84	
81/77 Myrtle Develop on 6 Lanes	1.1 Miles West Route 52 - 3.7 Miles East Route 77 (2.4 Miles)	P.E. 435 R/W 470 CONST. 9,700 TOTAL 10,605	435 470 1,780 2,685	-- -- 7,920 7,920	3,500 3,500 3,500	-- -- 3,500	-- -- 920	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
81/77 Myrtle Develop to 6 Lanes	3.7 Miles East Route 77 - 1.9 Miles East Route 77 (1.8 Miles)	P.E. 390 R/W 325 CONST. 8,700 TOTAL 9,415	90 -- -- 90	300 325 8,700 9,325	580 385 1,732 2,357	3,000 3,000 3,000	-- -- 3,000	-- -- 968	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
81/77 Myrtle Develop to 6 Lanes	1.9 Miles East Route 77 - 0.2 Miles East Route 77 (1.7 Miles)	P.E. 485 R/W 495 CONST. 10,800 TOTAL 11,780	85 -- -- 85	400 495 10,800 11,695	480 485 1,000 1,000	-- -- 1,000 1,000	-- -- 4,592 4,592	-- -- 2,650 2,650	-- -- 900 900	-- -- 560 560	-- -- -- --	-- -- -- --	1,113 1,113
81 Washing- ton Interchange Improvements	Intersection Route 80	P.E. 15 R/W 140 CONST. 285 TOTAL 440	15 -- -- 15	-- 140 285 425	-- -- -- --	100 100	40 200 240	-- 85 85	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
81 Washing- ton Interchange Improvements	Intersection Route 737	P.E. 10 R/W 130 CONST. 240 TOTAL 380	10 -- -- 10	-- 130 240 370	-- -- -- --	65 65	65 170 235	-- 70 70	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --

**TRANSPORTATION SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-68 Thru 1987-88

BALANCE District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL F2-83	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
						1983-84	1984-85	1985-86	1986-87	1987-88	PROJECTED	
						1983-84	1984-85	1985-86	1986-87	1987-88		
81/381 Washington Interchange Improvements	Intersection Route 301	P.E. 155 R/W --- CONST. 3,440 TOTAL 3,595	-- -- --	155 -- 3,440 3,595	-- -- --	--	155 -- 300 300	--	300 300	--	300 300	-- 2,540 2,540
	PROJECTS IDENTIFIED OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL			8,000	1,940	--	--	--	--	--	--
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			100	350	50	50	50	50	50	--
	DISTRICT SUMMARY	P.E. R/W CONST. TOTAL			700 820 7,537 9,057	145 9,790 9,935	155 105 8,932 9,192	-- -- 4,123 4,123	-- -- 1,150 1,150	-- -- 890 890	-- -- 3,653 3,653	
		P.E. R/W CONST. TOTAL										

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Through 1987-88

BRISTOL _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
19/460 - Tidewater 2 Lanes on 4 Lane Right of Way New Location	BLUEFIELD BYPASS: 1.61 Miles West West Virginia State Line- 5.22 Miles West West Virginia State Line (3.60 Miles)	P.E. 615 AWW 4605 CONTR. 41396 TOTAL 2,580	645 4715 1,965	615	50 50	100	200	*165	165	100	100	-
19- Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Miles West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 500 R/W 1,575 CONTR. 3,552 TOTAL 5,527	500 1,575 832 2,907	2,720	1,000 1,000	1,005	715	-	-	-	-	-
19 - Russell Paving - 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Miles West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 85 R/W - CONTR. 1,555 TOTAL 1,740	- - - -	85	- -	-	825	400	300	300	130	130
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: Route 654 - Existing Route 19 (1.60 Miles)	P.E. 360 R/W 960 CONTR. - TOTAL 1,320	360 - - 360	960	- -	-	-	-	-	-	245	715
21 - Grayson Reconstruction	Intersection of Route 658 (0.20 Miles)	P.E. 10 R/W 20 CONTR. 142 TOTAL 172	10 20 12 42	130	- -	-	75	30	25	-	-	-

* State Funds Required to Match Federal Appalachian Funds

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS PLANNING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED		1987-88		
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
21 - Grayson Bridge and Approaches	New River	P.E.	-	210	-	-	-	-	-	-	-
		R/W CONST. TOTAL	- - 4,295 4,515	10 4,295 4,515	- - - -	280 500	800 800	800 800	- - 1,000 1,000	- -	1,415 1,415
23 - Wise Railroad Grade Separation	TOWN OF APPALACHIA: 0.12 Mile West Route 78 - 0.32 Mile East Route 78 (0.40 Miles)	P.E.	210	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	1,250 2,294 3,754	210 2,090 2,090	- - -	- - -	650 300 300	650 300 300	- - -	- - -	240 240
23 - Wise 2 Lane at Grade Connector (Route 619)	0.90 Mile East West Corporate Limits Norton - 11th Street (0.40 Miles)	P.E.	100	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	* 93 * 190 383	* 70 * 190 260	- - -	- - -	- - -	- - -	- - -	- - -	- -
23 - Wise 2 Lane Paving	0.18 Mile South Proposed Alternate Route 58 - 0.90 Mile North Old East Corporate Limits Norton (1.50 Miles)	P.E.	45	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	* 210 * 255 465	* 210 * 210 420	- - -	- - -	- - -	- - -	- - -	- - -	- -
23 - Wise Breeding of Slide Area	POWELL VALLEY SLIDE: 3.94 Miles West Kentucky Avenue - 2.26 Mile West Kentucky Avenue (1.60 Miles)	P.E.	40	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	* 445 * 485 930	* 215 * 215 430	- - -	- - -	- - -	- - -	- - -	- - -	- -

* State Funds Required to Match
Federal Appalachian Funds

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL DRUMET

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							\$ BALANCE TO COMPLETE
					ACTUAL							
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
23 - Wise Lane Paving	POWELL VALLEY RELOCATION: 3.82 Miles North Lee- Wise County Line 0.38 Miles West Kentucky Avenue (6.40 Miles)	P.E. 20 R/W - CONST. * 420 TOTAL 440	- - -	20 420 440	20 260 300	- 140 140	- - -	- - -	- - -	- - -	- - -	- - -
23 - Wise Contraction of Slide	ROUND BYPASS	P.E. 15 R/W - CONST. 300 TOTAL 315	- - -	15 300 315	15 210 225	- 90 90	- - -	- - -	- - -	- - -	- - -	- - -
28 - Lee Relocation	6.74 Miles West West Corporate Limits Jonesville - 8.03 Miles West West Corporate Limits Jonesville (1.30 Miles)	P.E. 165 R/W 190 CONST. 3,380 TOTAL 3,735	- - -	155 190 3,380 3,735	165 67 232	123 177 300	500 500 500	600 600 600	900 900 900	900 900 900	- - -	303 303 303
58 Alt.-Wise Grading 2 Lanes on New Location	0.25 Miles East Route 23 - 0.61 Mile East East Corporate Limits Norton (Ramsey) (1.90 Miles)	P.E. 260 R/W 932 CONST. 3,930 TOTAL 5,182	260 932 830 2,022	- - -	200 400 200	200 200 500	700 700 500	840 840 720	840 840 720	- - -	- - -	
58 Alt.-Wise Paving 2 Lanes on New Location	0.25 Mile East Route 23 - 0.61 Mile East East Corporate Limits Norton (Ramsey) (1.90 Miles)	P.E. 60 R/W - CONST. 1,130 TOTAL 1,190	- - -	60 - 1,130 1,190	- - -	- - -	- - -	- - -	- - -	60 780 840	- 350 350	

* State Funds Required to Match
Federal Appalachian Funds

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
58 Alt.-Wise 2 Lanes on 4 Lane Right of Way (PE & RW Only)	COBURN BYPASS 0.44 Mile West West Corporate Limits Coburn - 0.24 Mile East Littleton Tunnel (4.10 Miles)	P.E. 445 RW 150 CONSTR. - TOTAL 595	-	445 150 595	445	150	-	-	-	-	-
					-	-	-	-	-	-	
58 Alt.-Wise Grade 4 Lanes and Pave 2	ST. PAUL BYPASS: 0.50 Mile West of West Corporate Limits St. Paul - 0.41 Mile East West Corporate Limits St. Paul AND 0.31 Mile West Wise- Russell County Line- 0.06 Mile West Wise Russell County Line	P.E. 600 RW 2,050 CONSTR. 4,261 TOTAL 6,911	600	-	600	-	-	-	-	-	-
					285	285	-	-	-	-	
Grade 2 Lanes	ST. PAUL BYPASS: 0.41 Mile East West Corporate Limits St. Paul - 0.31 Mile West Wise-Russell County Line AND 0.31 Mile West Wise- Russell County Line- 0.06 Mile West Wise- Russell County Line AND 0.18 Mile West Wise- Russell County Line- 1.13 Miles East West Corporate Limits St. Paul	P.E. - RW 2,295 CONSTR. 2,295 TOTAL 4,590	-	2,295 2,295	615	750	300	-	-	-	-
					285	750	300	200	225	205	
58 Alt.-Wise 6 Russell 2 Lanes and Bridges over C.C&D. RR. and Clinch River	ST. PAUL BYPASS: 0.41 Mile East West Corporate Limits St. Paul - 0.31 Mile West Wise-Russell County Line AND 0.31 Mile West Wise- Russell County Line- 0.06 Mile West Wise- Russell County Line AND 0.18 Mile West Wise- Russell County Line- 1.13 Miles East West Corporate Limits St. Paul	P.E. - RW 2,295 CONSTR. 2,295 TOTAL 4,590	-	2,295 2,295	615	750	300	-	-	-	-
					285	750	300	200	225	205	
2 Lane Paving	0.31 Mile West Wise- Russell County Line- 0.06 Mile West Wise- Russell County Line AND 0.18 Mile West Wise- Russell County Line- 1.13 Miles East West Corporate Limits St. Paul	P.E. - RW 2,295 CONSTR. 2,295 TOTAL 4,590	-	2,295 2,295	615	750	300	-	-	-	-
					285	750	300	200	225	205	
Grade & Lanes and Pave 2	0.31 Mile West Wise- Russell County Line- 0.06 Mile West Wise- Russell County Line AND 0.18 Mile West Wise- Russell County Line- 1.13 Miles East West Corporate Limits St. Paul	P.E. - RW 2,295 CONSTR. 2,295 TOTAL 4,590	-	2,295 2,295	615	750	300	-	-	-	-
					285	750	300	200	225	205	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					82-83	1983-84	1984-85	PROJECTED			1987-88	
61 - Blind Bridge and Approaches	Wolf Creek (0.15 Mile East of Route 21/52) (0.10 Mile)	P.E. 30 R/W 10 CONST. 645 TOTAL 685	- - - -	30 10 645 685	- - - -	- - - -	- - - -	30 10 130 170	- - 300 300	- - - -	- - 215 215	- - - -
61 - Blind Bridge and Approaches	Wolf Creek (3.59 Miles East of Route 21/52) (0.10 Mile)	P.E. 20 R/W 10 CONST. 400 TOTAL 430	- - - -	20 10 400 430	- - - -	- - - -	20 10 170 200	- - 230 230	- - - -	- - - -	- - - -	- - - -
63 - Dickinson Rehabilitation	Route 83 (Front) 3.00 Miles South Route 83 (3.00 Miles)	P.E. 15 R/W 20 CONST. 690 TOTAL 725	- - - -	15 20 690 725	15 20 -	- - -	15 150 150	200 200 200	- - 100 100	- - 100 100	- - 100 100	- - 40 40
63 - Russell Bridge and Approaches	Lick Creek and Cincinnati Railroad (0.5 Mile)	P.E. 120 R/W 210 CONST. 2,528 TOTAL 2,858	120 210 1,038 1,368	- - 1,490 1,490	- - -	- - -	200 325 325	425 425 425	- - 340 340	- - - -	- - - -	- - - -
65 - Scott Bridge and Approaches	Stock Creek (in Cincinnati) (0.20 Mile)	P.E. 55 R/W 20 CONST. 490 TOTAL 565	- - - -	55 20 490 565	55 20 -	- - -	55 20 165 165	700 300 300	- - - -	- - - -	- - - -	- - - -

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL _____ Dollars

ROUTE COURTSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						1983-84	1984-85	1985-86	1986-87	1987-88	
						1983-84	1984-85	1985-86	1986-87	1987-88	
68 - W90 2 Lane Relocation	IMBODEN RELOCATION : Route 5B Alternate - 1.04 Miles West Route 5B Alternate (1.10 Miles)	P.E.	255	-	-	-	-	-	-	-	-
		R/W	250	-	-	-	-	-	-	-	-
		TOTAL	5,345	1,115	200	345	75	-	-	-	
72 - Dickinson Rehabilitation	Route 83 (George's Fork) - 2.50 Miles South Route 83 (2.50 Miles)	P.E.	10	10	10	-	-	-	-	-	-
		R/W	15	15	15	-	-	-	-	-	-
		TOTAL	675	650	50	100	250	100	100	100	
72 - Dickinson Bridges and Approaches	Cranes Nest Creek Near Wise County Line (2 Locations) (0.50 Mile)	P.E.	10	10	10	-	-	-	-	-	-
		R/W	15	15	15	-	-	-	-	-	-
		TOTAL	360	335	100	150	25	-	-	-	
75 - Washington Develop to 4 Lanes	South Corporate Lines Abingdon - Route 81 (0.30 Mile)	P.E.	25	-	-	-	-	-	-	-	-
		R/W	10	-	-	-	-	-	-	-	-
		TOTAL	285	15	100	150	25	-	-	-	
75 - Washington Bridge and Approaches Wolf Creek	2.83 Miles South Route 81 - 3.50 Miles South Route 81 (0.60 Miles)	P.E.	35	-	-	-	-	-	-	-	-
		R/W	145	-	-	-	-	-	-	-	-
		TOTAL	850	-	-	-	-	-	-	-	

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 THRU 1987-88

BRAISTOL District

ROUTE COUNTY/ TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
75 - Washington Bridge and Approaches Wolf Creek	1.43 Miles North Spring Creek Bridge - 2.40 Miles North Spring Creek Bridge (1.03 Miles)	P.E. 215 R/W 330 CONST. 1,200 TOTAL 1,745	- - -	215 330 1,200 1,745	100 - - 100	- - - 100	15 330 155 500	- - - 500	- - - 300	- - - 300	- - - 245	- - -
91 - Washington Reconstruc- tion	5.12 Miles North North Corporate Limits Damascus - 6.50 Miles North North Corporate Limits Damascus (1.40 Miles)	P.E. 55 R/W 165 CONST. 1,370 TOTAL 1,590	10 - -	45 165 1,370 1,580	45 130 - 175	- - - 250	- - - 700	- - - 455	- - - 455	- - - -	- - - -	- - -
91 - Washington Reconstruc- tion	6.50 Miles North North Corporate Limits Damascus - 7.89 Miles North North Corporate Limits Damascus (1.39 Miles)	P.E. 70 R/W 210 CONST. 1,320 TOTAL 1,600	- - -	70 210 1,320 1,600	- - - -	- - - 45	- - - -	- - - -	45 25 210 265 500	- - - -	- - - -	- - - 555
91 - Tazewell Bridge and Approaches	Little River (0.40 Mile)	P.E. 65 R/W 25 CONST. 625 TOTAL 715	65 25 460 550	- - 165 165	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - -
98 - Blind Reconstruc- tion	0.25 Mile South Route 21/52 - 0.50 Mile South Route 21/52 (0.25 Mile)	P.E. 40 R/W 15 CONST. 260 TOTAL 315	40 15 200 255	- - 60 60	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - -

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL

District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS PROJECTED					BALANCE TO COMPLETE
						1983-84	1984-85	1985-86	1986-87	1987-88	
421 - Lee Reconstruc- tion	Intersection of Route 621 (0.20 Mile)	P.E.	5	-	-	-	-	-	-	-	-
		R/W	6	-	-	-	-	-	-	-	-
		CONST. TOTAL	90 101	40 40	-	-	-	-	-	-	-
460 - Buchanan Miden to 4 Lands	Improvement at Tookland (0.19 Mile)	P.E.	60	-	-	-	-	-	-	-	-
		R/W	540	-	-	-	-	-	-	-	-
		CONST. TOTAL	200 800	-	-	-	-	-	-	-	-
460 - Buchanan Relocate Railroad Avenue and Miden to Provide One- Way System	TOWN OF CRUNDY: East Route 460 - West Route 460 (0.61 Mile)	P.E.	25	25	25	-	-	-	-	-	-
		R/W	295	295	295	40	-	-	-	-	-
		CONST. TOTAL	455 775	455 775	205 245	250 250	-	-	-	-	-
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL	46,703	7,825	4,210	3,615					
		P.E. R/W CONST. TOTAL									

**PRIMARY SYSTEMA
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88**

BRISTOL, _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS							# BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONSTR. TOTAL			464	445	448	339	350	363	-	
	DISTRICT SUMMARY	P.E. R/W CONSTR. TOTAL			805 577 8,459 10,841	76 363 8,124 8,585	330 350 6,758 7,438	75 10 6,069 6,154	25 210 5,495 5,730	50 265 5,458 5,763	-	715 3,003 3,718
		P.E. R/W CONSTR. TOTAL										
		P.E. R/W CONSTR. TOTAL										

**CIRBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88**

BRISTOL District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1982-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						1983-84	1984-85	1985-86	1986-87	1987-88	
Arlington Downings St. 4 & 5 Lanes	P.E. R/W CONST. TOTAL 0.6 Mile D075-140-103	100 400 1,500 2,000 F	100 400 700 1,200	800 800	---	---	---	---	---	---	---
					200	200	100	---	---		
Bluefield Virginia Ave. Intersection Improvements	P.E. R/W CONST. TOTAL at N. College Ave. and S. College Ave. U000-143-105	14 -- 200 214 S	14 -- 200 214	-- -- -- --	---	---	---	---	---	---	---
					---	---	---	---	---		
Bluefield College Ave. Railroad Underpass 4 Lane	P.E. R/W CONST. TOTAL 0.1 Mile 0102-143-101	200 400 3,000 3,600 H	-- -- -- --	200 400 3,000 3,600	200	---	---	---	---	---	---
					---	200	200	200	200		
Bristol Williams St. Columbia Ave. Valley Dr. Mary Street Spurgeon Lane Br. Neb. or Rch.	P.E. R/W CONST. TOTAL 4 Bridges over Beaver Creek 1 Bridge over Little Creek U000-102-104	100 300 400 800 BR	-- -- -- --	100 500 400 900	100	---	---	---	---	---	---
					---	100	200	200	200		
Marion RR Crossing Protection	P.E. R/W CONST. TOTAL U000-119-101, F5701 U000-119-102, F5702	-- -- B3 B3	-- -- -- --	-- -- B3 B3	---	---	---	---	---	---	---
					---	---	---	---	---		

URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Narlan N. Held St.	Fr: Campbell Avenue To: Route 16 0.9 Mile	P.E. 300 R/W 1,200 CONSTR. 2,349 TOTAL 3,849	300 1,200 2,149 3,649	-- 200 200	-- 200 200	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
5 Lane	0011-119-104, CS01	N	--	100	--	--	--	100	180	200	--	300 2,000 2,300
Narlan N. Main St.	Fr: Route 16 To: PCL 0.8 Mile	P.E. 400 R/W 400 CONSTR. 2,000 TOTAL 2,800	-- -- --	2,000 2,500	-- --	-- --	-- --	100	200	200	--	--
4 & 5 Lanes	0011-119-104, CS02	N	--	100	--	--	--	--	--	--	--	--
Porter Route 23	Fr: Route 58A To: MCL	P.E. 50 R/W 50 CONSTR. 300 TOTAL 350	50 300 250	100	100	--	--	--	--	--	--	--
Signal Systems	0023-146-105	N	--	100	100	--	--	--	--	--	--	--
Bichlands Kents Ridge Road	Fr: SCL To: Second Street 0.8 Mile	P.E. 136 R/W 1,000 CONSTR. 5,000 TOTAL 6,136	136 400 1,536	-- 2,600	400 600	500	400	400	400	300	--	--
2 Lane on 4 r/w	1000-148-101	8	--	2,600	400	500	400	400	300	--	--	
Townell RR Crossing Protection	Fr: Route 16 To: Route 61 0016-158-S01, RS701 0061-158-S05, RS701	P.E. -- R/W 100 CONSTR. 100 TOTAL 200	-- 100 100	--	--	--	--	--	--	--	--	--

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

BRISTOL District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1982-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						PROJECTED						
						1983-84	1984-85	1985-86	1986-87	1987-88		
Wytheville 4th Street	Fr: Ridge Road To: NCL D.S. Hill	P.E.	100	--	100	--	--	--	--	--	--	--
		R/W	260	200	100	--	--	--	--	--	--	--
		CONST.	900	900	200	200	200	200	200	200	200	--
		TOTAL	1,260	3,100	100	--	200	200	200	200	200	--
4 Lane	0021-139-104	N										
	Projects Underway or Completed Requiring Additional Funds	TOTAL			117	--	--	--	--	--	--	
DISTRICT	SUMMARY	TOTAL			500	400	200	200	100	200	200	100
					300	1,100	1,100	900	800	700	4,400	
					1,200	1,500	1,300	900	900	900	4,400	
					1,600	1,500	1,300	1,000	900	900	4,500	
		P.E.										
		R/W										
		CONST.										
		TOTAL										
		P.E.										
		R/W										
		CONST.										
		TOTAL										

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
BRISTOL DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	PROTECTED	
Blount	394,823	278,893	262,462	209,843	195,577	228,468	1,510,166	
Buchanan	1,039,709	886,688	869,428	712,378	683,489	838,953	5,030,145	
Blackmon	614,893	502,495	486,258	395,366	376,014	454,665	2,829,691	
Grayson	709,846	507,322	497,147	407,204	390,537	479,049	2,991,105	
Lee	655,146	545,439	507,642	403,076	372,756	428,594	2,912,653	
Russell	742,392	642,872	631,333	517,753	497,258	611,400	3,643,008	
Scott	879,088	791,971	674,085	531,662	487,666	552,113	3,856,585	
Wayth	547,627	419,413	379,409	295,801	267,436	294,358	2,204,044	
Tazewell	786,097	641,577	601,701	480,047	446,499	518,889	3,474,810	
Washington	961,924	760,136	695,174	545,852	497,925	537,755	4,018,766	
Wise	633,029	540,106	499,630	395,194	363,763	414,593	2,846,315	
Wythe	732,130	520,566	503,234	408,925	388,638	469,364	3,022,857	
DISTRICT TOTALS	8,636,204	6,977,478	6,607,503	5,303,101	4,967,658	5,848,201	38,340,145	

SALEM DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
(In Thousands of Dollars)
1982-83 THRU 1987-88

		FISCAL YEAR ALLOCATIONS					
ACTUAL		PROJECTED					
<u>1982-83</u>		<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
INTERSTATE	4,670	4,040	4,150	4,050	4,275	3,870	25,055
PRIMARY	12,295	10,520	9,113	6,977	6,058	6,109	51,076
URBAN	6,000	5,200	4,500	3,500	3,100	3,100	25,400
SECONDARY	9,651	7,957	7,323	5,774	5,293	5,967	41,985

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1962-83 thru 1987-88**

SALES DEMAND

ROUTE COMMITTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					A TOTAL							
					62-85	1983-84	1984-85	1985-88	1986-87	1987-88		
BI-Route Interchange Improvements	Interchange Route 220	P.E. R/W CONTR. TOTAL 135 180 3,000 3,255	-- -- -- --	135 120 3,000 3,255	135 180 430 795	-- -- 1,000 1,000	-- -- 1,000 1,000	-- -- 550 550	-- -- -- --	-- -- -- --	-- -- -- --	
BI-Route Proville Interchange	Interchange Route 311	P.E. R/W CONTR. TOTAL 185 165 4,180 4,490	-- -- -- --	285 165 4,180 4,690	175 175 440 840	-- -- 700 700	-- -- 750 750	-- -- 1,000 1,000	-- -- 1,000 1,000	-- -- 200 200	-- -- -- --	
BI-Polaski and Montgomery	Bridge Rehabilitation Over New River	P.E. R/W CONTR. TOTAL 265 -- 5,900 6,165	-- -- -- --	265 -- 5,900 6,165	85 -- 65 65	-- -- 1,000 1,000	-- -- 1,000 1,000	-- -- 1,000 1,000	-- -- 1,000 1,000	-- -- 1,000 1,000	-- -- 900 900	
BI-Tanaka and City of Brouha Zagrove, Jr., Acceleration & Deceleration Lanes	Between Route 81 and Elm Avenue	P.E. R/W CONTR. TOTAL 450 -- 8,850 9,250	125 -- -- 125	275 -- 8,850 9,250	120 -- 750 750	125 -- 1,115 1,240	-- -- 1,300 1,300	-- -- 1,400 1,400	-- -- 1,825 1,825	-- -- 2,170 2,170	-- -- 1,060 1,060	
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONTR. TOTAL			2,610	--	--	--	--	--	--	

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-88 Thru 1987-88**

BALISE _____ District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL FY-83	PROJECTED				
						1983-84	1984-85	1985-86	1986-87	
	P.E. R/W CONSTR. TOTAL				100	100	100	450	500	--
	P.E. R/W CONSTR. TOTAL				135 295 3,650 4,078	-- -- 4,150 4,150	-- -- 4,050 4,050	-- -- 4,275 4,275	-- -- 3,870 3,870	-- -- 1,940 1,940
	P.E. R/W CONSTR. TOTAL									
	P.E. R/W CONSTR. TOTAL									
	P.E. R/W CONSTR. TOTAL									

**SEWER SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

581201 Sewer

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
8 - Floyd Montgomery Bridge and Approaches	Little River at County Line Crossing (0.37 Mile)	P.E. R/W CONSTR. TOTAL	55 35 51 141	— — 995 995	— 688 688	— 395 395	— — —	— — —	— — —	— — —	— — —
8 - Floyd Manufacture- Clim	5.20 Miles North North Corporate Lanes Floyd - 6.60 Miles North North Corporate Lanes Floyd (1.42 Miles)	P.E. R/W CONSTR. TOTAL	85 180 1,200 1,465	85 180 1,200 1,465	— — — —	85 130 1,140 1,200	— — — —	— — — —	— — — —	— — — —	— — — —
8 - Floyd Reconstruct- Clim	6.6 Miles North North Corporate Lanes Floyd - 8.10 Miles North North Corporate Lanes Floyd (1.42 Miles)	P.E. R/W CONSTR. TOTAL	95 215 1,935 2,245	95 215 1,935 2,245	— — — —	— — — —	95 215 630 940	— — — —	— — — —	— — — —	— — — —
8 - Floyd Reconstruct- Clim	8.10 Miles North North Corporate Lanes Floyd - 0.57 Mile South Montgomery County Lane (1.40 Miles)	P.E. R/W CONSTR. TOTAL	180 335 — 485	180 335 — 485	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —
11 - Rameck Widen to 6 Lanes	0.15 Miles South Route 117 - 0.05 Mile North Route 115 (0.5 Miles)	P.E. R/W CONSTR. TOTAL	35 100 540 680	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALES _____ District _____

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
11 - Botetourt Improve Bridges	Drainage Structure Suifalo Creek; Bridge Widening Looney Mill Creek	P.E.	30	--	--	--	--	--	--	--	--
		R/W	5	--	--	--	--	--	--	--	--
		CONST.	476	140	--	--	--	--	--	--	--
		TOTAL	511	140	--	--	--	--	--	--	--
24 - Bedford Reconstruc- tion	0.95 Mile East East Route 43 - West Route 43 (3.11 Miles)	P.E.	85	--	--	--	--	--	--	--	--
		R/W	300	--	--	--	--	--	--	--	--
		CONST.	1,696	300	300	300	205	205	--	--	--
		TOTAL	2,081	300	300	300	205	205	--	--	--
40 - Franklin Spot Recon- struction	2.25 Miles East Norfolk & Western Railroad - 4.51 Miles East Norfolk & Western Railroad (0.70 Mile)	P.E.	50	--	--	--	--	--	--	--	--
		R/W	115	--	--	--	--	--	--	--	--
		CONST.	840	--	--	--	--	--	--	--	--
		TOTAL	1,005	--	--	--	--	--	--	--	--
40 - Franklin Bridge and Approaches	Pige River (1.01 Miles)	P.E.	315	--	--	--	--	--	--	--	--
		R/W	260	--	--	--	--	--	--	--	--
		CONST.	1,163	200	370	100	--	--	--	--	--
		TOTAL	1,738	200	370	100	--	--	--	--	--
43 - Bedford Rehabilita- tion	East Route 24 - 2.50 Miles South East Route 24 (2.50 Miles)	P.E.	10	--	--	--	--	--	--	--	--
		R/W	--	--	--	--	--	--	--	--	--
		CONST.	1,145	--	100	100	250	300	--	--	330
		TOTAL	1,155	--	100	100	250	300	--	--	330

**REPORT SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88**

SALON _____ District _____

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
43 - Boccourt Spot Bypass- attribution	0.93 Mile East Route 751 - 0.50 Mile East Route 751 (0.43 Miles)	P.E. R/W CONSTR. TOTAL 15 37 300 372	15 57 135 207	-- -- 165 165	-- -- 100 100	-- -- 65 65	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
43 - Boccourt Spot Bypass- attribution	0.07 Mile West Route 729 - 0.34 Mile West Route 729 (0.27 Mile)	P.E. R/W CONSTR. TOTAL 15 55 335 405	-- -- -- --	15 55 335 405	-- -- -- --	15 20 35	35 65 100	100 100	100 100	-- -- 70 70	-- -- -- --	
Old 57 - Henry Improve Boysenford and Vertical Alignment	East Route 917 - East Corporate Lands Martinsville (0.66 Miles)	P.E. R/W CONSTR. TOTAL 30 120 370 520	30 120 340 490	-- -- 30 30	-- -- 87 87	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
58 - Henry Reconstruct to 4 Lanes	0.08 Mile West Route 220 Bypass - Route 220 Bypass (South of Martins- ville) (1.93 Miles)	P.E. R/W CONSTR. TOTAL 120 340 2,530 3,190	120 340 645 1,305	-- -- 1,885 1,885	-- -- 900 900	-- -- 500 500	-- -- 400 400	-- -- 85 85	-- -- -- --	-- -- -- --	-- -- -- --	
58 - Henry Reconstruct to 4 Lanes PE & RW ONLY	Route 220 Bypass (South of Martins- ville) - 1.0 Mile West Route 220 Bypass (1.0 Miles)	P.E. R/W CONSTR. TOTAL 115 685 -- 780	45 -- -- 45	70 685 -- 735	-- -- -- --	-- -- -- --	70 45 -- 115	-- -- 200 200	-- -- 200 200	-- -- 200 200	-- -- 220 220	

**TERMINAL SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALLES _____ District

ROUTE COURTAGE TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						PROJECTED						
						1983-84	1984-85	1985-86	1986-87	1987-88		
58 - Henry Reconstruction	Improva Intersections of West Route B75 and Route B87 (0.06 Mile)	P.E.	10	10	—	—	—	—	—	—	—	—
		RAW	5	5	—	—	—	—	—	—	—	—
		CONST.	190	190	—	—	—	—	—	—	—	—
		TOTAL	205	205	—	—	—	—	—	—	—	—
58 - Patrick Daylighting Thru Curves and Adjust Truck Ramp	West of Greasy Bend	P.E.	3	3	—	—	—	—	—	—	—	—
		RAW	2	2	—	—	—	—	—	—	—	—
		CONST.	100	100	—	—	—	—	—	—	—	—
		TOTAL	105	105	—	—	—	—	—	—	—	—
58/221 - Carroll Parallel Lane	0.12 Mile West Route 77 - 4.56 Miles East East Corporate Limits Galax (2.95 Miles)	P.E.	120	120	—	—	—	—	—	—	—	—
		RAW	430	430	—	—	—	—	—	—	—	—
		CONST.	3,939	2,524	600	635	—	—	—	—	—	—
		TOTAL	4,509	3,074	600	635	—	—	—	—	—	—
58/221 - Carroll Parallel Lane	2.74 Miles East East Corporate Limits Galax - East Corpo- rate Limits Galax (2.74 Miles)	P.E.	125	125	125	—	—	—	—	—	—	—
		RAW	800	800	475	280	—	—	—	—	—	—
		CONST.	3,685	3,685	—	—	1,500	730	—	—	—	—
		TOTAL	4,610	4,610	600	280	1,500	730	—	—	—	—
58/221 - Carroll Parallel Lane	4.54 Miles East East Corporate Limits Galax - 2.74 Miles East East Corporate Limits Galax (1.80 Miles)	P.E.	150	150	—	—	—	—	—	—	—	—
		RAW	670	670	—	—	—	—	—	—	—	—
		CONST.	4,670	4,670	—	—	—	—	—	—	—	—
		TOTAL	5,490	5,490	—	—	—	—	—	—	—	—

PRIVATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALER _____ DAPPLE _____

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
58 - Carroll Bridge and Approaches	Big Reed Island Creek	P.E. R/W CONST. TOTAL 50 30 395 675	-- -- -- --	50 30 595 675	-- -- -- --	-- -- -- --	50 30 95 175	-- -- 200 200	-- -- 200 200	-- -- 100 100	-- -- -- --	
56 - Carroll Bridge and Approaches	Snake Creek	P.E. R/W CONST. TOTAL 70 45 795 910	-- -- -- --	70 45 795 910	-- -- -- --	70 45 10 125	-- -- 100 100	-- -- 100 100	-- -- 500 500	-- -- 85 85		
100 - Giles Bridge and Approaches	Big Walker Creek (0.20 MILE)	P.E. R/W CONST. TOTAL 15 120 607 742	15 87 -- 102	-- 33 607 640	95 67 100	-- 300 240	-- -- --	-- -- --	-- -- --	-- -- --		
103 - Barrick Bridge and Approaches	Big Dan River (0.50 MILE)	P.E. R/W CONST. TOTAL 35 20 440 495	25 -- -- 25	10 20 440 470	10 20 50	-- 110 130	-- 200 200	-- -- --	-- -- --	-- -- --		
113 - Buchanan 4 Lanes on New Location	Route 11 - 0.30 MILE North Route 11 (0.30 MILE)	P.E. R/W CONST. TOTAL 45 315 440 800	45 315 240 500	-- 300 300	120 120	180 180	-- --	-- --	-- --	-- --		

**PRIMARY SYSTEM
CONSTRUCTION PROGRAMS
(In Thousands of Dollars)
1982-83 Through 1987-88**

SALES EXPENSE

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1982-83	1983-84	1984-85	1985-86	1986-87	
220 - Batebourn Drainage Structure and Approach	Lapsley Run (0.2 Mile)	P.E. R/W COMST. TOTAL 20 1 405 430	28 5 325 380	-- -- 50 50	-- 50 50	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
220 - Batebourn Parallel Lane P.E. & R/W Only	3.00 Miles North North Corporate Road to Fin- castle - 10.40 Miles North North Corporate Linda Fincastle (S.E. Ridge Road Reincorporation) (5.40 Miles)	P.E. R/W COMST. TOTAL 793 2,325 -- 260	260 -- -- 260	535 2,325 -- 2,860	400 -- -- 400	135 265 -- 400	470 -- -- 470	500 -- -- 300	500 -- -- 500	500 -- -- 500	90 -- -- 90
220 - Batebourn Drainage Structure	High Run Between North and South Inter- sections of Route 631	P.E. R/W COMST. TOTAL 5 5 60 70	5 5 50 60	-- 10 10	-- 10 10	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
220 - Henry Fredc Separation	Martinsville Bypass Route 1714 over Route 220 (0.27 Mile)	P.E. R/W COMST. TOTAL 65 40 370 475	65 40 370 475	-- -- 250 250	-- -- 250 250	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
220 - Roanoke Improve Horizontal Alignment	Grabow's Curve near Route 615	P.E. R/W COMST. TOTAL 25 -- 210 235	25 -- 210 235	-- 220 230	-- 135 135	-- 75 75	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --

**FINLAY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 thru 1987-88

BALDWIN Division

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Alt. 220 - Dutchout & Barnock Fertilizer Lane & 4 Lanes on New Location (E & W Only)	Route 460 (Barnock) - Route 11 and 220 (4.90 Miles)	P.E.	430	321	105	195	900	1,300	450	295		
		R/W	4,340	---	4,340	995	---	---	---	---	---	
		CONTR.	---	---	---	---	---	---	---	---	---	
TOTAL	4,770	321	4,445	1,710	900	1,300	450	295				
221 - Roadwork Reconstruct to 4 Lanes	0.48 Miles North Route 419 - 0.02 Miles North Route 419 (Garret Hill Road) (0.46 Miles)	P.E.	55	55	---	---	---	---	---	---		
		R/W	330	330	---	---	---	---	---	---	---	
		CONTR.	990	363	625	408	200	215	---	---	---	
TOTAL	1,375	710	625	208	200	225	---	---	---			
221 - Barnock Climbing Lane on West Newcastle	7.38 Miles South Route 419 - 9.83 Miles South Route 419 (2.25 Miles)	P.E.	170	170	---	---	---	---	---	---		
		R/W	285	215	---	---	---	---	---	---	---	
		CONTR.	1,295	1,255	---	---	---	---	---	---	---	
TOTAL	1,750	1,750	---	---	---	---	---	---	---			
221 - Badford Construct Tupp Lanes	Intersection Route 661 and Route 621 West of Lynchburg	P.E.	---	---	---	---	---	---	---	---		
		R/W	---	---	---	---	---	---	---	---	---	
		CONTR.	80	80	---	---	---	---	---	---	---	
TOTAL	80	80	---	---	---	---	---	---	---			
311 - Craig Bridge and Approaches	Craig Creek (1.70 Miles North Barnock County Lane)	P.E.	55	55	---	---	---	---	---	---		
		R/W	15	15	---	---	---	---	---	---	---	
		CONTR.	823	263	560	440	120	---	---	---	---	
TOTAL	893	333	560	440	120	---	---	---	---			

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88**

BALDWIN District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 11-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
311 - Craig Bridge and Approaches	Craig Creek (5.8 Miles North Rowan County Line) (0.12 Mile)	P.E.	35	35	35						
		R/W	10	10							
		CONST.	610	55							
		TOTAL	655	700							
311 - Craig Bridge and Approaches	Craig Creek (6.9 Miles North Rowan County Line) (0.40 Mile)	P.E.	30	30							
		R/W	25	25							
		CONST.	790	40	300	200	200	50			
		TOTAL	845	845	300	200	200	50			
460 - Giles Bridge and Approaches	East River and New River (0.98 Mile)	P.E.	240								
		R/W	40								
		CONST.	6,156	675							
		TOTAL	6,436	675							
460/114 - Town of Christians- burg Intersection Improvement	Intersection of Route 460 and Route 114 (0.67 Mile)	P.E.	30								
		R/W	400								
		CONST.	935	400							
		TOTAL	1,365	400							
460 - Town of Christians- burg Construct Turn Lane	Intersection Routes 460 Business and Route 460 in Christiansburg (Cambria)	P.E.	30								
		R/W									
		CONST.	370								
		TOTAL	600								

**RAILWAY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 thru 1987-88

SALES _____ Dollars

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL	PROJECTED						
						82-83	1983-84	1984-85	1985-88	1986-87	1987-88	
SO1 - Bedford Widen 2 Bridges and Approaches	Long Branch and Cabin Creek (0.3 Mile)	P.E.	25	25	--	--	--	--	--	--	--	--
		R/W CONSTR.	110	10	140	--	--	--	--	--	--	--
		TOTAL	180	40	140	--	--	--	--	--	--	--
PROJECTS UNDERWAY OR COMPLETED ESQUIL- TINE ADDITIONAL FINANCING		P.E.	83,125	76,750	6,375	3,100	3,275	--	--	--	--	--
		R/W CONSTR.										
		TOTAL										
DISTRICT-WIDE KIRCHENLAMBROS CONSTRUCTION ITEMS		P.E.	1,005			1,005	883	938	977	818	639	--
		R/W CONSTR.										
		TOTAL										
DISTRICT SUMMARY		P.E.	675			1,658	229	150	315	100	60	--
		R/W CONSTR.				9,965	8,700	6,933	5,052	4,293	5,014	1,580
		TOTAL				12,698	10,580	9,113	6,977	6,058	6,109	1,890
		P.E.										
		R/W CONSTR.										
		TOTAL										

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALIDA District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED		1987-88		
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Bedford A-S Connector 2 Lane	Fr: E. Main Street To: Orange Street 1.0 Mile 0222-141-103	P.E.	100	--	--	--	--	--	--	--	--
		R/W	475	388	200	200	200	200	600	700	700
		CONST. TOTAL	2,300 2,875	588 2,200	200 200	200 200	200 200	200 200	600 300	700 700	
Blackburn Prices Fork Road 4 Lane	Fr: R/L To: Route 460 Bypass 2.5 Miles 3000-188-103	P.E.	100	--	--	--	--	--	--	--	--
		R/W	900	700	200	200	200	200	300	3,200	5,200
		CONST. TOTAL	3,800 4,800	5,800 6,500	200 200	200 200	200 200	200 200	300 500	3,200 5,200	
Blackburn Tooke Creek Road 2 Lane	Fr: Prices Fork Road To: Route 460 Bypass 1.0 Mile 3000-150-103	P.E.	110	--	--	--	--	--	--	--	--
		R/W	400	1,400	300	300	300	300	300	3,000	3,000
		CONST. TOTAL	1,700 2,210	1,400 1,400	300 300	300 300	300 300	300 300	300 300	3,000 3,000	
Cairo East Stuart Drive 4 Lane	Fr: Munes Road To: R/L 1.3 Miles 0058-113-105	P.E.	100	--	--	--	--	--	--	--	--
		R/W	364	200	400	400	400	400	100	1,000	1,000
		CONST. TOTAL	1,300 1,764	1,300 1,500	400 400	400 400	400 400	400 400	100 100	1,000 1,000	
Marlinsville Milberry Rd. Extension 4 Lane	Fr: Elinworth Street To: Church Street 0.0 Mile 3000-120-103	P.E.	100	--	--	--	--	--	--	--	--
		R/W	600	1,400	500	500	500	500	500	3,000	3,000
		CONST. TOTAL	1,800 2,500	1,400 1,400	500 500	500 500	500 500	500 500	500 500	3,000 3,000	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 thru 1987-88

SALBN _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL								PROJECTED
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1988-89		
4 Lane Martinsville Spruce Street	Pr: Prospect Hill Dr. To: ETL 1.1 Miles	P.E. 100 R/W 500 CONSTR. 2,200 TOTAL 2,800	-- -- --	100 500 2,200 2,800	-- -- --	-- -- --	100 500 200	-- -- 200	200 200 200	-- -- 200	-- -- 200	1,800 1,800 1,800	
4 Lane Martinsville Spruce Street	Box Culvert at Mulberry Creek	P.E. 100 R/W 100 CONSTR. 400 TOTAL 600	100 100 400 600	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
Bridge Replacement	0650-120-101	BR	--	--	--	--	--	--	--	--	--	--	
Roanoke Herschberger Road	Pr: Cove Road To: Williamson Road 1.0 Miles	P.E. 511 R/W 5,000 CONSTR. 20,000 TOTAL 25,511	5,000 2,900 8,411	-- 17,100 17,100	2,300 2,500	2,100 2,100	1,900 1,900	2,000 2,000	2,000 2,000	1,800 1,800	1,800 1,800	5,000 5,000	
6 Lane	0101-128-102	N	--	--	--	--	--	--	--	--	--	--	
Roanoke Gas Nicks Blvd.	Pr: Orange Avenue To: SCL 0.7 Miles	P.E. 200 R/W 1,200 CONSTR. 1,700 TOTAL 3,100	200 1,200 2,400	-- 700 700	400 400	300 300	-- --	-- --	-- --	-- --	-- --	-- --	
4 Lane	11000-128-114	S	--	--	--	--	--	--	--	--	--	--	
Rocky Mount Pell Avenue	Pr: Tanyard Road To: ETL 0.3 Miles	P.E. 100 R/W 200 CONSTR. 700 TOTAL 1,000	100 200 -- 300	-- 700 700	-- -- --	-- -- --	-- -- --	200 200	200 200	-- --	100 100	200 200	
4 Lane	0040-157-101	S	--	--	--	--	--	--	--	--	--	--	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

SALEM _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					PROJECTED					
					ACTUAL 7982-83	1983-84	1984-85	1985-86	1986-87	
Salem Thompson Memorial Dr. 4 Lane	Fr: Hawthorne Road To: NCL 0.8 Mile 0311-129-102	P.E. 100	100	--	--	--	--	--	--	--
		RAW 150	150	--	--	--	--	--	--	--
		COMBT. 1,100	400	700	300	100	100	--	--	--
		TOTAL 1,350	650	700	300	300	100	--	--	--
Salem N. Main St. 5 Lane	Fr: 4th Street To: Texas Hollow Rd. 1.6 Miles 0460-129-103	P.E. 100	100	--	--	--	--	--	--	--
		RAW 775	775	--	--	--	--	--	--	--
		COMBT. 2,500	--	2,500	200	200	200	200	400	1,100
		TOTAL 3,375	875	2,500	200	200	200	200	400	1,100
Vinton Gus Nicks Blvd. 4 Lane	Fr: NCL To: Pollard Street D.3 Mile U000-149-102	P.E. 100	100	--	--	--	--	--	--	--
		RAW 1,025	1,025	--	--	--	--	--	--	--
		COMBT. 1,300	400	900	100	--	--	--	--	--
		TOTAL 2,425	1,525	900	100	--	--	--	--	--
	Projects Underway or Completed Requiring Additional Funds	TOTAL		1,000	--	--	--	--	--	--
DISTRICT	SUMMARY									
		TOTAL	200	5,800	6,000	500	4,900	3,100	400	3,100

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
SALEM DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL		PROJECTED					
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Bedford	1,100,813	894,889	847,650	680,415	637,492	750,734	4,911,994	
Batesourt	818,310	676,329	628,754	498,889	460,966	529,170	3,612,418	
Carroll	1,122,631	935,510	880,985	704,655	657,408	768,264	5,069,453	
Craig	201,996	182,892	164,994	128,402	115,822	126,896	921,002	
Floyd	702,939	550,943	507,248	400,012	366,839	415,164	2,943,165	
Franklin	1,011,165	831,125	751,763	586,056	529,806	583,022	4,292,937	
Giles	467,110	378,580	351,451	278,612	257,155	294,602	2,027,510	
Henry	1,170,267	987,481	859,171	652,330	569,789	583,211	4,822,269	
Montgomery	767,128	623,826	594,893	479,485	451,410	536,204	3,452,946	
Patrick	857,360	708,399	671,354	539,074	505,256	595,411	3,876,854	
Pulaski	699,704	576,144	534,926	424,096	391,473	448,564	3,074,907	
Roanoke	731,745	610,880	530,033	401,647	349,905	356,049	2,980,257	
DISTRICT TOTALS	9,651,206	7,956,998	7,323,222	5,773,674	5,293,321	5,987,291	41,985,712	

LANCHEBURG DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROJECTED				
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>
INTERSTATE	--	--	--	--	--	--
PRIMARY	10,829	9,271	8,099	6,292	5,543	5,543
URBAN	3,400	2,900	2,500	2,000	1,700	1,700
SECONDARY	7,776	6,328	5,741	4,484	4,063	4,493
						TOTAL
						14,200
						32,885

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 thru 1987-88

LITCHBURG
Ducks

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED CONSTR.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL F-83	1983-84	1984-85	1985-86	1986-87	1987-88			
6 - Nelson Bridge and Approaches	North Fork Rockfish River (0.36 Mile)	P.E. 24 R/W 495 CONSTR. TOTAL 779	60 24 455 539	- 240 240	- 140 140	- 50 50	- 50 50	- - -	- - -	- - -	- - -	- - -	
15 - Prince Edward and Stuckingham Bridge and Approaches	Appomattox River (0.38 Mile)	P.E. 25 R/W 940 CONSTR. TOTAL 975	- - -	25 10 940 975	- - -	- - -	- - -	25 10 65 100	- - -	200 200	- - -	380 380	- 295 295
28 - Campbell Improve Sight Distance	ROUTE 603 West of Nustburg	P.E. 4 R/W 36 CONSTR. TOTAL 40	4 26 30	- 10 10	- 18 18	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
29 - Pittsylvania Bridge and Approaches	Santator River (0.73 Mile)	P.E. 110 R/W 45 CONSTR. TOTAL 1,255	110 45 705 860	- 395 395	- 180 180	- 100 100	- 100 100	- 95 95	- - -	- - -	- - -	- - -	- - -
29 Bus - Campbell Drainage Improvement	0.48 Mile South Route 714 - 0.02 Mile North Hughes Avenue (Town of Aitovista) (0.32 Mile)	P.E. 30 R/W 10 CONSTR. TOTAL 130	25 - -	5 10 80 105	5 10 40 75	- 30 30	- - -	- - -	- - -	- - -	- - -	- - -	- - -

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1963-63 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY/ACTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 12-15	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1963-64	1964-65	1965-66	1966-67	1967-68	
40 - Charlotte Bridge and Approaches	Wards Fork Creek (0.41 Mile)	P.E. R/W CONST. TOTAL 40 25 410 475	40 25 265 330	- - 165 145	- - 100 180	- - 45 45	- - - -	- - - -	- - - -	- - - -	- - - -
40 - Pittsylvania Improve Sight Distance	Intersection Route 672 West of Gretna	P.E. R/W CONST. TOTAL 20 70 140 230	20 70 60 150	- - 80 80	- - 50 50	- - 30 30	- - - -	- - - -	- - - -	- - - -	- - - -
45 - Cumberland Rehabilitation of Sections	1.6 Miles North Route 60 - 3.1 Miles North (1.50 Miles)	P.E. R/W CONST. TOTAL 30 210 640 880	30 45 - 75	165 640 805	150 - 150	15 185 200	- - 200	- - 200	- - 100	- - 100	- - 55 55
56 - Nelson Rehabilitation of Sections	1.17 Miles West Route 647 - 2.26 Miles West Route 647 (1.09 Miles)	P.E. R/W CONST. TOTAL 72 150 380 602	72 150 250 472	- - 130 130	- - 150 150	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
56 - Nelson Bridge and Approaches	1/2 RIVER (0.30 Mile)	P.E. R/W CONST. TOTAL 20 15 475 510	- - - -	20 15 475 510	20 75 65 180	- - 100 100	- - 100 100	- - 100 100	- - 100 100	- - 10 10	- - 10 10

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
57 - Pittsylvania Bridges and Approaches	Charystone Creek (0.10 Mile)	P.E. R/W CONSTR. TOTAL 35 8 315 358	35 8 55 98	- - 260 260	- - 200 200	- - 60 60	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
58 - Pittsylvania Improve Alignment Eastbound Lane	Between Route 722 and Route 841 Near Brookville	P.E. R/W CONSTR. TOTAL 10 5 795 810	10 5 585 600	- - 210 210	- - 210 210	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
60 - Cumberland Bridges and Approaches	Willis River	P.E. R/W CONSTR. TOTAL 40 25 420 485	- - - -	40 25 420 485	40 10 - 50	15 35 50 50	- - - -	100 100 - -	100 100 - -	100 100 - -	- - - -	35 35 - -
129 - Hallfax 4 Lanes Undivided	0.02 Mile South of North Corporate Limits South Boston Route 501 (0.71 Mile)	P.E. R/W CONSTR. TOTAL 70 200 800 1,070	70 200 780 1,050	- - 20 20	- - 20 20	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
130 - Adams Drainage Structure and Approaches	Otter Creek (0.04 Mile)	P.E. R/W CONSTR. TOTAL 20 - 200 220	20 - 140 160	- - 60 60	- - 60 60	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
						PROJECTED						
						1983-84	1984-85	1985-86	1986-87	1987-88		
265 - Pittsylvania Bridge	DANVILLE EXPRESSWAY: Southern Railroad	P.E.	120	-	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	- 3,515 3,635	- 3,515 3,635	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
265 - Pittsylvania Grade and Drain 2 Lanes on 4 Lane RW	DANVILLE EXPRESSWAY: 0.17 Mile East Route 86 - Route 737 (2.1 Miles)	P.E.	450	-	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	2,320 -1,170 3,960	4,760 4,760	- 3,700 3,700	- 1,060 1,060	- - -	- - -	- - -	- - -	- - -	- - -
265 - Pittsylvania Paving	DANVILLE EXPRESSWAY: 0.17 Mile East Route 86 - Route 737 (2.1 Miles)	P.E.	60	60	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	- 1,220 1,280	- 1,220 1,280	- - -	60 - -	- 1,220 1,280	- - -	- - -	- - -	- - -	- - -
265 - Pittsylvania Grade & Drain 2 Lanes on 4 Lane RW	DANVILLE EXPRESSWAY: Route 737 - Route 5B East (1.5 Miles)	P.E.	715	715	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	3,090 8,535 12,340	3,090 8,535 12,340	- 3,090 3,090	715 435 1,150	- 2,655 3,450	- 2,540 2,540	- - -	- - -	- 1,000 1,000	- 1,900 1,900
265 - Pittsylvania Paving	DANVILLE EXPRESSWAY: Route 737 - Route 5B East (1.5 Miles)	P.E.	60	60	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	- 1,290 1,350	- 1,290 1,350	- - -	60 - -	- - -	- - -	- - -	- - -	60 890 950	- 400 400

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE				
					ACTUAL		PROJECTED									
					82-83	83-84	84-85	85-86	86-87	87-88						
360 - Hallifax Improva Slight Distance	West Intersection Route 653 and Route 681 West of Hallifax	P.E. 30 R/W 95 CONST. 346 TOTAL 461	20 95 56 171	- - 290 290	- - 160 160	- - 130 130	- - -	- - -	- - -	- - -	- - -	- - -				
360 - Pittsylvania Drainage Structure and Approaches	Girch Creek	P.E. 30 R/W 25 CONST. 250 TOTAL 305	30 25 145 200	- - 105 105	- - 105 105	- - -	- - -	- - -	- - -	- - -	- - -	- - -				
060 - Campbell 4 Lanes on New Location With Inter- change at Air- port Road	LYNCHBURG BYPASS: 0.29 Mile West Route 29 South of Lynch- burg - Airport Road (0.92 Miles)	P.E. 600 R/W 595 CONST. 4,595 TOTAL 5,790	600 595 4,595 5,790	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -				
960 - Campbell Drain and Drain 4 Lanes with Inter- change at Route 460 & S Bridge	LYNCHBURG BYPASS: Airport Road - Route 460 West of Lynchburg (3.61 Miles)	P.E. 765 R/W 3,620 CONST. 10,715 TOTAL 15,100	765 364 -	- - 1,129	- - 13,971	3,256 10,715 13,971	3,256 444 3,700	3,700 3,700	3,200 3,200	2,400 2,400	- -	971 971	- -			
460 - Campbell Paving 4 Lanes	LYNCHBURG BYPASS: Airport Road - Route 460 West of Lynchburg (3.61 Miles)	P.E. - R/W 5,465 CONST. 5,465 TOTAL 5,465	- -	- -	- -	5,465 5,465	- -	- -	- -	- -	- -	1,229 1,229	- -	2,500 2,500	- -	1,736 1,736

PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 42-83	1983-84	1984-85	1985-86	1986-87		1987-88
160 - Cannonball Bridge and Approaches (Neatbound Lane)	Opposum Creek (0.21 Mile)	P.E. 35 R/W 5 CONST. 445 TOTAL 485	35 5 230 270	- 215 215	- 115 115	- - -	- - -	- - -	- - -	- - -	
160 - City of Lynchburg Improvements at Inter- section	Route 101 (Concord Turnpike) (0.29 Mile)	P.E. 45 R/W 165 CONST. 370 TOTAL 580	45 20 - 65	- 145 370 515	- 45 105 150	- - 150 150	- - 115 115	- - - -	- - - -	- - - -	
501 - Hallifax Parallel Lane and Intersection Improvements	Route 58 - Route 744 (0.4 Mile) and Intersections of Routes 96 and 658	P.E. 60 R/W 250 CONST. 500 TOTAL 810	- - - -	60 250 500 810	60 40 - 210	- - 300 300	- - 160 160	- - - -	- - - -	- - - -	
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL 14,913	14,264	679	478	-	-	-	-	-	
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			790	771	499	582	543	548	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED		PROJECTED			
					12-83	1983-84	1984-85	1985-86	1986-87	1987-88		
	DISTRICT SUMMARY	P.E. RAW CONST. TOTAL			125 9,581 7,123 10,829	775 720 7,776 9,271	- 2,655 5,444 8,099	25 10 6,257 6,292	- 5,543 5,543	60 5,483 5,583	- 4,366 4,366	
		P.E. RAW CONST. TOTAL										
		P.E. RAW CONST. TOTAL										
		P.E. RAW CONST. TOTAL										

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

LITCHFIELD District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL	PROJECTED						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Danville Finley Forest Road	Fr: Ash Street To: N. Main Street 1.4 Miles	P.E.	125	--	--	--	--	--	--	--	--	--
		R/W CONSTR. TOTAL	300 1,450 1,475	400 400	--	--	--	--	--	--	--	--
5 Lane	0029-108-104, CS02	PK	--	--	--	--	--	--	--	--	--	--
		P.E. R/W CONSTR. TOTAL	100 300 1,200 1,600	-- -- 1,200 1,200	-- -- 500 500	--	--	--	--	--	--	--
5 Lane	0029-108-104, CS61	FR	--	--	--	200	--	--	--	--	--	--
		P.E. R/W CONSTR. TOTAL	200 800 4,000 5,000	-- -- 4,000 5,000	-- -- 200 200	--	200	200	200	200	200	400 4,000 4,400
4 Lane	0086-108-	PK	--	--	--	--	--	--	--	--	--	--
		P.E. R/W CONSTR. TOTAL	340 230 4,260 4,830	-- -- 1,500 3,500	-- -- 500 500	--	--	400 400	--	--	--	--
4 Lane	0000-108-102	S	--	--	--	--	--	--	--	--	--	--
		P.E. R/W CONSTR. TOTAL	100 500 3,800 4,500	100 500 3,900 4,500	-- -- 500 500	100 400 500	--	--	100 300 400	--	--	3,200 3,200
Danville Fleming Dr.	Fr: Mt. Cross Road To: Central Blvd. 0.7 Mile	PK	--	--	--	--	--	--	--	--	--	--
		P.E. R/W CONSTR. TOTAL	100 500 3,800 4,500	100 500 3,900 4,500	-- -- 500 500	100 400 500	--	--	100 300 400	--	--	3,200 3,200
4 Lane	0000-108-102, CS04	S	--	--	--	--	--	--	--	--	--	--
		P.E. R/W CONSTR. TOTAL	100 500 3,800 4,500	100 500 3,900 4,500	-- -- 500 500	100 400 500	--	--	100 300 400	--	--	3,200 3,200

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Lynchburg Williams Viaduct	Bridge over James River, Blackwater Creek, N & N RR & E & O RR	P.E. 1,000 R/W 2,000 CONSTR. 37,000 TOTAL 40,000	-- -- --	1,000 2,000 37,000 40,000	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	900 2,000 37,000 39,900
Bridge Replacement	7029-118-105	BR										
Lynchburg Dakley Ave. Realigned	Fr: Esclida Avenue To: Port Avenue 0.2 Mile	P.E. 50 R/W 350 CONSTR. 500 TOTAL 900	50 350 200 600	-- -- 300 300	-- -- 500 500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
4 Lane	0221-118-101	P										
Lynchburg Old Forest Road	Fr: Oak Hill Avenue To: Range Street 0.2 Mile	P.E. 100 R/W 200 CONSTR. 825 TOTAL 1,125	100 200 125 425	-- -- 700 700	-- -- 400 400	-- -- 300 300	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Bridge Replacement	0291-118-103	BR										
Lynchburg NW Expressway Extension 2 Lane on 4 R/W	Fr: Lakeside Drive To: Boonesboro Road 2.7 Miles	P.E. 1,100 R/W 2,650 CONSTR. 10,114 TOTAL 13,864	1,100 2,650 2,014 5,664	-- 100 \$,100 8,200	-- -- -- --	-- -- 200 200	-- -- 600 600	-- -- 800 800	-- -- 500 500	-- -- 500 500	-- -- 500 500	-- -- 5,500 5,500
0291-118-101		M										

URBAN SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88

LYNCHBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1982-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
Lynchburg Fort Avenue	Fr: East Street To: Lindsey Street 0.3 Miles	P.E. N/M CONSTR. TOTAL	200 300 -- 400	200 500 600	100	200 200	200 200	100 100	-- --	-- --	-- --
4 Lane	7460-118-101	N									
Lynchburg Campbell Ave.	Fr: 0.5 Mi. N. of SCL To: SCL 0.5 Miles	P.E. N/M CONSTR. TOTAL	20 50 -- 100	-- 300 300	--	-- -- --	-- -- --	-- -- --	400 400	-- --	400 400
4 Lane	0601-119-101	F									
Lynchburg Greenview Dr.	Fr: Timberlake Road To: Leesville Road 1.4 Miles	P.E. N/M CONSTR. TOTAL	50 250 340 640	-- 500 500	--	200 200	300 200	100 100	-- --	-- --	-- --
2 Lane	1000-118-106	N									
Lynchburg Computerized Signal System	Central Business District 27+ Intersections	P.E. N/M CONSTR. TOTAL	100 -- 1,300 200	-- 1,400 2,400	500 500	500 500	400 400	-- --	-- --	-- --	-- --
Computerized Signal System	CR00-118-101	N									
South Boston Camden Bldg. list.	Fr: Main St. (Cite. 125) To: Route 304 1.5 Miles	P.E. N/M CONSTR. TOTAL	130 200 1,000 1,530	-- -- -- --	--	-- -- --	-- -- --	-- -- --	-- --	-- --	-- --
2 Lane on 4 R/R	0600-118-103	S									

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 thru 1987-88

EXPENDING _____ Districts

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1987-88	1988-89	1989-90	1990-91	1991-92	1992-93	1993-94	
South Boston Cowdler Rivd.	Pr: Wilborn Ave. (Res. 501) To: Main St. (Res. 129)	P.E. 200 R/W 200 CONSTR. 900 TOTAL 1,300	-- -- --	200 200 900 1,300	200 200 200 200 200	-- 200 -- 200 200	-- -- -- 200 200	-- -- -- 200 200	-- -- -- 200 200	-- -- -- 200 200	-- 200 200	
4 Lane	0.7 Miles 0000-150-101	\$										
	Projects Underway or Completed Requiring Additional Funds	TOTAL		1,000		300						
DISTRICT	SUBTOTAL	TOTAL		3,400		2,900						
		P.E. R/W CONSTR. TOTAL										
		P.E. R/W CONSTR. TOTAL										

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
LYNCHBURG DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS					TOTAL	
	ACTUAL	PROJECTED					
	1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Amherst	612,062	507,037	465,980	367,042	336,124	379,362	2,667,607
Appomattox	410,823	324,662	295,070	230,753	209,430	232,282	1,703,020
Buckingham	770,573	576,314	537,185	426,936	395,273	455,455	3,161,736
Campbell	885,937	733,195	639,458	486,329	425,751	437,959	3,608,629
Charlotte	525,135	402,653	365,518	285,623	258,977	286,681	2,124,587
Cumberland	445,587	330,480	309,246	246,378	228,777	265,050	1,825,318
Halifax	1,148,797	949,409	858,579	669,237	604,900	665,434	4,896,356
Nelson	489,970	410,171	374,608	293,885	267,788	299,327	2,135,749
Pittsylvania	1,942,107	1,634,651	1,480,064	1,154,593	1,044,652	1,151,516	8,407,583
Prince Edward	545,493	459,813	415,098	323,184	291,689	319,942	2,355,219
DISTRICT TOTALS	7,776,284	6,328,385	5,740,806	4,483,960	4,063,361	4,493,008	32,885,804

RICHMOND DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THROUGH 1987-88

	FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROPOSED					TOTAL
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	
INTERSTATE	36,713	40,356	31,633	30,612	25,980	40,980	206,274
PRIMARY	13,760	10,756	9,412	6,567	5,892	4,021	50,408
URBAN	8,100	7,142	6,094	4,751	4,146	4,146	34,379
SECONDARY	7,927	6,648	5,911	4,594	4,110	4,430	33,650

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1983-88 Thru 1987-88

Richmond District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 82-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
64 - Henrico Construct Interchange	Intersection of Gaslines Road	P.E. 400	400	-	-	-	-	-	-	-	-
		R/W 700	700	-	-	-	-	-	-	-	-
		CONST. 8,800	-	8,800	1,373	2,186	-	-	-	-	-
		TOTAL 9,900	1,100	8,800	1,373	2,186	2,263	2,978	-	-	-
64 - Hanrico Widen to 6 Lanes	Route 295 (Short Emp) - Glenaside Drive (3.3 miles)	P.E. 570	-	570	-	-	-	-	-	-	-
		R/W 570	-	570	-	-	-	-	-	-	-
		CONST. 14,610	-	14,610	-	-	-	1,144	2,308	7,047	4,111
		TOTAL 15,850	-	15,850	-	-	-	2,384	2,308	7,047	4,111
95 - Hanover Widen to 6 Lanes	0.4 Mile North Route 54 - 2.9 Miles South Route 30 (2.8 miles)	P.E. 210	210	-	-	-	-	-	-	-	-
		R/W 190	190	-	-	-	-	-	-	-	-
		CONST. 4,715	4,715	-	-	-	-	-	-	-	-
		TOTAL 5,115	5,115	-	-	-	-	-	-	-	-
95 - Hanover Widen to 6 Lanes	1.6 Miles South Route 30 - 0.3 Miles North Caroline County Line (4.8 miles)	P.E. 375	375	-	-	-	-	-	-	-	-
		R/W 330	330	-	-	-	-	-	-	-	-
		CONST. 8,300	8,300	-	-	-	-	-	-	-	-
		TOTAL 9,005	9,005	-	-	-	-	-	-	-	-
95/295 Henrico, Charterfield, & Prince George (pg & HW only)	Route 80 East of Richmond - Route 95 South of Petersburg (38.0 miles)	P.E. 7,470	7,470	-	-	-	-	-	-	-	-
		R/W 24,900	24,900	-	-	-	-	-	-	-	-
		CONST. -	-	-	-	-	-	-	-	-	-
		TOTAL 32,370	30,370	-	-	-	-	-	-	-	-

INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88

R. Edmund _____
Director

ROUTE CITY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
95/295 Bentley New & Lane Facility, Stage Construction	1.0 Mile South Route 64 - 2.3 Miles North Route 5 (3.6 miles)	P.E. - R/W - CONST. 20,000 TOTAL 20,000	- - 9,890 9,890	- - 10,120 10,120	- - 10,120 10,120	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
95/295 Bentley New & Lane Facility, Stage Construction	2.3 Miles North Route 5 - 1.5 Miles South Route 5 (3.8 miles)	P.E. - R/W - CONST. 30,000 TOTAL 30,000	- - - -	- - 30,000 30,000	24,000 24,000	6,000 6,000	- -	- -	- -	- -	- -	
95/295 Bentley New & Lane Facility, Stage Construction	1.5 Miles South Route 5 - 0.6 Mile North Chesterfield County Line (2.0 miles)	P.E. - R/W - CONST. 12,000 TOTAL 12,000	- - - -	- - 12,000 12,000	- - 12,000 12,000	- - - -	- - - -	- - - -	- - - -	- - - -		
95/295 Bentley & Chesterfield James River Bridge - Stage Construction	0.6 Mile North Chesterfield County Line - 0.6 Mile South Henrico County Line (1.2 Miles)	P.E. - R/W - CONST. 32,000 TOTAL 32,000	- - - -	- - 32,000 32,000	- - 19,000 19,000	- - -13,000 -13,000	- - - -	- - - -	- - - -	- - - -		
95/295 Chesterfield New & Lane Facility, Stage Construction	0.6 Mile South Henrico County Line - 0.6 Mile South Route 10 (2.7 miles)	P.E. - R/W - CONST. 20,000 TOTAL 20,000	- - - -	- - 20,000 20,000	- - - -	- - 5,000 5,000	- - -12,000 -12,000	- - - -	- - 3,000 3,000	- - - -		

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

Baltimore Division

ROUTE CITY/TOWNSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 12-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLET		
						1983-84	1984-85	1985-86	1986-87	1987-88			
						PROJECTED	PROJECTED	PROJECTED	PROJECTED	PROJECTED			
95/295 Dunsterfield & Prince George New 4 Lane Facility, Stage Construction	0.6 Miles South Route 10 - 2.1 Miles North Route 26 (3.0 miles)	P.E.	-	-	-	-	-	-	-	-	-	-	
		R/W	-	-	-	-	-	-	-	-	-	-	-
		COMB. TOTAL	50,000	-	-	867	19,133	-	867	19,133	-	10,000	10,000
95/295 Prince George New 4 Lane Facility, Stage Construction	2.1 Miles North Route 26 - 1.8 Miles North Route 106 (3.9 miles)	P.E.	-	-	-	-	-	-	-	-	-	-	
		R/W	-	-	-	-	-	-	-	-	-	-	-
		COMB. TOTAL	30,000	-	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
95/295 Prince George New 4 Lane Facility, Stage Construction	1.8 Miles North Route 106 - Route 460 (4.3 miles)	P.E.	-	-	-	-	-	-	-	-	-	-	
		R/W	-	-	-	-	-	-	-	-	-	-	-
		COMB. TOTAL	24,000	-	-	24,000	24,000	-	24,000	24,000	-	5,000	5,000
95/295 Prince George, New 4 Lane Faci- lity, Stage Construction	Route 460 - Route 95 (3.5 miles)	P.E.	-	-	-	-	-	-	-	-	-	-	
		R/W	-	-	-	-	-	-	-	-	-	-	-
		COMB. TOTAL	20,000	-	-	7,000	7,000	-	7,000	7,000	-	3,000	3,000
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W COMB. TOTAL	- - - -	- - - -	570	-	-	-	-	-	-	-	

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-89 thru 1987-88**

Balanced _____ Dollars

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 82-83	1983-84	1984-85	PROJECTED 1985-88	1986-87	1987-88	
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			650	1,170	1,170	250	805	800	-
	DISTRICT SUMMARY	P.E. R/W CONST. TOTAL			56,713	40,356	40,356	570	25,980	40,980	32,111
		P.E. R/W CONST. TOTAL			36,713	40,356	31,633	29,372	25,980	40,980	32,111
		P.E. R/W CONST. TOTAL									

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND

Overall

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 87-88	1983-84	1984-85	1985-86	1986-87		1987-88
1 - Dinwiddie Bridge and Approaches	(0.20 Miles)	P.E.	25	60	-	-	-	-	-	-	-
		R/W	-	30	-	-	-	-	-	-	-
		CONST.	-	500	330	-	-	-	-	-	-
		TOTAL	25	730	489	-	-	-	-	-	-
1 - Henrico Widening	Wilkinson Road - Parham Road (0.60 Miles)	P.E.	75	-	-	-	-	-	-	-	-
		R/W	145	125	-	-	-	-	-	-	-
		CONST.	-	1,045	200	300	300	170	-	-	
		TOTAL	220	1,170	200	300	300	170	-	-	
1 & 301 Cheserfield Bridge and Approaches	Swift Creek (North Corporate Limits Colonial Heights) (0.20 Miles)	P.E.	25	40	-	-	-	-	-	-	-
		R/W	-	250	40	-	-	-	-	-	-
		CONST.	-	730	210	300	220	-	-	-	
		TOTAL	25	1,020	250	300	220	-	-	-	
6 - Goochland Repair Super- Structure & Widen	Big Licking Hole Creek and Little Licking Hole Creek (0.40 Miles)	P.E.	20	-	-	-	-	-	-	-	-
		R/W	15	-	-	-	-	-	-	-	-
		CONST.	96	20	-	-	-	-	-	-	-
		TOTAL	131	20	-	-	-	-	-	-	-
10 - Chesterfield Parallel Lane	South Corporate Limits Richmond - Route 150 (0.40 Miles)	P.E.	85	-	-	-	-	-	-	-	-
		R/W	195	450	300	200	240	-	-	-	
		CONST.	470	450	300	200	240	-	-	-	
		TOTAL	750	1,640	300	200	240	-	-	-	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 Thru 1987-88

RICHMOND Division

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL	PROJECTED						
					41-83	1983-84	1984-85	1985-86	1986-87	1987-88		
10 - Chesterfield Bridges and Approaches Seaboard Coast Line Railroad	0.37 Miles West of Route 144 - East Route 144 (0.60 Miles)	P.E. 75 R/W 350 CONSTR. 1,415 TOTAL 1,840	- - -	75 350 1,415 1,840	- - -	75 225 300	125 175 300	- 320 320	- 500 500	- 420 420		
33 - Hanrico 6 Lane Divided	0.20 Mile N. Int. Route 356 - Parham Road (1.30 Miles)	P.E. 145 R/W 1,100 CONSTR. 3,000 TOTAL 4,245	- - -	145 1,100 3,000 4,245	145 250 250	250 250	600 215 815	- 650 650	- 700 700	- 1,435 1,435		
36 - Chesterfield Widening	0.26 Mi. S. Main Street - Int. E. River Road (0.95 Miles)	P.E. - R/W 145 CONSTR. 145 TOTAL 145	- 100 100	- 45 45 (UNDER CONSTRUCTION)	- 45 45	- -	- -	- -	- -	- -		
46 - Brunswick Bridges and Approaches	Great Creek (0.02 Miles)	P.E. 130 R/W 80 CONSTR. 1,330 TOTAL 1,540	115 -	15 80 1,330 1,425	- -	- -	15 80 305 400	- 400 400	- 400 400	- 225 225		
46 - Brunswick Rehabilitation	0.4 Mi. N. NEW RK - 2.2 Mi. N. NEW RK (1.8 Miles)	P.E. 85 R/W 85 CONSTR. 655 TOTAL 825	85 110 260	- 545 545	100 100 100	100 100 100	100 100 100	- 100 100	- 45 45	- -		

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 82-83	PROJECTED				
						1983-84	1984-85	1985-86	1986-87	
60 - Henrico Widen to 4 Lanes (Preliminary Engineering and Right of Way)	D. 2 MI. W. Laburnum Avenue 0.5 MI. East Route 1-64 Connector (1.93 Miles)	P.E. 335 R/W 1,865 COMBT. - TOTAL 2,200	335	-	-	200	200	-	150	-
			665	1,200	-	200	200	200	150	-
60 - New Kent Bridge and Approaches	Schminose Creek (EBL) (0.10 MIle)	P.E. 140 R/W - COMBT. 585 TOTAL 725	-	140	-	100	40	-	-	-
			-	585	-	-	110	150	100	225
			-	725	-	100	150	100	100	235
60 - Powhatan Repair and Widen	Deep Creek	P.E. 35 R/W - COMBT. 495 TOTAL 530	-	35	-	35	-	-	-	-
			-	495	-	15	100	200	100	80
			-	530	-	50	100	200	100	80
76 - Chesterfield (PE Only)	Route 150 - Route 288 (8.53 Miles)	P.E. 2,700 R/W - COMBT. - TOTAL 2,700	1,750	950	-	350	250	-	-	-
			-	-	-	-	-	-	-	-
			1,750	950	350	250	-	-	-	-
92 Henckenburg Rehabilitation	Between Boydton and Chase City (1.10 Miles)	P.E. 15 R/W 120 COMBT. 665 TOTAL 800	-	-	-	-	-	-	-	-
			15	456	-	100	100	60	-	-
			15	456	-	100	100	60	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-89 thru 1987-88

RICHMOND District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE		
					ACTUAL	PROJECTED								
						1983-84	1984-85	1985-86	1986-87	1987-88				
106 - Prince George Vidanting	Route 156 - 2.29 Miles West of Route 156 (2.29 Miles)	P.E. 291 RAW 1,166 CONSTR. 1,549 TOTAL	88 207 820 1,115	84 306 430	42-43	215	215	215	-	-	-	-	-	-
144 - Prince George & Chesterfield New 2 Lane Bridge and Approaches	TEMPLE AVENUE EXTENSION: ECL Colonial Heights- East End Approaches River Bridge	P.E. 75 RAW 1,935 CONSTR. 2,105 TOTAL	95 75 1,665 1,935	- 270 270	44-43	270	270	-	-	-	-	-	-	-
144 - Prince George & Lane R/M	TEMPLE AVENUE EXTENSION: East End Approach River Bridge - Route 36 (2.80 Miles)	P.E. 310 RAW 575 CONSTR. 5,325 TOTAL 6,210	- - - -	310 575 5,325 6,210	44-43	400	175	825	1,000	1,000	1,000	950	450	1,100
147 - Chesterfield Intersection Improvement	At Noble's Road (0.50 Miles)	P.E. 390 RAW 790 CONSTR. 1,320 TOTAL 2,500	390 50 - 440	740 1,320 2,060	44-43	740	10	600	300	300	300	110	-	-
152 - Chesterfield Interchange Improvements (FIRST PHASE)	At Route 360	P.E. 100 RAW 590 CONSTR. 625 TOTAL 1,225	- - - -	100 590 625 1,225	44-43	100	550	150	475	-	-	-	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND

Cluster

ROUTE COURTSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88		PROJECTED
150 - Chesterfield Interchange Improvements (SECOND PHASE)	At Route 360	P.E. 160 R/W 1,500 CONST. 2,250 TOTAL 3,910	-	160 1,500 2,250 3,910	-	160 85 -	700 700 -	700 700 -	700 770 -	500 500 -	- 995 995	
150 Extension Henrico New Facility Preliminary Engineering For Environmental	North Corporate Limits Richmond - South of Route 6 (1.0 Miles)	P.E. 275 R/W - CONST. - TOTAL 275	250	25	-	-	-	-	-	-	-	
156 - Manover Correction of Drainage	Between Route 295 and Route 643	P.E. 2 R/W 24 CONST. 26 TOTAL 52	2 24 26 52	-	-	-	-	-	-	-	-	
226 - Dismiddle Widen Pavement	Route 600 - Route 1 (0.20 Miles)	P.E. 7 R/W 20 CONST. 130 TOTAL 157	7 20 118 145	-	-	-	-	-	-	-	-	
250 - Henrico Parallel Lane	0.06 MI. West Parham Road - 0.05 Miles West Route 157 (1.39 Miles)	P.E. 110 R/W 1,400 CONST. 2,300 TOTAL 3,810	70 600 - 670	40 800 2,300 3,140	-	-	700 700	700 700	135 135	-	-	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88**

RICHMOND District

ROUTE COURT/VASTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					PROJECTED							
					ACTUAL	1983-84	1984-85	1985-86	1986-87	1987-88		
288 - Chesterfield (P.E. & R/W Only)	Richmond-Fairfaxburg Turnpike - Route 360 (13.1 Miles)	P.E.	-	2,100	-1,000	-1,000	-100	1,000	-	-	600	1,200
		R/W CONST.	-	4,700	-	900	1,000	1,000	1,000	1,000	600	-
		TOTAL	-	6,800	1,000	1,000	1,000	1,000	1,000	600	1,200	
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL	35,663	11,707	5,285	3,591	2,833	-	-	-	-	-
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			760	700	629	547	572	476	-	-
	DISTRICT SUMMARY	P.E. R/W CONST. TOTAL			2,020 3,105 8,585 13,760	1,510 750 8,496 10,756	560 2,275 6,577 9,412	55 2,705 3,897 6,557	- 1,215 4,677 5,892	- 730 3,271 4,021	- 1,200 4,480 5,680	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1982-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE		
						PROJECTED							
						1983-84	1984-85	1985-86	1986-87	1987-88			
Col. Heights Temple Ave. Extension 4 Lane	Fr: Route 1 To: 0.4 MI. N. of ECL 1.2 Miles 0144-106-101	P.E.	200	--	--	--	--	--	--	--	--	--	
		R/W	470	--	--	--	--	--	--	--	--	--	--
		CONST.	3,800	2,000	800	--	--	--	--	--	--	--	--
		TOTAL	4,470	2,470	800	--	--	--	--	--	--	--	--
Col. Heights Temple Ave. Extension 4 Lane	Fr: 0.4 MI. N. of ECL 0.4 Mile 0144-106-101, CS02	P.E.	50	50	--	--	--	--	--	--	--	--	
		R/W	50	--	50	--	--	--	--	--	--	--	--
		CONST.	600	600	200	400	--	--	--	--	--	--	--
		TOTAL	700	700	200	400	--	--	--	--	--	--	--
Col. Heights Boulevard Bridge Replacement 6 Lane	Box Culvert over Old Town Creek 0.1 Mile 0001-106-	P.E.	50	50	50	--	--	--	--	--	--	--	
		R/W	50	--	50	--	--	--	--	--	--	--	--
		CONST.	300	300	100	200	--	--	--	--	--	--	--
		TOTAL	400	400	100	200	--	--	--	--	--	--	--
Col. Heights Shirwood Dr. Bridge Replacement 2 Lane	Over Swift Creek 0.10 Mile 0004-106-	P.E.	50	50	50	--	--	--	--	--	--	--	
		R/W	50	--	50	--	--	--	--	--	--	--	--
		CONST.	300	300	100	200	--	--	--	--	--	--	--
		TOTAL	400	400	100	200	--	--	--	--	--	--	--
Hopwell LaPrade Ave. 4 Lane	Fr: West Churchill Drive To: Poythress St. 0.7 Mile 0000-116-101	P.E.	100	--	--	--	--	--	--	--	--	--	
		R/W	1,000	--	--	--	--	--	--	--	--	--	--
		CONST.	1,400	--	--	--	--	--	--	--	--	--	--
		TOTAL	2,500	--	--	--	--	--	--	--	--	--	--

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

RICHMOND _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1972-73	1982-83	1984-85	1985-86	1986-87	1987-88		
Hopewell Randolph St. Intersection Improvements	Channelization & Traffic Signals 0010-116-	P.E. 50 R/W 50 CONTR. 300 TOTAL 400	-- -- -- --	50 50 300 400	50 50 100 100	-- -- 200 200	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Petersburg S. Gracie Road	Fr: Norton Avenue To: SCL 2.2 Miles 0301-123-103	P.E. 200 R/W 1,200 CONTR. 5,185 TOTAL 6,585	200 1,200 5,985 5,985	-- -- 1,200 1,200	-- -- 700 700	-- -- 500 500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Petersburg Holliday St. Bridges Replacements	2 Bridges over SCL Railroad U000-123-105	P.E. 100 R/W 100 CONTR. 900 TOTAL 1,100	100 100 500 700	-- -- 400 400	-- -- 100 200	-- -- 200 200	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Richmond Robert E. Lee Bridges Replacement & Lane	Fr: Decatur Street To: Edgewood Avenue 1.8 Miles 0001-127-104	P.E. 1,000 R/W 4,000 CONTR. 65,000 TOTAL 70,000	1,000 4,000 23,601 28,601	-- -- 41,389 41,389	-- -- 5,100 5,100	-- -- 4,342 4,342	-- -- 4,594 4,594	-- -- 3,551 3,551	-- -- 2,646 2,646	-- -- 3,546 3,546	-- -- 17,620 17,620	-- -- -- --
Richmond Broad Rock Boulevard 4 Lane on 6 R/W	Fr: Belt Boulevard To: Walmesley Blvd. 19. Miles 0010-127-101, CS01	P.E. 200 R/W 1,700 CONTR. 4,250 TOTAL 6,150	200 1,700 3,850 5,750	-- -- 400 400	-- -- 400 400	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Through 1987-88

RICHMOND District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL 1982-83	FISCAL YEAR ALLOCATIONS				BALANCE TO COMPLETE	
						PROJECTED					
						1983-84	1984-85	1985-86	1986-87		1987-88
Richmond Broad Rock Boulevard 4 Lane or 6 R/W	Fr: Balmsley Blvd, To: SCL D.E Hill D010-127-101, C502	P.E.	--	100	100	--	--	--	--	--	--
		R/W	--	900	900	--	--	--	--	--	--
		CONSTR.	--	1,800	1,800	200	900	--	--	--	--
		TOTAL	--	2,800	2,800	200	900	600	900	--	600
Richmond Forest Hill Avenue 4 Lane	Fr: Chippenshaw Pkwy. To: NCL I.I. Melies M000-127-110	P.E.	100	--	--	100	--	600	600	600	--
		R/W	1,800	--	--	--	--	--	--	--	--
		CONSTR.	2,500	--	2,500	--	--	600	600	600	2,500
		TOTAL	4,400	100	4,300	100	600	600	600	600	2,500
DISTRICT	Projects Underway or Completed Requiring Additional Funds	TOTAL									
		P.E.	250	50	250	100	600	600	600	600	600
		R/W	450	450	450	5,994	5,546	3,546	3,546	3,546	20,020
		CONSTR.	2,700	6,642	7,142	6,084	4,751	4,346	4,346	4,146	20,020
		TOTAL	4,100								
		P.E.									
		R/W									
		CONSTR.									
		TOTAL									

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
RICHMOND DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL		PROJECTED					
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Amelia	453,438	386,755	354,559	278,835	254,846	286,541	2,014,974	
Brunswick	705,308	591,315	531,068	412,065	370,297	402,618	3,012,671	
Charles City	775,478	149,832	132,170	101,304	89,605	94,261	742,670	
Chesterfield	1,690,207	1,414,519	1,224,885	926,887	805,958	816,641	6,879,097	
Dismiddle	687,280	594,657	531,726	411,365	368,279	397,353	2,990,660	
Goochland	350,882	294,671	269,388	211,474	192,848	215,895	1,535,158	
Hanover	921,641	767,921	686,214	530,654	474,811	511,711	3,892,952	
Lunenburg	645,185	537,916	491,304	385,447	351,234	392,634	2,803,720	
Mecklenburg	975,132	811,791	746,507	588,235	538,940	608,826	4,269,431	
New Kent	203,096	169,524	154,635	121,216	110,342	123,098	881,911	
Nottoway	336,850	277,995	241,991	183,796	160,614	164,566	1,365,812	
Powhatan	350,847	289,329	262,385	204,899	185,633	205,159	1,498,272	
Prince George	431,853	361,764	313,810	237,758	207,081	210,603	1,762,849	
DISTRICT TOTALS	7,927,197	6,648,009	5,940,642	4,593,935	4,110,488	4,429,906	33,650,177	

SUFFOLK DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

		FISCAL YEAR ALLOCATIONS					
ACTUAL		PROJECTED					
<u>1982-83</u>		<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
INTERSTATE	77,203	85,824	106,308	112,354	108,808	108,808	599,305
PRIMARY	14,057	10,333	7,769	3,919	3,000	3,000	42,079
URBAN	27,516	23,346	20,578	15,987	14,085	14,085	115,597
SECONDARY	4,849	4,105	3,603	2,753	2,424	2,527	20,261

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88**

Burlington Vermont

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED CONSTR.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL						
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
64 - Hampton Widened to 6 Lanes	0.3 Mile West Route 167 - 0.2 Mile West R/R Ramp Road (0.6 mile)	P.E. 240 R/W - CONSTR. 5,300 TOTAL 5,540	240 2,000 2,240	3,300 3,300	1,500 1,500	1,800 1,800	-	-	-	-	-
64 - Hampton Widened to 6 Lanes	0.2 Mile West R/R Ramp Road - 0.2 Mile West River Road (1.0 mile)	P.E. 140 R/W - CONSTR. 3,100 TOTAL 3,240	140 500 640	2,600 2,600	2,600 2,600	-	-	-	-	-	-
64 - Hampton	Hampton River	P.E. 575 R/W - CONSTR. 12,700 TOTAL 13,275	575 4,000 4,575	8,700 8,700	4,500 4,500	4,200 4,200	-	-	-	-	-
64 - Hampton Widened to 6 Lanes	0.1 Mile East Chapowaska & Ohio Railroad - 0.3 Mile East Tylar Street (0.4 mile)	P.E. 430 R/W 385 CONSTR. 9,600 TOTAL 10,415	430 385 2,000 2,815	7,600 7,600	500 500	2,700 2,700	4,400 4,400	-	-	-	-
64 - Hampton Widened to 6 Lanes	0.3 Mile East Tylar Street - Hampton Road (0.5 mile)	P.E. 330 R/W 300 CONSTR. 7,400 TOTAL 8,030	330 300 2,415 3,045	4,985 4,985	-	2,485 2,485	2,500 2,500	-	-	-	-

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

Suffolk District

ROUTE COURTSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 12-83	1983-84	1984-85	1985-86	1986-87	
64 - Norfolk Bridle Interchanges	Intersection Tidewater Drive	P.E.	50	-	-	-	-	-	-	-
		R/W	50	-	-	-	-	-	-	-
		CONST. TOTAL	1,100 1,200	1,000 1,000	-	-	-	-	-	-
66 - Cross- peaks Construct Interchange	Intersection Route 134/460 (0.5 mile)	P.E.	125	-	-	-	-	-	-	-
		R/W	160	-	-	-	-	-	-	-
		CONST. TOTAL	3,160 3,425	2,220 2,220	1,220 1,220	-	-	-	-	-
95 - Craams- ville & Buxton Paving and Signs	1.7 Miles North Route 58 - 2.1 Miles North Norfolk and Western Railroad (3.2 miles)	P.E.	625	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		CONST. TOTAL	8,350 8,975	-	-	-	-	-	-	-
264 - Ports- mouth Construct Interchange Contract "p"	Intersection Keffingham, Crawford, and Court Streets (Portsmouth Inter- change)	P.E.	800	-	-	-	-	-	-	-
		R/W	900	-	-	-	-	-	-	-
		CONST. TOTAL	15,000 16,700	15,000 15,000	7,500 7,500	-	-	-	-	-
264 - Norfolk Parallel Tunnel	SECOND DOMINION TUNNEL	P.E.	3,600	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		CONST. TOTAL	91,020 94,620	-	-	-	-	-	-	-
				(ORDER CONSTRUCTION)						
				(ORDER CONSTRUCTION)						

**JOBBERIAZE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-88 thru 1987-88**

SUTZLOK _____
DAMES

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE			
					ACTUAL		PROJECTED								
					82-85	1983-84	1984-85	1985-86	1986-87	1987-88					
64 - Norfolk RDV lanes Preliminary Engineering and Right of Way Only	Route 264/44 - Route 264/44 (7.4 Miles)	P.E. 2,830 R/W 580 CONSTR. - TOTAL 3,510	- - - -	2,930 580 - 3,510	- - -	- - -	- - -	1,900	1,000	1,000	50	310	510	-	
64 - Norfolk RDV lanes Preliminary Engineering and Right of Way Only	Route 264/44 - Indian Mlyer Road (5.4 Miles)	P.E. 1,100 R/W 168 CONSTR. - TOTAL 1,260	- - -	1,100 168 - 1,260	- - -	- - -	200	300	500	500	100	160	260	-	
64 - Norfolk Additional Ramps	Intersection Route 564	P.E. 100 R/W 2,400 CONSTR. 2,500	- - -	100 2,400 2,500	- - -	- - -	- - -	- -	1,000	900	1,000	1,500	-	-	
264 - Norfolk RDV lanes Preliminary Engineering Only	Brambleton Avenue - Route 64 (2.8 Miles)	P.E. 1,040 R/W - CONSTR. - TOTAL 1,040	- - -	1,040 - - 1,040	- - -	- - -	- -	300	300	300	440	440	-	-	
		P.E. R/W CONSTR. TOTAL													

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1963-83 Through 1987-88

Norfolk

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 42-53	1983-84	1984-85	1985-86	1986-87		1987-88
264 - Norfolk Shop, Garage, and Adminis- tration Buildings	SECOND DOWNTOWN TUNNEL	P.A.	50	-	-	-	-	-	-	-	
		R/W CONST.	43	-	-	-	-	-	-	-	
		TOTAL	1,100	-	-	-	-	-	-	-	
264 - Norfolk Finishing and Traffic Con- trols and Retrofit Exis- ting Tunnel	SECOND DOWNTOWN TUNNEL	P.A.	1,800	900	-	-	-	-	-	-	
		R/W CONST.	40,000	-	10,000	10,000	-	-	-	-	
		TOTAL	41,800	900	10,000	10,000	-	-	-	-	
264 - Norfolk Berkley Interchange	Phase I Construction	P.A.	1,400	700	-	-	-	-	-	-	
		R/W CONST.	1,600	1,600	-	-	-	-	-	-	
		TOTAL	60,000	77,800	24,935	11,965	2,300	-	-	-	
264 - Norfolk Construct One Bridge and Improve One Bridge	Berkley Bridge	P.A.	2,500	1,500	1,300	-	-	-	-	-	
		R/W CONST.	47,000	-	484	5,535	18,000	-	-	-	
		TOTAL	52,300	1,500	1,784	5,535	18,000	-	-	-	
264 - Norfolk Berkley Interchange	Ivy Street Dodson Street Contract B-2 Phase II	P.A.	1,500	700	-	-	-	-	-	-	
		R/W CONST.	7,600	3,500	730	730	1,870	-	-	-	
		TOTAL	11,600	10,800	1,430	2,500	1,870	-	-	-	

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-83 thru 1987-88

Burlington District

ROUTE COUNTY/STATE TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL 62-73	1982-84	1984-85	1985-86	1986-87	1987-88		
264 - Norfolk Construct Interchanges	Interchange Route 44, 64, and 264 (1.3 miles)	P.E.	720	515	205	805	-	-	-	-	-	-
		R/W CONSTR.	640	-	640	640	7,155	8,000	845	-	-	-
TOTAL		17,360	515	16,845	8,800	8,000	845	-	-	-	-	-
464 - Orange- Peble & Norfolk Construct & Land	0.3 Mile North Park Avenue - 0.2 Mile North South Main Street (1.1 miles)	P.E.	900	900	-	-	-	-	-	-	-	-
		R/W CONSTR.	1,000	1,000	3,375	1,500	-1,875	-	-	-	-	-
TOTAL		23,900	20,525	3,375	1,500	-1,875	-	-	-	-	-	-
464 - Orange- pedest Construct 6 Bridges	Between Military Highway and Route 460	P.E.	245	245	-	-	-	-	-	-	-	-
		R/W CONSTR.	-	3,500	400	400	-	-	-	-	-	-
TOTAL		4,145	3,745	400	400	-	-	-	-	-	-	-
464 - Orange- pedest Construct 10 Bridges	Between Route 460 and 0.2 Mile South Park Avenue	P.E.	600	600	-	-	-	-	-	-	-	-
		R/W CONSTR.	-	3,000	9,800	2,500	-3,000	2,300	2,000	-	-	-
TOTAL		13,400	3,600	9,800	2,500	-3,000	2,300	2,000	-	-	-	-

LIBERTY SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-88 thru 1987-88

Suffolk County

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL FUNDING	FISCAL YEAR ALLOCATIONS				BALANCE YTD COMPLETE
						PROJECTED				
						1983-84	1984-85	1985-86	1986-87	
664 - Chesapeake Interchange and Signs	1.0 Mile North Route 64 - 0.2 Mile South Park Avenue (2.5 miles)	P.E.	220	-	-	-	-	-	-	-
		R/W COMMIT. TOTAL	- 4,800 5,020	4,800 4,800	- 800 800	-	-	-	-	-
664 - Hampton Construct 6 Lanes	2.0 Miles North Newport News - 0.4 Mile North Newport News (1.6 miles)	P.E.	579	-	-	-	-	-	-	-
		R/W COMMIT. TOTAL	650 14,060 15,289	- - -	- - -	-	-	-	-	-
664 - Hampton and Newport News Construct 6 Lanes	0.4 Mile North Newport News - 0.3 Mile South Hampton (0.7 miles)	P.E.	377	-	-	-	-	-	-	-
		R/W COMMIT. TOTAL	640 9,510 10,527	- - -	- - -	-	-	-	-	-
664 - Newport News Construct 6 Lanes	0.3 Mile South Hampton (Dabont Avenue) - Marshall Street (0.6 miles)	P.E.	250	-	-	-	-	-	-	-
		R/W COMMIT. TOTAL	280 6,000 6,530	- - -	- - -	-	-	-	-	-
664 - Newport News Construct Bridge	39th Street over Jefferson Avenue (3-632)	P.E.	100	-	-	-	-	-	-	-
		R/W COMMIT. TOTAL	200 1,000 1,300	- - -	- - -	-	-	-	-	-

**INFRASTRUCTURE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-88 thru 1987-88**

Suffolk _____ District

ROUTE COUNTY/ROUTE TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL								BALANCE TO COMPLETE
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88			
664 - Newport News Construct Bridge	Route 664 over 39th Street (B-611)	P.E. 300 R/W 560 CONSTR. 7,000 TOTAL 7,860	300 560 7,000 7,860	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
664 - Newport News Construct 4 and 5 Lanes	Marshall Avenue - 33rd Street (0.7 mile)	P.E. 1,700 R/W 3,440 CONSTR. 43,200 TOTAL 48,340	1,700 3,440 28,510 33,650	- - 14,590 14,590	5,000 -3,000 3,000 5,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
664 - Newport News Construct 4 and 6 Lanes	33rd Street - Harbor Access Road (0.6 mile)	P.E. 1,500 R/W 3,000 CONSTR. 48,000 TOTAL 52,500	1,500 3,000 - 4,500	- - 48,000 48,000	5,000 - 4,000 5,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
664 - Newport News Contract 7	North and South Island and Small Boat Harbor	P.E. 1,100 R/W - CONSTR. 55,200 TOTAL 56,200	1,100 - 11,000 12,100	- - 44,200 44,200	6,892 - 3,381 6,892	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		
664 - Newport News Substructure Spans 1-17	North Approach and Terminal Access	P.E. 1,000 R/W - CONSTR. 34,000 TOTAL 35,000	1,000 - 10,000 11,000	- - 24,000 24,000	- - 7,000 7,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -		

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1962-63 Thru 1987-88**

Suffolk District

ROUTE COMMUNITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL 82-83	PROJECTED						
						1983-84	1984-85	1985-86	1986-87	1987-88		
664 - Newport News	South Trestle	P.E.	800	-	-	-	-	-	-	-	-	
		R/W	-	66,000	-	-	-	-	-	-	-	13,000
		TOTAL	800	66,000	-	-	-	-	-	-	-	13,000
664 - Newport News	North Approach Bridge	P.E.	1,100	500	-	-	-	-	-	-	-	
		R/W	-	-	48,000	-	-	-	-	-	-	13,700
		TOTAL	1,100	500	48,000	-	-	-	-	-	-	13,700
664 - Newport News Tunnel and Support System	Hampton Roads Tunnel	P.E.	4,000	3,000	-	-	-	-	-	-	-	
		R/W	-	-	275,000	-	-	-	-	-	-	163,803
		TOTAL	4,000	3,000	275,000	-	-	-	-	-	-	163,803
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING											
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS				267	203	810	1,716	2,884	1,860		

INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982 to Three 1987/88

Suffolk _____ District _____

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					PROJECTED						
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87		1987-88
	DISTRICT BOARD	P.E. R/W CONSTR. TOTAL			4,105 2,979 72,128 77,203	- 2,900 83,324 85,824	3,700 2,870 99,738 105,308	1,600 - 110,754 112,354	1,850 50 106,908 108,808	940 670 187,398 189,808	- - 200,654 200,654
		P.E. R/W CONSTR. TOTAL									
		P.E. R/W CONSTR. TOTAL									
		P.E. R/W CONSTR. TOTAL									

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

Suffolk District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87		1987-88
10 - Suffolk Bridge over Western Branch Neusemond River	Ranemond River (0.5 MILE)	P.E.	65	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	75 1,330 1,470	-	-	-	-	-	-	-	-
13 - Accomack Construct Fifth Lane for Turns	2.0 Miles South of Accomack	P.E.	20	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	221 341	100	-	-	-	-	-	-	-
17 - Suffolk New Bridge and Approaches Including Demolition of Old Bridges	Chocktuck Creek (0.95 Miles)	P.E.	175	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	130 10,330 2,968	7,467	-	-	-	-	100	100	7,467 7,467
564 EXT./17-A Girden of Suffolk & Chesapeake New Location Stags Construction	James River Shore Line - Bowers Hill (8.0 Miles)	P.E.	3,175	325	-	-	-	-	-	-	-
		R/W CONST. TOTAL	12,000 56,460 3,175	4,675	4,000	3,325	2,000	1,960	1,400	1,400	51,083 51,083
31 - Surry Rehabilitating	0.30 Mile South Route 630 - 0.70 Mile South Route 616 (2.0 Miles)	P.E.	35	35	-	-	-	-	-	-	-
		R/W CONST. TOTAL	80 805 920	85	15	100	100	100	100	100	320 320

TRAVEL SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1962-83 thru 1987-88

Suffolk District

ROUTE COLLECTIVITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
58 - City of Suffolk, Isle of Wight & Southampton (Quilns)	FRANKLIN BYPASS 0.13 Mile East of VCI Suffolk ~ 2.98 Miles East of VCI Suffolk (2.40 Miles)	P.E. - CONTR. 1,200 TOTAL 1,200	- 1,190 1,190	- 20 20	- 10 10	- -	- -	- -	- -	- -	- -	- -
58 - Greensville 2 Lane rd & Lane rd (existing only)	BERNOLA BYPASS: Route 301 East - Route 301 (2.0 Miles)	P.E. 150 R/W 1,600 CONTR. 2,600 TOTAL 4,350	250 1,600 2,850	- 1,300 1,300	- -	- -	650 650	- -	- -	400 400	250 250	- -
58 - Greensville (existing only)	BERNOLA BYPASS: Route 30 East - Route 301 (2.0 Miles)	P.E. 50 R/W 1,119 CONTR. 1,165 TOTAL 2,334	50 465 515	- 650 650	100 100	200 200	150 150	100 100	50 50	50 50	50 50	- -
58 - Greensville (existing only)	BERNOLA BYPASS: Route 58 East - Route 301 (2.0 Miles)	P.E. 65 R/W 1,663 CONTR. 1,795 TOTAL 3,523	65 870 935	- 795 795	50 50	200 200	100 100	150 150	100 100	50 50	50 50	145 145
58 - Greensville 2 Lanes on 4 Lane rd (PE & RW Only)	BERNOLA BYPASS: Route 301 - Route 95 (0.50 Miles)	P.E. 50 R/W 780 CONTR. 750 TOTAL 1,530	- - -	50 700 750	- -	- -	- -	50 50	150 150	450 450	- -	50 50

...SUFFOLK... SYSTEM
CONSTRUCTION PROGRAM
 (in Thousands of Dollars)
 1982-83 Thru 1987-88

Suffolk _____ District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL F-83	1983-84	1984-85	1985-86	PROJECTED		
									1986-87		1987-88
58 - Southampton 2 Lane Grading	COURTLAND BYPASS; (Western Leg) 0.05 Miles East Wicket- way River - 0.30 Miles West Route 35 (2.3 Miles)	P.E. R/W CONST. TOTAL 85 85 1,978 2,040	85 85 1,978 2,040	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
58 - Southampton New Bridge	COURTLAND BYPASS Bottomby River Bridge (0.23 Miles)	P.E. R/W CONST. TOTAL 100 - 1,950 2,050	100 - 1,950 2,050	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
58 - Southampton (Paving)	COURTLAND BYPASS; 1.70 Miles East Wicketway River - 0.42 Miles West Route 35	P.E. R/W CONST. TOTAL - - 2,130 2,130	- - 2,145 2,145	- - 685 685	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
135 - Suffolk Rehabilita- tion	Approach to Drempen Kings Highway Bridge (0.2 Miles)	P.E. R/W CONST. TOTAL 20 - 770 790	20 - 490 500	- - 290 290	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
164 - Suffolk 4 Lanes on New Location	WESTERN FIDEMAY; West Unpaved to Portsmouth - Route 135 (College Drive) (0.21 Miles)	P.E. R/W CONST. TOTAL 45 185 840 1,070	45 185 840 1,070	- - 835 835	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	

**MULTI- SYSTEM
CONSTRUCTION PROGRAM
in Thousands of Dollars
1982-83 thru 1987-88**

Suffolk _____ Dollars

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					PROJECTED								
					ACTUAL 87-88	1983-84	1984-85	1985-86	1986-87	1987-88			
182 - Accomack Bridge and Approaches	3 1/2 Machipongo Creek (0.10 Mile)	P.E. 55 R/W 1,150 CONSTR. TOTAL 1,200	- - -	85 55 1,150 1,200	- - -	- - -	85 55 110 250	- - -	230 250	- -	230 230	- -	250 250 310 310
199 - Jensen City and York Correction of Slide Area Phase II	WILLIAMSBURG AVENUE: 0.28 Mile East of Williamsburg East Corporate Limits - 0.37 Mile East of Route 64 (3.95 Miles)	P.E. 56 R/W - CONSTR. TOTAL 1,174	55 539 986	- 880 900	- - -	- - -	- - -	80 80	- -	- -	- -	- -	- -
199 - Jensen City & York (PE Only)	Route 5 - Route 64 (8.12 Miles)	P.E. 1,500 R/W - CONSTR. TOTAL 1,500	- -	1,500 -	- -	- -	- -	- -	- -	- -	- -	150 150	1,350 1,350
238 - Tide of Night Widening Two Locations	Burch and South of Water (0.74 Mile)	P.E. 10 R/W 50 CONSTR. TOTAL 250	10 50 130 210	- -	- -	- -	40 40	- -	- -	- -	- -	- -	- -
460 - Sussex	bridge and approaches Hampden Swamp	P.E. 23 R/W 4 CONSTR. TOTAL 430	23 4 298 325	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

Suffolk _____ District

ROUTE COURT/JUDY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL F-83	FISCAL YEAR ALLOCATIONS				BALANCE TO COMPLETE
						PREDICTED				
						1983-84	1984-85	1985-86	1986-87	
	PUBLICIS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONSTR. TOTAL 60,044	46,026	14,018	7,867	5,000	1,651	-	-	-
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONSTR. TOTAL			735	383	383	334	330	330
	DISTRICT SUMMARY	P.E. R/W CONSTR. TOTAL			860 4,740 8,957 14,657	4,015 6,318 10,333	3,380 4,304 7,768	50 50 3,819 3,919	150 450 2,400 3,000	1,350 50 59,327 66,727
		P.E. R/W CONSTR. TOTAL								
		P.E. R/W CONSTR. TOTAL								

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 thru 1987-88

SUFOLK Director

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE	
					ACTUAL								
					1977-78	1982-84	1984-85	1986-86	1986-87	1987-88			
Chesapeake Military Highway Bridge Rehab.	Glaxton Bridge over Southern Branch of Elizabeth River 0.2 Mile 7013-131-103	P.E. 100 B/W -- CONST. 6,000 TOTAL 6,100	30 -- --	70 6,000 6,070	--	70	400	470	720	945	1,020	1,020	1,895
Chesapeake Military Highway Bridge Rehab.	Bridge over Norfolk Southern Railroad 0.2 Mile 7015-131-	P.E. 100 B/W -- CONST. 1,400 TOTAL 1,500	-- -- --	100 1,400 1,500	--	--	--	400	500	500	500	500	--
Chesapeake George Washington Highway Bridge Replacement	Bridge over St. Julian's Creek 0.1 Mile 0017-131-104	P.E. 50 B/W 50 CONST. 400 TOTAL 480	50 50 170 250	-- 230 230	130	100	100	--	--	--	--	--	--
Chesapeake Kilbridge Southeast Bridge Replacement	Bridge over Mill Dam Creek 0.1 Mile 0166-131-101	P.E. 40 B/W 47 CONST. 408 TOTAL 487	40 47 138 225	-- 262 262	82	--	--	--	--	--	--	--	--
Chesapeake Battellefield Boulevard Turn Lanes R Road Rehab.	Fc: Hillwell Road to: 1.0 M. N. of Stairn Line 8.0 Miles 0168-131-108	P.E. 20 B/W -- CONST. 900 TOTAL 920	20 -- 400 500	-- 420 420	480	--	--	--	--	--	--	--	--

URBAN SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Chesapeake Battleground Blvd. South Bridge Replacement	Bridge over Merchant River 0.5 Mile	P.E.	100	100	700						
		RAW CONSTR. TOTAL	500 1,600 2,100	500 1,600 2,100		300 400 700	980 980	220 220			
Chesapeake Battleground Blvd. North Spot Improvement	Additional ramp at Military Highway Interchange 0168-131-104	P.E.	10	10							
		RAW CONSTR. TOTAL	200 230 N	200 230 N							
Chesapeake Compositella Road Bridge Deck Replacement	Bridge over Norfolk Southern Railroad 0.1 Mile 0168-131-107	P.E.									
		RAW CONSTR. TOTAL	300 300 BR	300 300 BR							
Chesapeake Portsmouth Blvd. Bridge Replacement	Hodges Perry Bridge over S. Fork of Elizabeth River 0.3 Mile 0337-131-101	P.E.	210	210							
		RAW CONSTR. TOTAL	140 2,637 2,987	140 2,637 2,987	20 20						
Chesapeake Bonoff Road Bridge Replacement 2 Lane	Ball Bridge over Branch of Northwest River 0.9 Mile 0100-131-110	P.E.	80	80							
		RAW CONSTR. TOTAL	300 1,000 1,280 BR	300 1,000 1,280 BR	100 150 250	270 270	520 520	60 60			

URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1962-69 thru 1987-88

SUFFOLK _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED CONSTR	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					1972-73	1983-84	1984-85	1985-86	1986-87	1987-88	
Essex South Main Street	Pr: SCL To: Webster's River 0.4 Mile	P.E. R/W CONSTR. TOTAL 40 100 500 640	40 100 285 425	-- 215 215	-- 50 50	-- 75 75	-- 90 90	-- -- --	-- -- --	-- -- --	-- -- --
4 Lane	0501-109-103	5									
Hampton Bartlett's Landing Rd. Bridge Replacement	Pr: Baton Street To: I-64 0.9 Mile	P.E. R/W CONSTR. TOTAL 500 750 6,700 7,250	500 750 3,600 4,850	-- 2,400 2,400	-- 1,400 1,400	-- 1,000 1,000	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
4 Lane	0143-114-102	RR									
Hampton Arlistead Avenue	Pr: Tide Mill Lane To: Sheppard Blvd. 2.2 Miles	P.E. R/W CONSTR. TOTAL 200 700 4,500 5,400	200 700 435 1,335	-- 4,065 4,065	696 486	1,308 1,308	1,500 1,500	561 561	-- -- --	-- -- --	-- -- --
4 Lane	0000-114-107	N									
Hampton East-West Expressway	Pr: Big Bethel Road To: Arlistead Ave, 2.0 Miles	P.E. R/W CONSTR. TOTAL 565 1,700 18,536 19,801	565 1,700 11,900 13,265	-- 5,536 5,536	-- -- --	200 200	883 883	1,291 1,291	1,631 1,631	1,531 1,531	-- -- --
4 Lane	0000-114-102	N									
Hampton Postman Parkway	Pr: I-64 To: Briarfield Road 0.7 Mile	P.E. R/W CONSTR. TOTAL 130 500 1,760 2,390	130 500 1,470 2,100	-- 280 290	-- 290 290	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
4 Lane	0000-114-105	N									

URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FINANCING	ADDITIONAL FINANCING REQUIRED	ACTUAL 1982-83	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE		
						1983-84	1984-85	1985-86	1986-87	1987-88			
						1982-83	1983-84	1984-85	1985-86	1986-87		1987-88	
Hampton Mercury Boulevard Bridge Replacement	W.B.L. over Hampton River 0.3 Miles 0258-114-107	P.E.	70	--	--	--	--	--	--	--	--	--	
		R/W	20	--	--	--	--	--	--	--	--	--	--
		CONST. TOTAL	800	90	--	--	--	--	--	--	--	--	--
Hampton Big Bethel Road Bridge Replacement	Bridge over Big Bethel Reservoir 0.3 Miles 0000-114-110	P.E.	20	--	--	--	--	--	--	--	--	--	
		R/W	30	--	--	--	--	--	--	--	--	--	--
		CONST. TOTAL	300	100	100	--	--	--	--	--	--	--	--
Newport News Jefferson Avenue 6 Lane	Fr: Harpersville Rd. To: J. Clyde Morris Blvd. 1.1 Miles 0017-121-104, CS02	P.E.	246	--	--	--	--	--	--	--	--	--	
		R/W	3,500	--	--	--	--	--	--	--	--	--	--
		CONST. TOTAL	4,000	--	--	--	--	--	--	--	--	--	--
Newport News Jefferson Avenue 6 Lane	Fr: Main Street To: Harpersville Rd. 1.6 Miles 0017-121-104, CS01	P.E.	--	--	1,207	--	--	--	--	--	--	--	
		R/W	--	--	1,940	--	--	--	--	--	--	--	--
		CONST. TOTAL	5,500	3,560	1,359	1,000	1,000	--	--	--	--	--	--
Newport News Karnick Blvd. 4 Lane	Fort Eustis Boulevard Interchange Contract 1 0060-121-108	P.E.	568	--	--	--	--	--	--	--	--	--	
		R/W	800	--	--	--	--	--	--	--	--	--	--
		CONST. TOTAL	2,300	--	--	--	--	--	--	--	--	--	--
4 Lane	Contract 1 0060-121-108	P.E.	568	--	--	--	--	--	--	--	--	--	
		R/W	800	--	--	--	--	--	--	--	--	--	--
		CONST. TOTAL	2,300	--	--	--	--	--	--	--	--	--	--

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

STURPOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Neenah News Kerrick Blvd.	Port Euclid Boulevard Interchange Contract II	P.E. -- R/W -- CONSTR. 4,000 TOTAL 4,000	-- -- 1,400 1,400	-- -- 2,600 2,600	-- -- 1,400 1,400	-- -- 1,000 1,000	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
4 Lane	0060-121-108	Y									
Neenah News Warrick Blvd.	Pr: Lucas Creek Rd. To: Port Euclid Blvd. 2.5 Miles	P.E. 167 R/W 2,800 CONSTR. 4,000 TOTAL 6,967	167 2,800 1,800 4,767	-- -- 2,300 2,300	-- -- -- --	268 268	-- -- 1,817 1,817	-- -- 115 115	-- -- -- --	-- -- -- --	-- -- -- --
4 Lane	0060-121-110	M									
Neenah News Dunigh Blvd.	Pr: Old Courthouse Key To: I-64 0.8 Miles	P.E. -- R/W -- CONSTR. 700 TOTAL 700	-- -- -- --	-- -- 700 700	-- -- -- --	-- -- -- --	-- -- 700 700	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Spot Improvements	0173-121-104	S									
Neenah News Mercury Blvd.	Pr: James River Br. To: Jefferson Avenue 0.7 Mile Eliminate Traffic Circles	P.E. -- R/W 100 CONSTR. 1,500 TOTAL 1,600	-- 10 -- 10	-- -- 90 1,590	-- -- -- --	-- -- -- --	-- -- 90 1,285	-- -- 217 217	-- -- -- --	-- -- -- --	-- -- -- --
4 Lane	0258-121-101	S									
Neenah News Harpsville Road	Pr: Kerrick Blvd. To: Jefferson Avenue 0.6 Miles	P.E. 200 R/W 1,300 CONSTR. 4,500 TOTAL 6,000	-- -- -- --	200 1,300 4,500 6,000	-- -- -- --	-- -- -- --	-- -- -- --	200 1,300 211 1,711	-- -- -- --	1,928 1,928	2,361 2,361
4 Lane	0306-121	M									

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 THRU 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 1982-83	PROJECTED				
						1983-84	1984-85	1985-86	1986-87	
Norfolk Park Avenue	Ft: Brambleton Ave. To: Carpenter Avenue 0166-122-103	575 K	550	25	25	--	--	--	--	--
Norfolk & Va. Beach Military Highway Bridge Rehab.	Corp. Line Bridge over S. Branch of Elizabeth River 0113-122-104	P.E. R/W CONST. TOTAL 500 500	-- -- -- --	500 500	-- -- -- --	500 500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Norfolk Tidewater Dr.	Ft: Tanner Street To: Shoop Street Sesley's Bridge over Lafayette River O.4 Mile 0166-122-101	P.E. R/W CONST. TOTAL 100 100 500 700	100 100 500 700	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Norfolk Tidewater Dr.	Ft: Willow Wood Dr. To: Roland Drive Bell's Bridge over Mayne Creek 0.4 Mile 0168-127-102	P.E. R/W CONST. TOTAL 100 100 800 1,000	100 100 750 950	-- -- 50 50	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Norfolk Chapinville Road Bridge Replacement 4 Lane	Ft: Kibball Terrace To: Wilson Road Camportella Bridge 0.9 Mile 0460-122-103	P.E. R/W CONST. TOTAL 250 4,500 20,000 24,750	250 4,500 7,000 11,750	13,000 13,000	-- -- -- --	4,000 4,000	5,000 5,000	1,000 1,000	-- -- -- --	-- -- -- --

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

SUFFOLK _____ Director

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					PROJECTED						
					ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Brambleton Tunnel Conn.	0460-123 Pri: Wood Street To: Monticello Ave.	TOTAL 4,500 City's Estimate P	--	4,500	--	500	600	1,054	1,346	1,000	--
Norfolk Berkley Ave.	Pri: Whitbread Street To: Marsh Street 0.5 Mile	P.E. R/W 339 CONST. 1,405 TOTAL 5,500 7,328	338 1,400 4,400 6,136	1,100	--	--	500	600	--	--	--
4 Lane	0000-123-111, CS02	N	--	--	--	--	--	600	--	--	--
Norfolk Berkley Ave.	Pri: State Street To: Miltchard Street 0.4 Mile	P.E. R/W -- CONST. 1,000 TOTAL 1,000	--	1,000	--	--	125	877	--	--	--
4 Lane	0000-122-111, CS01	N	--	--	--	--	125	877	--	--	--
Norfolk 4 Inter.	3 Intersections at Little Crank Road Admiral Tausig at Granby	P.E. R/W 100 CONST. 600 TOTAL 720	100 .20 490 605	--	120	144	--	--	--	--	--
Channelization 4 Signals	0000-122-117, CS01	N	--	--	--	--	--	--	--	--	--
Norfolk 1 Inter.	Hampton Blvd. at Pelicans Lane Blvd	P.E. R/W 80 CONST. 200 TOTAL 280	--	80	88	20	180	--	--	--	--
Channelization 4 Signals	0000-122-117, CS03	N	--	280	280	280	280	--	--	--	--

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

SUSSEX District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					PROJECTED						
					ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Norfolk Va. Beach Avenue	Fr: Ruby Road To: ECL Sight Intersections	P.E. 150 R/W --- CONST. 1,950 TOTAL 2,100	150 --- 750 900	--- 2,200 1,200	---	---	---	---	---	---	---
Channelization & Signals	SS04-122-104	N									
Norfolk Willow Wood Drive	Labwood Bridge over Lafayette River 0.2 Mile	P.E. 100 R/W 100 CONST. 1,800 TOTAL 2,000	---	100 100 1,800 2,000	---	---	---	---	---	---	---
Bridge Replacement	0000-122-119	BR									
Norfolk Shore Drive Bridge Replacement	Bridge over Lake Milkhurst	P.E. 100 R/W --- CONST. 800 TOTAL 900	---	100 --- 800 900	---	---	---	---	---	---	---
Bridge Replacement	0060-122-101	BR									
Norfolk Cresswell Rd. & Ingleside Road	Fr: Va. Beach Blvd. To: Chesapeake Blvd. 1.7 Miles	P.E. 119 R/W 800 CONST. 3,700 TOTAL 4,719	119 400 --- 519	--- 500 3,700 4,200	---	---	---	---	---	---	---
4 Lane	0000-122-118	N									
Pequoton Wythe Creek Road	Fr: SCL To: Mainwright Dr. 1.5 Miles	P.E. 100 R/W 400 CONST. 1,700 TOTAL 2,200	100 --- --- 100	--- 400 1,700 2,100	---	---	---	---	---	---	---
4 Lane	0172-149-104	S									

URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 thru 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Portsmouth Victory Blvd. 4 Lane	Ft: Alvinge Blvd. To: Portsmouth Blvd. 0.2 Miles 0000-124-102	P.E. 400 M/W 500 TOTAL 935	35 400 500 935	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Portsmouth Western Freeway 4 Lane	Ft: MCL To: NE & D RA 4.0 Miles 0164-124-102	P.E. 388 M/W 2,400 CONSTR. 26,500 TOTAL 29,688	388 2,800 5,477 8,665	-- -- 21,023 21,023	-- -- 3,072 3,072	-- -- 2,838 2,838	-- -- 2,337 2,337	-- -- 1,951 1,951	-- -- 1,719 1,719	-- -- 3,174 3,174	-- -- 5,992 5,992	-- -- -- --
Suffolk Finner St. Bridges Replacement	Bridges over N.W. RR UM00-133-201	P.E. 150 M/W 100 CONSTR. 1,300 TOTAL 1,550	150 -- -- 150	-- 100 1,300 1,400	100 515 615	-- 785 785	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
Va. Beach Va. Beach Boulevard B Lane	Ft: Rosemont Road To: Paradington Road 3.0 Miles 0058-134-101, C503	P.E. 1,233 M/W 5,000 CONSTR. 13,000 TOTAL 19,233	1,233 5,000 5,000 11,233	-- -- 8,000 8,000	-- -- -- --	-- -- -- --	-- -- 2,379 2,379	-- -- 3,488 3,488	-- -- 2,135 2,135	-- -- -- --	-- -- -- --	-- -- -- --
Va. Beach Shore Drive Bridge Replacement	EBL & MBL Bridges over Maryland-Virginia RA 0060-134-103	P.E. 100 M/W 100 CONSTR. 1,000 TOTAL 1,200	-- -- -- --	100 100 1,000 2,200	100 -- 100	-- 100 500 600	-- -- 500 500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --

URBAN SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 1982-83	PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
Va. Beach Shore Drive Bridge Replacement	Bridge over Lake Smith 00460-134	P.E. R&M CONSTR. TOTAL 300 100 1,000 1,300	-- -- -- --	100 180 1,000 1,280	-- 100 -- 100	-- 500 500 500	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Va. Beach Empoville Road	Fr: Indian River Rd. To: Centerville Dptd. 1.7 Miles	P.E. R&M CONSTR. TOTAL 200 300 3,700 3,900	-- 200 700 900	-- -- 3,000 3,000	-- -- 1,000 1,000	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	GIRO-134-103										
Va. Beach Newtown Rd.	Fr: Va. Beach Blvd. To: Baker Road 0.5 Miles	P.E. R&M CONSTR. TOTAL 40 400 1,100 1,540	40 400 360 1,080	-- -- 540 540	-- -- 540 540	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	U080-134-107										
Va. Beach Haygood Road	Fr: Diam. Spr. Rd. To: Belton Independence Blvd. 2.2 Miles	P.E. R&M CONSTR. TOTAL 300 1,000 4,300 5,600	300 1,000 800 2,100	-- -- 3,500 3,500	-- -- 2,420 3,420	-- -- 1,080 1,080	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	0008-134-107										
Va. Beach Coral Wick Road	Fr: Shorehaven Dr. To: Thomas Bishop Lane 1.2 Miles	P.E. R&M CONSTR. TOTAL -- -- 3,500 3,500	-- -- -- --	-- -- 3,500 3,500	-- -- 1,823 1,823	-- -- 1,677 1,677	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	U081-134-106, C5DE										

URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 thru 1987-88

SURFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED CONSTR.	PREVIOUS NUMBERS	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Va. Beach Great Neck Road	Pr: Thomas Bishop Lane To: Edge Drive 1.0 Miles UD00-134-108, CS02	P.E. 500 R/W 2,800 CONSTR. 7,500 TOTAL 10,800	500 2,800 2,720 6,020	-- 4,780 4,780	-- \$ 409 \$ 409	-- 1,771 1,771	--	--	--	--	--	--
4 Lane	UD00-134-108, CS02	M										
Va. Beach Witchamund Rd.	Pr: Va. Beach Expt- To: Pembroke Blvd. UD00-134-109	P.E. R/W CONSTR. TOTAL M	5,650	485	485	--	--	--	--	--	--	--
Va. Beach Holland Road	Pr: Kusement Road To: Lynnhaven Pkwy. 1.0 Miles UD00-134-114	P.E. R/W CONSTR. TOTAL S	-- -- 1,800 1,800	-- -- 600 600	-- -- 600 600	--	--	--	--	--	--	--
4 Lane	UD00-134-114											
Milliamsburg Rte. 60 & 2nd Street	2nd St. Extension Pr: Page Street To: N.W. Corporate Limits UD00-137-102	P.E. R/W CONSTR. TOTAL M	100 300 -- 400	-- -- 2,000 2,000	-- -- 256 256	-- -- 220 220	174	149	131	131	131	939

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1967-68 Thru 1987-88

SUPPORT _____ DISTRICT _____

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 1967-68	1968-69	1969-70	1970-71	1971-72		1972-73
	Projects Underway or Completed Requiring Additional Funds	TOTAL		4,455	3,455	1,000	--	--	--	--	
DISTRICT	SUMMARY	TOTAL			500 510 26,506 27,516	70 656 22,520 23,346	-- 14 20,564 20,578	100 90 15,787 15,887	200 1,400 12,085 14,085	-- -- 14,085 14,085	-- -- 12,309 12,309
		P.E. R/W CONST. TOTAL									
		P.E. R/W CONST. TOTAL									
		P.E. R/W CONST. TOTAL									

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
SUFFOLK DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS						TOTAL
	ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Account	716,101	657,215	569,004	430,518	374,284	379,097	3,186,219
Greensville	252,974	209,831	183,851	140,276	123,331	128,066	1,038,329
Tale of Hight	605,880	539,683	483,790	374,914	336,376	364,549	2,705,192
James City	263,919	236,805	204,451	154,385	133,860	134,760	1,148,180
City of Suffolk	818,832	695,685	607,732	462,726	405,703	418,734	3,409,412
Northampton	359,398	302,639	260,532	196,325	169,744	169,783	1,458,421
Southampton	670,666	558,974	503,043	390,847	351,835	383,882	2,859,247
Burly	221,195	184,219	162,660	124,770	110,470	116,457	919,769
Somerset	450,083	376,135	332,188	254,843	225,679	230,004	1,876,932
York	410,286	343,386	295,880	223,107	193,067	193,498	1,659,224
DISTRICT TOTALS	4,849,332	4,104,572	3,603,131	2,752,711	2,424,349	2,526,830	20,260,925

FREDERICKSBURG DISTRICT
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

FISCAL YEAR ALLOCATIONS							
	ACTUAL	PROJECTED					TOTAL
		1982-83	1983-84	1984-85	1985-86	1986-87	
INTERMEDIATE	14,478	15,915	16,120	16,708	14,584	14,584	92,389
PRIMARY	5,515	4,294	3,477	2,183	1,931	1,931	19,330
URBAN	400	300	300	200	200	200	1,600
SECONDARY	4,214	3,501	3,126	2,415	2,160	2,323	17,739

INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1962-63 Thru 1967-68

PRIORITIES Balance

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					62-63	1963-64	1964-65	1965-66	1966-67	1967-68		
95-Caroline, Spotsylvania, and Stafford	Remaining Vitalizing Projects	P.E. 600 R/W 1,930 CONSTR. — TOTAL 2,530	600 1,930 — 2,530	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	
(PE & RW Only)												
95-Stafford	1.7 Miles North Route 610 - 8.3 Miles North Route 17 (3.4 Miles)	P.E. — R/W — CONSTR. 11,700 TOTAL 11,700	— — — —	— — — —	11,700 11,700	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	
95-Stafford	8.3 Miles North Route 17 - 2.9 Miles North Route 17 (5.4 Miles)	P.E. — R/W — CONSTR. 11,100 TOTAL 11,100	— — — —	— — — —	11,100 11,100	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	
95-Stafford	2.9 Miles North Route 17 - 2.2 Miles North Route 3 (3.9 Miles)	P.E. — R/W — CONSTR. 13,300 TOTAL 13,300	— — — —	— — — —	13,300 12,800	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	
95-Spottery- vanita Widen to 6 Lanes	2.0 Miles North Route 3 - 0.6 Miles South Route 3 (2.6 Miles)	P.E. — R/W — CONSTR. 9,000 TOTAL 9,000	— — — —	— — — —	9,000 9,000	— — — —	— — — —	— — — —	— — — —	— — — —	— — — —	

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 Thru 1987-88

FUNDING SOURCE Division

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL F-83	FISCAL YEAR ALLOCATIONS				BALANCE TO COMPLETE		
						1983-84	1984-85	1985-86	1986-87		1987-88	
95-Spottery- vania Widen to & Lanes	0.6 Mile South Route 3 - 0.6 Mile South Route 1 (4.3 miles)	P.E. R/W CONSTR. TOTAL	-- -- --	-- 12,150 12,150	-- 2,000 2,000	-- 2,000 2,000	-- 2,000 2,000	-- 3,000 3,000	-- 3,000 3,000	-- 2,150 2,150	-- -- --	
95-Spottery- vania Construct & Lane Structure	Route 208 Crossing	P.E. R/W CONSTR. TOTAL	-- -- --	-- 1,850 1,850	-- 1,000 1,000	-- 860 860	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
95-Spottery- vania Widen to & Lanes	0.6 Mile South Route 1 - 3.5 Miles North Caroline County Lane (5.2 Miles)	P.E. R/W CONSTR. TOTAL	-- -- --	-- 9,800 9,800	-- -- --	-- -- --	-- -- --	1,500 1,500	2,361 2,361	2,772 2,772	3,167 3,167	-- -- --
95-Spottery- vania & Caroline Widen to & Lanes	3.5 Miles North Caroline County Lane- 1.9 Miles South Spotylvania County Lane (5.4 Miles)	P.E. R/W CONSTR. TOTAL	-- -- --	-- 12,055 12,055	-- -- --	1,000 1,000	-- -- --	1,522 1,522	2,400 2,400	3,740 3,740	-- -- --	-- 744 744
95-Caroline Widen to & Lanes	5.6 Miles South Spotylvania County Lane - 2.3 Miles North Route 207 (4.3 Miles)	P.E. R/W CONSTR. TOTAL	-- -- --	-- 9,600 9,600	-- 2,000 2,000	-- -- --	-- -- --	2,000 2,000	3,600 3,600	-- -- --	-- -- --	-- -- --

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88**

PROJECT DESIGNER _____ District _____

ROUTE CAPACITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDED	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED		PROJECTED		
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
95-Stafford and Spotsyl- tonia Construct Camden Bridging Toll	Intersection Route 3, Route 17, Route 610, Route 630	P.E.	75	49	45	—	—	—	—	—	—
		R/W CONSTR.	50	50	50	—	—	—	—	—	—
		TOTAL	125	2,985	88	500	1,000	797	—	—	—
		P.E.									
		R/W CONSTR.									
		TOTAL									
	DISTRICT SUMMARY	P.E.			100	83	50	50	50	50	—
		R/W CONSTR.									
		TOTAL									
		P.E.			45	—	—	—	—	—	—
		R/W CONSTR.			50	15,915	16,120	16,708	14,584	14,584	744
		TOTAL			14,418	15,915	16,120	16,708	14,584	14,584	744

**FEDERAL HIGHWAY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1962-68 thru 1967-68**

FEDERAL HIGHWAY SYSTEM Dollars

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					62-63	1963-64	1964-65	1965-66	1966-67	1967-68	
1 - Stafford Bypass Bridge (Southbound Lane) with Quadruple 8'x10' Box Culvert	Bridge over Austin Road (Southbound Lane) (5.97 Miles South of Prince William County Line) (0.01 Mile)	P.E. 10 ROW - CONSTR. 150 TOTAL 160	-	10 - 150 160	-	-	-	-	-	-	-
1 - Belknap Spotsylvania Road to 4 Lanes (Preliminary Engineering only)	Route 208 (Four Mile Fork) - South Cooper- trass Limits Friedrichsburg (1.52 Miles)	P.E. 100 ROW - CONSTR. - TOTAL 100	-	100 - - 100	-	-	-	-	50	50	30
3 - Stafford & King George Parallels Lane	0.52 Mile West of King George County Line - 2.15 Miles East of Stafford County Line (2.67 Miles)	P.E. 250 ROW 825 CONSTR. 2,780 TOTAL 3,655	200 - - 200	50 825 2,780 3,655	-	150 575 725	-	700 700	850 850	335 335	95 95
3 - Lancaster Parallels Lane	0.02 Mile South of North Corporate Limits of Kilmarnock 1.34 Miles North R.C.L., Kilmarnock (1.90 Miles)	P.E. 150 ROW 258 CONSTR. 1,423 TOTAL 1,831	180 258 728 1,166	- - 693 693	-	-	150 150	-	-	-	-
3 Bypass Stafford 4 Lane Grading on New Location	EAST-EBST CONNECTION: East End of Rappah- annock River Bridge Route 3 (0.26 Miles)	P.E. 45 ROW 360 CONSTR. 685 TOTAL 1,090	45 360 685 1,090	- - - -	-	-	-	-	-	-	-

RELAX SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

FEDERICKSBURG Okawa

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL						
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
3 Bypass Stafford Substructure	EAST-WEST CONNECTION: Bridge over Rappa- hannock River (0.10 Miles)	P.E. 70 R/W COMST. 1,165 TOTAL 1,235	70 - 1,165 1,235	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
3 Bypass Stafford Superstruc- ture	EAST-WEST CONNECTION: Bridge over Rappa- hannock River (0.10 Miles)	P.E. 230 R/W COMST. 2,355 TOTAL 2,585	230 - 1,320 1,550	- - 1,235 1,235	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
3 Bypass Stafford Pave Main Line and Construct Route 3 Zigzag	EAST-WEST CONNECTION: East Cooperative Timber Fredericksburg - Route 3 (0.34 Miles)	P.E. 300 R/W COMST. 3,500 TOTAL 3,500	- - - -	300 - 3,500 3,500	830 1,200 1,200	700 700	220 220	180 180	70 70	- -	
3 - Mainway- Land 4 Lane Unde- veloped	1.10 Miles East of SCL Montross - 0.30 Mile East of SCL Montross (1.40 Miles)	P.E. 340 R/W COMST. 1,153 TOTAL 2,118	340 725 268 1,293	- - 885 885	- - 100 100	- - 275 275	- - 200 200	- - 200 200	- - 110 110	- -	
14 - King & Queen Rehabilitation	Route 624 - 0.80 Miles North of Route 616 (0.80 Miles)	P.E. 30 R/W COMST. 252 TOTAL 282	30 65 97 292	- - 155 155	55 60 60	40 40	- -	- -	- -	- -	

**ROADWAY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

FREDERICKSBURG — District

ROUTE COUNTY/CITY TYPE	DESIGNATION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED		PROJECTED		
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
16 - King & Queen Rehabilita- tion	0.80 Miles North of Route 614 - 4.74 Miles South of King & Queen Courthouse (0.97 Miles)	P.E.	-	20	-	-	-	-	-	-	-
		R/W	-	70	-	-	-	-	-	-	-
		CONST. TOTAL	-	220	100	100	-	-	-	-	-
				310	100	100	-	-	-	-	-
17 - Essex Parallel Lane	5.17 Miles South of Route 360 - 2.40 Miles South of Route 360 (2.77 Miles)	P.E.	210	-	-	-	-	-	-	-	-
		R/W	470	-	-	-	-	-	-	-	-
		CONST. TOTAL	4,421	4,120	-	-	280	260	-	-	3,580
			981	4,120	-	-	-	280	260	-	3,580
30 - King William Rehabilita- tion	2.04 Miles North of SEL West Point - 3.09 Miles South of WCL West Point (3.05 Miles)	P.E.	10	-	-	-	-	-	-	-	-
		R/W	10	-	-	-	-	-	-	-	-
		CONST. TOTAL	422	260	130	-	-	-	-	-	-
			182	260	130	-	-	-	-	-	-
33 - Gleeswater Improve Inter- section at Glees & Rappahannock Community College	Between King and Queen County Line and Route 17 (Glees)	P.E.	50	-	-	-	-	-	-	-	-
		R/W	100	-	-	-	-	-	-	-	-
		CONST. TOTAL	350	-	-	-	-	-	-	-	-
			500	-	-	-	-	-	-	-	-
200 - Northumberland Bridge and Approaches (PE Only)	Great Wicomico River (2.77 Miles South of Route 360)	P.E.	-	150	-	25	-	-	-	-	25
		R/W	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	150	-	25	-	-	-	-	25
			-	150	-	25	-	-	-	25	

TRINITY SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88

PRELIMINARIES Other

ROUTE COURTESY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL F.Y.	1983-84	1984-85	1985-86	1986-87	1987-88		
202 - Westwood Bridge & Approach	Donut Creek (3.50 Miles East of Route 3) (0.61 Miles)	P.E. 170 R/W 250 CONSTR. 2,660 TOTAL 3,080	170 250 1,615 2,035	- - 1,045 1,045	-	130	265	285	100	100	125	-
206 - King George Rehabilita- tion	0.08 Mile East of Williams Creek Bridge - Entrance to Naval Navport Canal (0.11 Miles)	P.E. 50 R/W 65 CONSTR. 1,175 TOTAL 1,290	- - - -	50 65 1,175 1,290	-	-	25	40	35	75	75	990
208 - Spotsylvania Escorted Lane	Route 1 at Four Mile Bark - 1.99 Miles East of Route 1 (Leesville) (1.99 Miles)	P.E. 120 R/W 995 CONSTR. 2,100 TOTAL 3,215	120 995 2,020 2,135	- 80 80	-	88	-	-	-	-	-	-
208 - Spotsylvania Paralel Lane 639	1.99 Miles West Route 1 (Leesville) - 1.70 Miles South of Route 639 (1.70 Miles)	P.E. 135 R/W 465 CONSTR. 1,870 TOTAL 2,470	- - - -	135 465 1,870 2,470	135	465	800	655	165	-	-	-
208 - Spotsylvania Paralel Lane (Preliminary Estimating Only)	1.70 Miles South Route 639 - 41 River (2.00 Miles)	P.E. 140 R/W - CONSTR. - TOTAL 140	- - - -	140 - - 140	-	-	-	-	70	70	-	-

**ROADWAY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-88 Thru 1987-88

FREDERICKSBURG District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 82-83	PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
360 - Northumberland 2nd Parallel Lane	2.77 Miles West of Route 202 - Route 202 (2.77 Miles)	P.E.	70	-	-	-	-	-	-	-	-
		R/W CONST. TOTAL	435 1,659 2,094	850 1,659 2,509	-	145 175	-	-	-	-	-
360 - King and Queen Bridges & Approaches	Mattaponi River (Westbound Lane) (At Aylact) (0.29 Miles)	P.E.	70	70	-	-	-	-	-	-	-
		R/W CONST. TOTAL	50 725 845	50 725 845	70	-	50 260 310	-	-	-	-
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL	- - - 11,190	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
	DISTRICT SUMMARY	P.E. R/W CONST. TOTAL	515 1,870 3,790 5,515	- - - -	95 40 2,048 2,183	50 25 3,402 3,477	145 100 1,686 1,931	291 296	195	25 4,865 4,890	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Through 1987-88

FREDERICKSBURG DISTRICT

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION							BALANCE TO COMPLETE	
					ACTUAL								TOTAL
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	1982-88		
Fredericksburg East-West Connector	Pr: Bypass Route 1 To: RCL 2.0 Miles	P.E. 800 R/W 1,800 CONTR. -- TOTAL 2,600	400 1,400 -- 2,600	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	PS & BM Only 0003-111-102	5											
Fredericksburg East-West Connector	Interchange Route 1 Bypass	P.E. -- R/W 1,200 CONTR. 1,200 TOTAL 2,400	-- 1,200 1,200	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	
4 Lane	0003-111-102	3											
Fredericksburg East-West Connector	Dixon Street (Route 37) Connector 0.7 Mile	P.E. -- R/W -- CONTR. 3,100 TOTAL 3,100	-- -- 400 400	-- 2,700 2,700	-- 400 400	-- 300 300	-- 300 300	-- 200 200	-- 200 200	-- 200 200	-- 200 200	1,100 1,100	
4 Lane	0003-111-102	5											
Fredericksburg East-West Connector	Pr: Dixon Street To: RCL (Grading) 0.4 Mile	P.E. -- R/W -- CONTR. 1,200 TOTAL 1,200	-- -- 1,200 1,200	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	0003-111-102	5											
Fredericksburg East-West Connector	Bridge over Rappahannock River (Substructure)	P.E. -- R/W -- CONTR. 600 TOTAL 600	-- -- 600 600	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
4 Lane	0003-111-102	9											

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

FREDERICKSBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 1977-78	1983-84	1984-85	1985-86	1986-87		1987-88
Fredericksburg East-West Connector 4 Lane	Bridge over Rappahannock River (Superstructure) 0003-111-102	P.E.	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	
		COMMIT. TOTAL	1,100 1,100	--	--	--	--	--	--	--	
Fredericksburg East-West Connector 4 Lane	Fr: Dixon Street To: ECL (Paving) 0003-111-102	P.E.	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	
		COMMIT. TOTAL	500 500	--	--	--	--	--	--	--	
Fredericksburg East-West Connector 4 Lane	Fr: Route 1 Bypass To: Dixon Street 1.7 Miles 0003-111-102	P.E.	--	--	10,000	--	--	--	--	10,000	
		R/W	--	--	10,000	--	--	--	--	10,000	
		COMMIT. TOTAL	--	--	20,000	--	--	--	--	20,000	
	TOTAL										
DISTRICT	SUMMARY	TOTAL									
			400		300		200		200	200	
			400		300		200		200	11,100	
										11,100	

*Represents 42% Urban Share
58% Primary Allocations Not Shown

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
FREDERICKSBURG DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS							TOTAL
	ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Caroline	360,440	309,911	276,226	213,239	190,374	204,226	1,554,416	
Karex	237,771	198,017	175,019	134,341	119,051	125,742	989,941	
Gloucester	378,709	300,468	266,013	204,419	181,421	192,221	1,523,251	
King George	248,959	201,224	179,249	138,322	129,428	132,271	1,023,453	
King & Queen	258,397	202,102	184,576	144,800	131,939	147,473	1,059,287	
King William	218,825	179,760	162,537	126,680	114,488	125,914	927,604	
Lancaster	191,070	159,029	139,321	106,290	93,438	96,999	786,147	
Mathews	144,751	122,629	109,511	84,649	75,700	81,492	618,732	
Middlesex	153,824	124,788	114,150	89,644	81,788	91,648	653,342	
Northumberland	238,465	198,613	172,352	130,617	113,806	115,840	969,693	
Richmond	180,974	153,677	134,820	102,956	90,625	94,342	757,394	
Spartanburg	642,543	548,871	500,814	392,656	357,518	399,035	2,841,437	
Stafford	580,776	486,834	429,079	328,716	290,564	305,237	2,421,206	
Westmoreland	379,162	315,123	281,921	218,182	195,417	211,032	1,600,837	
DISTRICT TOTALS	4,213,566	3,501,046	3,125,588	2,415,511	2,159,557	2,323,472	17,738,740	

GULPEPER DISTRICT
CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
1982-83 thru 1987-88

		FISCAL YEAR ALLOCATIONS					
ACTUAL		PROJECTED					
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	<u>TOTAL</u>
INTERSTATE	58,562	65,110	56,942	66,235	49,490	35,155	331,494
PRIMARY	17,477	13,344	10,344	5,310	5,750	7,537	59,762
URBAN	6,200	5,300	4,700	3,600	3,200	3,200	26,200
SECONDARY	14,181	11,751	10,630	8,287	7,492	8,246	60,587

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88**

Collegiate _____ State _____

ROUTE COMMITTEE TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE												
					PROJECTED																			
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87	1987-88														
66 - Arlington Place Interchange- Lure	Between Dyer Street and Fort Myer Drive	P.E.	-	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
		R/W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		CONSTR.	-	5,700	-	-	1,500	2,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		TOTAL	-	6,000	150	150	2,500	2,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
66 - Fairfax Additional Kamps at Interchange	Interconnection Route 28	P.E.	-	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		R/W	-	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		CONSTR.	-	3,780	-	235	150	2,165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	-	4,215	-	235	150	2,165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66 - Fairfax Construct Interchange	East and West of Nesley Road (1.8 miles)	P.E.	-	590	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		R/W	-	520	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		CONSTR.	-	13,000	-	590	310	1,900	5,580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	-	14,110	800	310	680	1,900	5,580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66 - Fairfax Construct Bridges	Dulles Access Road EXT Over Route 66 Bridges	P.E.	-	800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		CONSTR.	-	2,040	-	440	2,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	-	2,840	-	440	2,040	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(UNDER CONSTRUCTION)																								
66 - Fairfax METRO Parking Network	Route 7 - Haycock Road	P.E.	-	160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		CONSTR.	-	3,640	-	160	1,840	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	-	3,800	-	160	1,840	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			-	3,800	-	160	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

Calpeper _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					PROPOSED						
					ACTUAL 82-83	1983-84	1984-85	1985-86	1986-87		1987-88
66/395 - Fairfax and Arlington Overhead Sign Trusses	Traffic Management System	P.E. 100	-	100	-	-	-	-	-	-	-
		R/W -	-	-	-	-	-	-	-	-	-
		CONST. 1,430	-	-	-	-	-	-	-	-	-
		TOTAL 1,530	-	1,530	-	-	-	-	-	-	-
95 - Prince William Widened to 6 Lanes	Stafford County Line - 2.9 Miles North Stafford County Line (2.9 miles)	P.E. 530	-	530	-	-	-	-	-	-	-
		R/W 475	-	475	-	-	-	-	-	-	-
		CONST. 11,865	-	11,865	4,870	-	-	-	-	-	-
		TOTAL 12,870	-	12,870	4,870	-	-	-	-	-	
93 - Prince William Connector Interchange Phase III (3 Projects)	Dale City	P.E. 500	-	500	-	-	-	-	-	-	-
		R/W 600	-	600	-	-	-	-	-	-	-
		CONST. 12,100	-	12,100	3,200	-	-	-	-	-	-
		TOTAL 13,200	-	13,200	3,200	-	-	-	-	-	
95 - Prince William and Fairfax Extension of HOV Lanes (PE & RW only)	Route 629 (Triangle) Route 644 (Springfield) (19.1 miles)	P.E. 4,700	-	4,700	-	-	-	-	-	-	-
		R/W 965	-	965	-	-	-	-	-	-	-
		CONST. -	-	-	1,000	-	-	-	-	-	-
		TOTAL 5,665	-	5,665	1,000	1,000	1,000	2,000	665	665	
95 - Fairfax Extension of HOV Lanes	Route 644 (Springfield) - Route 617 (2.0 miles)	P.E. -	-	-	-	-	-	-	-	-	-
		R/W -	-	-	-	-	-	-	-	-	-
		CONST. 19,935	-	19,935	-	3,000	-	-	16,935	-	-
		TOTAL 19,935	-	19,935	-	3,000	-	16,935	-	-	

INTERSTATE SYSTEM
CONSTRUCTION PROGRAM
 (In Thousands of Dollars)
 1982-83 Thru 1987-88

Culpeper _____ Danes

ROUTE COUNTY/ TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL							
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
95 - Fairfax Extension of RDV Lanes	Route 617 - Route 1 (North of Woodbridge) (5.7 miles)	P.E. - R/W 31,000 TOTAL 31,000	- - - -	31,000 31,000	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	11,100 11,100
95 - Fairfax 6 Prince William Extension of RDV Lanes	Route 1 (North of Woodbridge) - Route 662 (Dale City) (4.9 miles)	P.E. - R/W 19,800 TOTAL 19,800	- - - -	19,800 19,800	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	7,868 7,868
95 - Fairfax Interchange Improvement	Intersection Route 395 and 495	P.E. 600 R/W 9,900 TOTAL 10,500	- - - -	600 9,900 10,500	- - - -	435 - - -	165 - - -	- - - -	- - - -	- - - -	- - - -	7,500 7,500
395 - Fairfax, Arlington, & Alexandria	Lighting System Conversion	P.E. 50 R/W 570 TOTAL 620	- - - -	50 570 620	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
595 - Arlington Construct 6 Lanes	Route 395 - Route 213 (Allstate Connector) (1.1 miles)	P.E. 1,425 R/W 3,900 TOTAL 28,725	- - - -	1,425 3,900 8,790	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	17,638 17,638

**INTERSTATE SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Through 1987-88

Colspanner District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL	PROJECTED					
						82-83	1983-84	1984-85	1985-86		1986-87
	P.E. R/W OR COMPLETED REQUIRE ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL		194,450	34,422	45,363	40,962	52,342	20,930	-	-
	DISTRICT-WIDE DISCREPANCIES CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			7,400	6,573	4,110	950	1,055	664	-
	DISTRICT SUMMARY	P.E. R/W CONST. TOTAL			4,210 1,435 54,597 58,562	1,385 640 63,263 65,110	1,435 55,507 56,942	1,165 - 65,070 66,235	1,700 300 47,490 49,490	- 665 34,490 35,155	- - 44,080 44,080
		P.E. R/W CONST. TOTAL									
		P.E. R/W CONST. TOTAL									

**RAINIER SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

CULPEPER District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATION						BALANCE TO COMPLETE	
					ACTUAL 82-83	1983-84	1984-85	PROJECTED 1985-86	1986-87	1987-88		
1 - Prince William and Fairfax Bridge and Approaches	OSQUOQUE AVENUE (Neighborhood Lane) at County Line Crossing (0.20 Miles)	P.E. 46 R/W 3,370 CONSTR. 3,436 TOTAL	66 1,870 1,536	1,900 1,900	960 960	600 600	400 400	-	-	-	-	-
1 - Prince William Bridge and Approaches	QUARTICO CREEK 0.42 Mile South of Route 234 (0.08 Miles)	P.E. 25 R/W 50 CONSTR. 465 TOTAL 540	-	25 30 465 540	25 50 75	-	300 140	140 25	-	-	-	-
3 - Orange Paralell Lane	2.29 Miles West of Spotylvania County Line - 4.70 Miles West of Spotylvania County Line (2.41 Miles)	P.E. 90 R/W 600 CONSTR. 2,450 TOTAL 3,140	90 600 220 910	- 2,230 2,230	1,800 1,800	800 800	230 230	-	-	-	-	-
1 - Orange and Culpeper 2 Lane Bridge and Approaches	Rapidan River at Orange and Culpeper County Line (0.808 MI.)	P.E. 115 R/W 415 CONSTR. 2,300 TOTAL 2,830	-	115 415 2,300 2,830	-	-	115 75	200 200	140 460	1,000 1,000	-	840 840
6 - Albemarle Drainage Structure and Approaches	GREEN CREEK 3.20 Miles East of Pajon County Line	P.E. 25 R/W 5 CONSTR. 236 TOTAL 256	25 5 137 167	- 87 87	50 50	37 37	-	-	-	-	-	-

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-83 Thru 1987-88

CUT-PAPER _____ Dollars

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL		PROJECTED				
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
7 - Fairfax Add 3rd Lane East and Westbound	1.495 - 0.38 Miles West of Chain Bridge Road (Route 123) (1.23 Miles)	P.E. 30 R/W - CONSTR. 715 TOTAL 745	30 - 505 535	- - 210 210	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
7 - Loudoun 2 Lanes on 4 Lane Right of Way	0.54 Mile West of Route 287 - 1.64 Miles East of Simpson Creek (Route 7) (3.54 Miles)	P.E. 425 R/W 1,870 CONSTR. 5,940 TOTAL 8,235	425 435 - 880	1,415 5,960 7,375	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
7 - Loudoun 2 Lanes on 4 Lane Right of Way (Preliminary Engineering Only)	RODENT HILL BYPASS 1.44 Miles East of Simpson Creek (Route 7) - 0.25 Miles West of Simpson Creek (1.70 Miles)	P.E. 200 R/W - CONSTR. - TOTAL 200	- - - -	200 - - 200	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
15 - Loudoun Bridge and Approaches	GOOSE CREEK: 6.72 Miles North of Prince William County Line (0.04 Mile)	P.E. 30 R/W 30 CONSTR. 805 TOTAL 865	- - - -	30 30 805 865	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
15 - Loudoun Bridge and Approaches	SOUTH ARMA RIVER: (0.85 Miles North of Route 22) (0.02 Mile)	P.E. 70 R/W 30 CONSTR. 310 TOTAL 390	70 10 310 390	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

**PRAYER SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 THRU 1987-88**

COLLEPER _____ District

ROUTE QUANTITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
15 - Madison and Orange Bridge and Approaches (Per and Right of Way Only)	BARDON RIVER: 0.19 Mile South of Orange/Madison County Line - 0.92 Mile North of Orange/ Madison County Line (1.11 Miles)	P.E. 190 R/W 290 CONSTR. - TOTAL 480	188 - - 188	10 260 - 270	10 15 - 25	25 - - 25	50 - - 50	50 - - 50	90 - - 90	70 - - 70	- - - -	
17 - Fayette Parallels Lane (Preliminary Engineering and Right of Way Only)	North Corporate Limits of Warrenton - 2.35 Miles North of North Corporate Limits of Warrenton (2.35 Miles)	P.E. 240 R/W 990 CONSTR. - TOTAL 1,230	240 210 - 450	- 780 - 780	- - - -	- - - -	- - - -	- - - -	- - - -	780 - - 780	- - - -	
20 - Albenarle Drainage Structure	0.90 Miles South of Orange County Line and Intersection Route 816 (Key West)	P.E. 23 R/W 55 CONSTR. 170 TOTAL 250	23 55 170 250	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
20 - Orange Belleville- Llan and Reproductive- tion	Route 231 - 2.65 Miles West of Route 231 (2.65 Miles)	P.E. 40 R/W 165 CONSTR. 1,320 TOTAL 1,525	40 265 895 1,100	- 425 - 425	- 160 - 160	- 225 - 225	- 40 - 40	- - - -	- - - -	- - - -	- - - -	
28 - Ladson Construct Turn Lanes	2.31 Miles North of Fairfax County Line (Route 846)	P.E. 2 R/W - CONSTR. 155 TOTAL 155	2 - 128 130	- 25 - 25	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

CLIFFER District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL	PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88		
28 - Fairfax Parallel Lane	0.23 Mile North of Prince William County Line - 0.07 Mile South of Route 29 (2.37 Miles)	P.E.	45	80	-	-	-	-	-	-	
		R/W	-	2,430	320	-	-	-	-	-	-
		CONSTR.	-	2,060	770	300	300	300	300	300	390
		TOTAL	45	4,590	1,200	1,100	300	300	300	390	
29 - Fairfax Widen to Four Lanes	0.50 Mile West of West Marshall Street - Route 495 (1.78 Miles)	P.E.	77	280	-	-	-	-	-	-	
		R/W	-	1,285	480	325	260	80	-	-	
		CONSTR.	-	5,500	480	-	135	215	1,200	1,100	
		TOTAL	77	7,065	480	325	260	135	215	4,265	
29 - Fairfax Improve Vertical Sight Distance (Newchased Lane)	1.29 Miles East of Route 28 (Route 643) (0.15 Mile)	P.E.	10	-	-	-	-	-	-	-	
		R/W	-	-	-	-	-	-	-	-	
		CONSTR.	95	45	-	-	-	-	-	-	
		TOTAL	10	95	45	-	-	-	-	-	
29 - Fairfax and Prince William Bridge and Approaches	Bull Run Creek at Prince William and Fairfax County Line (0.06 Mile)	P.E.	35	-	-	-	-	-	-	-	
		R/W	15	-	-	-	-	-	-	-	
		CONSTR.	235	60	15	-	-	-	-	-	
		TOTAL	325	60	15	-	-	-	-	-	
29 - Fauquier Grade 2 lanes on 4 Lane Right of Way New Location	VAZANTON BYPASS: 0.10 Mile South of Southern Railroad - Intersection Routes 15/29 North of Warrenton (2.77 Miles)	P.E.	325	-	-	-	-	-	-	-	
		R/W	4,115	-	-	-	-	-	-	-	
		CONSTR.	795	360	-	-	-	-	-	-	
		TOTAL	5,235	1,860	360	-	-	-	-	-	

**TRILLIAN SYSTEM
CONSTRUCTION PROGRAM**
In Thousands of Dollars
1982-83 Thru 1987-88

CULPEPER _____ District

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE		
					ACTUAL								PROJECTED	
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88				
29 - Koonster Connecticut New Bridges	WARRINGTON BYPASS: At Intersection of Routes 15/29 (North of Warrenton)	P.E. 65 R/W 1,200 CONST. 1,200 TOTAL 1,265	-	1,200 1,265	65	1,200 1,265	-	-	-	-	-	-	-	-
29 - Paugler Pave 2 Lanes on 4 Lane Right of Way and Construct 3 New Bridges	WARRINGTON BYPASS: 1.21 Miles South of Southern Railroad - Intersection of Routes 15/29 North of Warrenton (1.89 Miles)	P.E. 320 R/W 5,370 CONST. 5,690 TOTAL 5,690	-	5,370 5,690	50	2,230 2,500	750	700	500	500	-	-	-	1,190
29 - Albemarle Bridges and Approaches (Southbound Lane)	SOUTH FORK RIVANNA RIVER: 3.05 Miles South of Green County Line (0.81 Miles)	P.E. 80 R/W 1,100 CONST. 1,280 TOTAL 1,280	80	675	75	-	-	-	-	-	-	-	-	-
29 - Albemarle Bridges and Approaches (Southbound Lane)	SOUTH FORK RIVANNA RIVER: 3.22 Miles North of North Corporate Limits Charlotte- ville (0.07 Miles)	P.E. 185 R/W 2,660 CONST. 2,935 TOTAL 2,935	-	2,935	75	400	300	400	600	600	-	-	-	325
29 - Albemarle Miden to Six Lanes	North Corporate Limits of Charlotte- ville - Rio Road (1.70 Miles)	P.E. 85 R/W 5,000 CONST. 5,735 TOTAL 5,735	85	5,000 5,035	35	300	200	200	200	1,100	-	-	-	2,635

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

CULPEPER _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 12-83	PREDICTED				
						1983-84	1984-85	1985-86	1986-87	
33 - Louisa Bridge and Approaches	NORTHEAST CREEK; 3.35 Miles East of East Corporate Limits of Louisa (0.66 Miles)	P.E.	15	-	-	-	-	-	-	-
		R/W	15	-	-	-	-	-	-	-
		CONST.	170	85	-	-	-	-	-	-
		TOTAL	200	85	-	-	-	-	-	-
50 - Arlington Construct Interchange and Bridge	ARLINGTON BOULEVARD; Carlyle Springs Road (0.29 Mile)	P.E.	145	-	-	-	-	-	-	-
		R/W	360	-	-	-	-	-	-	-
		CONST.	2,860	595	-	-	-	-	-	-
		TOTAL	3,365	595	-	-	-	-	-	-
50 - Arlington Replace Bridge	ARLINGTON BOULEVARD; Four Mile Run (0.07 Mile)	P.E.	275	275	-	-	-	-	-	-
		R/W	55	55	-	-	-	-	-	-
		CONST.	4,570	4,570	-	-	-	-	-	435
		TOTAL	4,900	4,900	-	-	-	-	-	435
50 - Fairfax Construct Interchange and Approaches	Interchange at Gallows Road (Route 650) (0.91 Mile)	P.E.	540	-	-	-	-	-	-	-
		R/W	505	-	-	-	-	-	-	-
		CONST.	10,760	4,805	300	300	300	300	300	805
		TOTAL	11,805	4,805	900	900	900	900	900	805
123 - Fairfax New Inter- change (Preliminary Engineering only)	DOLLY MADISON BOULEVARD; International Drive Interchange	P.E.	350	350	-	-	-	-	-	50
		R/W	-	-	-	-	-	-	-	-
		CONST.	-	-	-	-	-	-	-	-
		TOTAL	350	350	-	-	-	-	-	50

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

CULPEPER _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE	
					ACTUAL 12-83	1983-84	1984-85	1985-86	1986-87		1987-88
33 - Loudoun Bridge and Approaches	NORTHEAST CREEK; 3.35 Miles East of East Corporate Limits of Loudoun (0.66 Miles)	P.E.	15	-	-	-	-	-	-	-	-
		R/W	15	-	-	-	-	-	-	-	-
		CONST.	170	35	-	-	-	-	-	-	-
		TOTAL	200	35	-	-	-	-	-	-	-
30 - Arlington Construct Interchange and Bridge	ARLINGTON BOULEVARD; Carlyle Springs Road (0.29 Mile)	P.E.	145	-	-	-	-	-	-	-	-
		R/W	360	-	-	-	-	-	-	-	-
		CONST.	2,860	595	-	-	-	-	-	-	-
		TOTAL	3,365	595	-	-	-	-	-	-	-
50 - Arlington Replace Bridge	ARLINGTON BOULEVARD; Four Mile Run (0.07 Mile)	P.E.	275	275	-	-	-	-	-	-	-
		R/W	55	30	-	-	-	-	-	-	-
		CONST.	4,570	635	1,000	1,000	750	750	435		
		TOTAL	4,900	905	1,000	1,000	750	750	435		
50 - Fairfax Construct Interchange and Approaches	Interchange at Gallows Road (Route 650) (0.91 Mile)	P.E.	540	-	-	-	-	-	-	-	-
		R/W	505	-	-	-	-	-	-	-	-
		CONST.	10,760	900	500	300	300	300	805		
		TOTAL	11,805	1,700	500	300	300	300	805		
123 - Fairfax New Inter- change (Preliminary Engineering only)	DOLLY MADISON BOULEVARD; International Drive Interchange	P.E.	350	50	50	50	50	50	50	50	50
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	-	-	-	-	-	-	-	-	-
		TOTAL	350	50	50	50	50	50	50		

**PORTLAND SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 thru 1987-88

CILLIPEPER Director

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL						
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88	
123 - Fairfax Parallel Lane	1.05 Miles South of Route 383 (Route 4401) - 0.09 Mile North of Southern Railroad (1.75 Miles)	P.E. 180 R/W 1,565 CONSTR. 2,984 TOTAL 4,729	180 1,565 1,659 3,404	- 1,325 1,325	- 1,325 1,325	- - - -	- - -	- - -	- - -	- - -	- - -
123 - Fairfax Bridge and Approaches	SOUTHERN RAILROAD BRIDGES: 0.09 Mile North of Southern Railroad - 0.17 Mile South of Southern Railroad (0.26 Miles)	P.E. 190 R/W 565 CONSTR. 1,341 TOTAL 2,096	190 765 121 876	- 1,220 1,220	- 175 175	- 420 420	- 250 250	- 200 200	- 175 175	- - -	- - -
193 - Fairfax Lower Part- ial Curve	Intersection Route 717 (Heterback Road) and Intersection Route 683 (Teigh Mill Road)	P.E. 40 R/W 70 CONSTR. 230 TOTAL 340	40 70 10 120	- 230 230	- 190 190	- 30 30	- -	- -	- -	- -	- -
231 - Madison Hiding	North Intersection Route 620 - South Intersection Route 620	P.E. 11 R/W 15 CONSTR. 358 TOTAL 384	11 15 358 384	- -	- -	- -	- -	- -	- -	- -	- -
234 - Prince William Rehabilita- tion	Between South Corporate Limits of Manassas and Route 1	P.E. 30 R/W 20 CONSTR. 650 TOTAL 700	30 20 650 700	- -	- -	- -	- -	- -	- -	- -	- -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

COLLECTOR _____ Check

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 82-83	PROJECTED				
						1983-84	1984-85	1985-86	1986-87	
234 - Prince William County (Preliminary Engineering Location Only)	WESTERN MANASSAS BYPASS: Route 234 Southwest of Manassas - Route 234 Southeast of Manassas (20.00 Miles)	P.E.	500	270	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		TOTAL	500	270	-	-	-	-	-	-
241 - Fairfax Improva Intersection	Route 1 and Route 241 Interpenion	P.E.	185	-	345	-	-	-	-	-
		R/W	640	760	-	-	-	-	-	-
		TOTAL	825	1,200	395	180	150	150	-	-
LOCKREED- VAH DOBH EXT. Fairfax (Preliminary Engineering and Right of Way Only)	Route 644 - Route 1 (Richmond Road) (4.00 Miles)	P.E.	545	-	-	-	-	-	-	-
		R/W	755	1,275	-	-	-	-	-	-
		TOTAL	1,300	1,275	-	-	-	-	-	-
Arlington One-Hay Pair	15TH STREET AND WILSON BOULEVARD: Vistich Street - Dauville Street and Highland Street - Washington Boulevard	P.E.	25	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		TOTAL	500	-	-	-	-	-	-	-
Fairfax	Coordinated Rural Signal Systems (Stage Construction)	P.E.	110	-	-	-	-	-	-	-
		R/W	-	870	25	95	115	115	480	
		TOTAL	1,792	870	25	95	115	115	480	

**TRANSIT SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-03 thru 1987-88**

CUMPERE _____ District

ROUTE CAPACITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDS	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONSTR. TOTAL 24,768	21,410	3,358	3,000	358	-	-	-	-	-	
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTIONS ITEMS	P.E. R/W CONSTR. TOTAL 892			669	619	550	550	532	-		
	DISTRICT SUMMARY	P.E. R/W CONSTR. TOTAL			1,105 4,975 13,357 17,437	165 2,300 10,879 13,344	435 780 9,129 10,344	50 510 4,750 5,310	160 620 4,970 5,750	140 1,100 6,297 7,537	50 675 11,365 12,090	
		P.E. R/W CONSTR. TOTAL										

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

CULPEPER District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ACTUAL	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
						PROJECTED					
						1982-83	1983-84	1984-85	1985-86	1986-87	
Alexandria Montee Ave. Bridge Replacement	Bridges over Potomac RR Yards 0001-108-105	P.E. R/W COMMIT. TOTAL 367 300 3,000 10,167	367 300 3,000 3,667	6,500 6,500	-- -- -- --	-- -- -- --	1,200 1,200	1,000 1,000	1,563 1,563	-- -- 1,500 1,500	-- -- 1,237 1,237
Alexandria King Street Railroad Underpass	Fz: Commonwealth Ave. To: Russell Bldg. 0.4 MILE 0007-100-103	P.E. R/W COMMIT. TOTAL 200 1,000 5,000 6,200	50 -- -- --	150 1,000 5,000 6,150	-- -- -- --	50 -- -- 50	-- -- -- --	100 500 600	-- 500 500	-- -- 5,000 5,000	
Alexandria Duke Street 5 Lane	Fz: Monlox Ave. To: Longview Dr. 0.7 MILE 0236-100-106	P.E. R/W COMMIT. TOTAL 200 850 1,600 2,650	200 850 250 1,300	1,350 1,350	-- -- -- --	-- -- 500 500	400 400	450 450	-- -- -- --	-- -- -- --	
Alexandria South Van Dura St. 4 Lane with Interchange	Fz: Eisenhower Ave. To: Pickett Street 0.4 MILE U000-100-108	P.E. R/W COMMIT. TOTAL 200 4,700 6,500 11,200	200 4,700 2,060 6,960	4,240 4,240	-- -- -- --	-- -- 1,500 1,500	600 600	503 503	137 137	-- -- -- --	
Alexandria Duke Street 4 Lane	Fz: Henry St. To: Elizabeth St. 0.6 MILE 0236-100-107	P.E. R/W COMMIT. TOTAL 100 500 1,200 1,800	-- -- -- --	100 500 1,200 1,800	100 -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	500 1,200 1,700	

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 thru 1987-88

CULPEPER _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDED	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					PROJECTED						
					ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Albemarle City wide	Additions to Traffic Signal System	P.E. 50 R.M. 50 CONTR. 400 TOTAL 500	-- -- -- -- --	50 50 400 500	50 50 -- 100	-- -- 200 200	-- -- 200 200	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
1000-180-109		N									
Charlottesville Hydraulic Road 4 Lane	For Route 250 Bypass To Sunset Street 0.4 Mile	P.E. 100 R.M. 700 CONTR. 1,300 TOTAL 2,100	100 538 -- 658	162 1,300 1,462	-- -- --	162 255 417	-- 500 500	-- \$47 \$47	-- -- --	-- -- --	-- -- --
1000-104-105		M									
Charlottesville City Wide		P.E. 100 R.M. 100 CONTR. 1,900 TOTAL 2,100	100 180 900 1,180	-- 1,000 1,000	300 300 300	-- 300 300	-- 300 300	-- 100 100	-- -- --	-- -- --	-- -- --
17 Intersections Spot Improvements and Signals		N									
1000-104-105											
Culpeper Old Brandy Road	Bridge over Mountain Run 4.2 Mile	P.E. 50 R.M. 50 CONTR. 300 TOTAL 400	50 50 150 250	-- 180 150	-- 150 150	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
1000-104-102		SR									
Culpeper Leverson Highway Bridge Rehab.	Bridges over Southside RR	P.E. 50 R.M. -- CONTR. 200 TOTAL 250	-- -- -- -- --	50 -- 280 280	50 -- 50	-- -- 200	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
0003-204-		SR									

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-63 Thru 1967-68

CULPEPER District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE	
					PROJECTED							
					ACTUAL 1962-63	1963-64	1964-65	1965-66	1966-67	1967-68		
Fairfax Pickett Road 4 lane	Fr: Arlington Blvd. To: Main Street 1.6 Miles	P.E.	500	--	--	--	--	--	--	--	--	--
		R/W	5,000	4,500	--	--	--	--	--	--	--	--
		CONSTR.	6,500	4,500	800	400	300	--	--	--	--	--
		TOTAL	11,800	4,500	800	400	300	--	--	--	--	--
Pally Church Broad Street 4 lane	Fr: W.C.L. To: West Street 0.3 Mile	P.E.	125	100	--	--	--	--	--	--	--	--
		R/W	300	300	200	100	--	--	--	--	--	--
		CONSTR.	1,000	1,000	200	100	400	400	--	--	--	200
		TOTAL	1,425	1,400	200	100	400	400	--	--	400	100
Herridon Sterling Road 4 lane	Fr: Herridon Hwy. To: W.C.L. 0.2 Mile	P.E.	50	--	--	--	--	--	--	--	--	--
		R/W	150	300	--	--	--	--	--	--	--	--
		CONSTR.	525	300	--	--	--	--	--	--	--	--
		TOTAL	525	300	--	--	--	--	--	--	--	--
Herridon E. Herridon Parkway 4 lane	Fr: Van Buren St. To: Dranesville Rd. 2.6 Miles	P.E.	150	100	--	--	--	--	--	--	--	--
		R/W	300	500	--	--	--	--	--	--	--	--
		CONSTR.	2,850	2,850	145	90	800	800	--	--	--	1,960
		TOTAL	3,500	3,450	145	90	800	800	--	--	1,960	
Locsborg Market St. 5 lane	Fr: Catactin Circle To: S.C.L. 0.6 Mile	P.E.	85	--	--	--	--	--	--	--	--	--
		R/W	200	200	--	--	--	--	--	--	--	--
		CONSTR.	1,100	700	200	--	--	--	--	--	--	--
		TOTAL	1,585	700	200	--	--	--	--	--	--	

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 Thru 1987-88**

CULPEPER _____ Driver

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDED	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE													
					ACTUAL		PROJECTED																		
					1972-73	1982-84	1983-85	1984-86	1985-87	1986-87	1987-88														
BUSINESS FRANK AVE. 0.2 MILE	Per Liberty St. To: Church St. 0.2 MILE	P.E.	276	276	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
		R/W	1,400	1,400	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
		COSMET.	3,000	1,600	1,400	435	200	265	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
		TOTAL	4,676	1,276	1,400	435	300	265	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
4 Lane	0234-158-104	M																							
WATERLOO SHIRLEY AVE. 1.2 MILES	Fr: S.C.L. To: Garrett St. 1.2 Miles	P.E.	100	50	50	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
		R/W	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		COSMET.	700	--	700	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		TOTAL	1,000	50	950	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	2029-158-101	M	5																						
	Projects underway or Completed Requiring Additional Funds	TOTAL																							
DISTRICT	SUBWAY	TOTAL				495	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
		P.E.	450	50	400	162	400	245	100	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
		R/W	405	--	405	--	400	345	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500	500
		COSMET.	5,345	--	5,345	--	4,200	3,555	2,600	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750	2,750
		TOTAL	6,200	50	5,300	5,300	4,700	3,500	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200	3,200

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
CULPEPER DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS						TOTAL
	ACTUAL	PROJECTED					
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Albemarle	1,332,100	1,096,915	1,021,683	811,622	751,007	864,445	5,877,772
Culpeper	730,966	606,854	578,039	463,576	437,953	519,461	3,338,849
Fairfax	4,821,265	3,437,132	2,967,674	2,241,032	1,943,185	1,956,450	16,766,738
Fauquier	1,032,801	864,309	809,219	644,930	599,102	694,618	4,644,979
Fluvanna	348,044	295,450	267,493	208,662	188,783	208,074	1,516,506
Greene	250,461	196,556	181,859	143,863	132,440	150,988	1,036,167
Loudoun	1,850,566	1,542,722	1,437,630	1,142,408	1,057,488	1,218,077	8,248,911
Louisa	791,743	662,754	613,268	485,144	446,650	509,258	3,508,797
Madison	507,047	432,490	402,366	319,383	295,262	339,283	2,295,811
Orange	591,301	487,095	455,202	362,366	336,149	388,740	2,620,853
Prince William	2,205,232	1,848,198	1,628,977	1,247,975	1,103,153	1,158,913	9,190,448
Rappahannock	340,979	280,912	266,611	214,267	201,037	237,350	1,541,156
DISTRICT TOTALS	14,180,525	11,751,387	10,629,981	8,287,228	7,492,209	8,245,657	60,586,987

SIMPSON DISTRICTS
 CONSTRUCTION IMPROVEMENT PROGRAM
 (In Thousands of Dollars)
 1982-83 THRU 1987-88

	FISCAL YEAR ALLOCATIONS						
	ACTUAL	PROJECTED					TOTAL
	<u>1982-83</u>	<u>1983-84</u>	<u>1984-85</u>	<u>1985-86</u>	<u>1986-87</u>	<u>1987-88</u>	
INTERESTS	4,976	2,009	1,750	250	250	250	6,885
PRIMARY	10,433	8,934	7,807	6,200	5,460	5,460	44,294
URBAN	5,100	2,700	2,300	1,800	1,600	2,600	13,100
SECONDARY	8,005	6,594	6,065	4,780	4,380	4,950	34,772

**ILLINOIS STATE SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1983-88 Thru 1987-88**

Scaunton _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS						BALANCE TO COMPLETE
					ACTUAL 82-83	PROJECTED					
						1983-84	1984-85	1985-86	1986-87	1987-88	
81 - Rockingham Interchange Improvements	Intersection Route 33	P.E.	55	-	-	-	-	-	-	-	-
		R/W	55	-	-	-	-	-	-	-	-
		CONST.	1,200	960	-	-	-	-	-	-	-
	TOTAL	1,310	350	960	-	-	-	-	-	-	-
81 - Rockingham Interchange Improvements	Intersection Route 659	P.E.	135	135	-	-	-	-	-	-	-
		R/W	120	-	-	-	-	-	-	-	-
		CONST.	3,000	3,000	100	100	100	100	100	100	100
	TOTAL	3,255	185	3,220	1,600	1,600	100	100	100	100	100
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING										
					995	-	-	-	-	-	-
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION ITEMS				607	508	150	150	150	250	-
	DISTRICT SUMMARY				110	2,069	1,750	250	250	250	-
					8,856	2,009	1,750	250	250	250	-
					2,376	2,009	1,750	250	250	250	-

**TRACT SYSTEM
CONSTRUCTION PROGRAM
(in Thousands of Dollars)
1982-83 thru 1987-88**

Director

ROUTE COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL	1983-84	1984-85	1985-86	1986-87	1987-88	PROJECTED	
7 - Glats Bridge and Approaches	Oregon Creek (Meatbound Lane) (0.15 mile)	P.E. 25 R/W 5 CONSTR. 530 TOTAL 560	- - -	23 5 530 560	82-83 25	1983-84 5	1984-85 200	1985-86 135	1986-87 -	1987-88 -	- - -	
11 - Augusta Bridge and Approaches	Middle River (0.10 mile)	P.E. 10 R/W 5 CONSTR. 235 TOTAL 250	- - -	10 5 235 250	82-83 10 85 189	1983-84 150	1984-85 150	- -	- -	- -	- -	
11 - Backingham Widened to 4 Lanes, Curb and Gutter	Sauk Corporate Little Barrington 0.87 Miles South South Corporate Little Barrington (0.87 mile)	P.E. 55 R/W 30 CONSTR. 1,522 TOTAL 1,627	55 30 852 937	- 670 670	82-83 400 400	1983-84 270	1984-85 -	1985-86 -	1986-87 -	1987-88 -	- - -	
39 - Bath bridge and Approaches	Little Back Creek (0.50 mile)	P.E. 5 R/W 5 CONSTR. 385 TOTAL 395	- - -	5 5 385 395	82-83 -	1983-84 5 115 125	1984-85 150	1985-86 120	1986-87 -	1987-88 -	- - -	
42 - Shomondah Widened to 4 Lanes	Route 11 (Woodstock) Route 81 (0.55 mile)	P.E. 50 R/W 15 CONSTR. 550 TOTAL 615	- - -	50 15 550 615	82-83 30 15 345 439	1983-84 - 185	1984-85 -	1985-86 -	1986-87 -	1987-88 -	- - -	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 Thru 1987-88

Station _____ Miles _____

ROUTE - COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS PROJECTED					BALANCE TO COMPLETE
					PROJECTED					
					1983-84	1984-85	1985-86	1986-87	1987-88	
ACTUAL										
82-83										
42 - Shelburne Improve Intersection	Interception Route 739 and Route 681 (0.50 mile)	P.E.	55	-	-	-	-	-	-	-
		R/W	20	65	-	-	-	-	-	-
		CONSTR. TOTAL	135	65	-	-	-	-	-	-
42 - Rockingham Reconstruct to 4 Lanes	North Corporate Limits Harrisonburg 3.00 Miles North North Corporate Limits Harrisonburg (3.00 miles)	P.E.	110	-	-	-	-	-	-	-
		R/W	320	2,520	-	-	-	-	-	-
		CONSTR.	4,177	2,520	320	-	-	-	-	-
		TOTAL	4,607	2,000	2,000	-	-	-	-	-
42 - Rockingham 2 Lane Reconstruction on Existing Location	3.00 Miles North North Corporate Limits Harrisonburg 6.00 Miles North North Corporate Limits Harrisonburg (3.00 miles)	P.E.	145	245	-	-	-	-	-	-
		R/W	285	285	145	-	-	-	-	-
		CONSTR.	2,430	2,420	210	75	-	-	-	-
		TOTAL	2,850	2,850	355	1,425	1,500	995	995	-
42 - Rockingham 2 Lane Reconstruction on Existing Location	6.00 Miles North North Corporate Limits Harrisonburg (3.00 miles)	P.E.	175	175	-	-	-	-	-	-
		R/W	345	345	-	-	-	-	-	-
		CONSTR.	2,930	2,930	-	-	-	-	-	-
		TOTAL	3,450	3,450	-	-	-	-	-	-
42 - Rockingham 2 Lane Reconstruction on Existing Location	9.00 Miles North North Corporate Limits Harrisonburg Route 259 (Broadway) (3.00 miles)	P.E.	135	-	-	-	-	-	-	-
		R/W	385	50	-	-	-	-	-	-
		CONSTR.	2,075	2,075	930	1,145	-	-	-	-
		TOTAL	2,595	2,125	980	1,145	-	-	-	-

**PERMANENT SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

Statewide District

ROUTE COUNTY/ACTIVITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
60 - Knobcridge Bridge and Approaches Maury River	East Corporate Limits Buena Vista - 0.64 Miles West West Corporate Limits Buena Vista (0.64 miles)	P.E. 200 R/W 20 CONSTR. 2,190 TOTAL 2,410	200 20 1,930 2,150	- - 260 260	- - 260 260	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	
220 - Allegheny Safety Improvements	Pairing Bay at 1.5 Miles North of Covington, Truck Escape Ramp and Left Turn Lane at Route 778 (0.90 miles)	P.E. 10 R/W 30 CONSTR. 320 TOTAL 360	10 30 275 315	- 45 45	- 45 45	- - -	- - -	- - -	- - -	- - -	- - -	
220 - Allegheny 2 Lanes on New Location (Grade only)	CLAYTON FORGE RELOCATIONS Route 60 - Existing Route 220 (1.00+ miles)	P.E. 235 R/W 435 CONSTR. 4,750 TOTAL 5,420	235 435 2,630 3,300	- - 2,120 2,120	1,500 1,500	- -	620 620	- -	- -	- -	- -	
220 - Allegheny 2 Lanes on New Location (Overlaid)	CLAYTON FORGE RELOCATIONS Route 60 - Existing Route 220	P.E. 165 R/W - CONSTR. 3,135 TOTAL 3,300	- - - -	165 - 3,135 3,300	- -	165 715 880	- -	1,500 1,500	- -	920 920	- -	
220 - Allegheny 2 Lanes on New Location (Overlaid)	CLAYTON FORGE RELOCATIONS Route 60 - Existing Route 220 (1.00+ miles)	P.E. 65 R/W - CONSTR. 1,270 TOTAL 1,335	- - - -	65 - 1,270 1,335	- -	- -	- -	- -	65 15 80	- -	900 900	355 355

**FEEDBACK SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

DEPARTMENT _____ District _____

ROUTE COURTESY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL	PROJECTED				
						1983-84	1984-85	1985-86	1987-88	
250 - Augusta Convert to 4 Lanes Includ- ing Grade Sep- aration at C&D R.R.	FISHERVILLE: 2.81 Miles West West Corporate Limite Raynabro - 3.74 Miles West West Corp. Limite Raynabro (0.93 miles)	P.E.	140	-	-	-	-	-	-	-
		R/W	315	-	-	-	-	-	-	-
		CONST.	3,907	1,315	-	-	-	-	-	-
	TOTAL	3,762	2,442	1,315	-	-	-	-	-	
250 - Augusta Convert to 4 Lanes	P.E. 0.52 Miles East Route 81 at Statton 3.74 Miles West West Corporate Limite Raynabro (2.33 miles)	P.E.	250	250	-	-	-	-	-	-
		R/W	1,620	1,485	-	-	-	-	-	0
		CONST.	5,030	2,280	615	-	-	-	-	-
	TOTAL	6,900	3,745	2,475	615	-	-	-	-	
250 - Augusta Convert to 4 Lanes	West Corporate Limite Raynabro - 2.81 Miles West West Corporate Limite Raynabro (2.81 miles)	P.E.	300	300	-	-	-	-	-	-
		R/W	2,495	2,495	-	-	-	-	-	-
		CONST.	5,235	5,235	-	-	-	-	-	2,455
	TOTAL	8,030	8,030	-	-	-	-	1,810	2,300	
252 - Rockbridge Bridges and Approaches	Moffats Creek (0.39 mile)	P.E.	15	15	-	-	-	-	-	-
		R/W	5	5	-	-	-	-	-	-
		CONST.	230	80	75	-	-	-	-	-
	TOTAL	250	100	150	75	-	-	-	-	
262 - Augusta 4 Lane Paving	FOURKOR ROUTE: Route 81 - Route 11 (1.50 mile)	P.E.	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		CONST.	1,235	380	-	-	-	-	-	-
	TOTAL	1,235	380	-	-	-	-	-	-	

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(in Thousands of Dollars)
1982-83 thru 1987-88

Stamison _____ District

ROUTE COUNTY/CITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL		PROJECTED					
					82-83	1983-84	1984-85	1985-86	1986-87	1987-88		
275 - Augusta 2 lanes on 4 lanes Right of Way New Location	NORTHERN BYPASS: Route 11 - Route 613 (1.66 miles)	P.E. 150 R/W 460 CONSTR. 3,912 TOTAL 4,522	150 460 642 1,252	- 3,220 3,220	1,040 1,040	1,130 1,130	1,035 1,035	- 65	- -	- -	- -	- -
340 - Augusta Rehabilita- tion	0.75 Mile South Route 64 - 3.14 Miles South Route 64 (2.39 miles)	P.E. 55 R/W 110 CONSTR. 1,110 TOTAL 1,275	- - - -	55 110 1,110 1,275	55 110 170 335	50 50 400 400	100 100 400 400	- 140	- -	- -	- -	- -
340 - Augusta Rehabilita- tion	3.14 Miles South Route 64 - 6.34 Miles South Route 64 (Stewart's Drift) (3.20 miles)	P.E. 50 R/W 150 CONSTR. 1,610 TOTAL 1,810	- - - -	50 150 1,610 1,810	- - -	50 50 100 100	100 100 360 360	- -	- -	- -	- -	90 90
340 - Blackburn Miles to 4 lanes, bridge Over Elk Run	TOWN OF ELKTON: Route 13 Business - Spotswood Avenue (0.2 miles)	P.E. 25 R/W 30 CONSTR. 734 TOTAL 789	25 30 479 534	- - 255 255	- - 165 165	- - 90 90	- -	- -	- -	- -	- -	- -
340 - Augusta & Rockingham (PE only)	Route 33 (Elkton) - Route 290 (Waynesboro)	P.E. 10 R/W - CONSTR. - TOTAL 10	- - - -	10 - - 10	- - -	- -	- -	- -	- -	- -	- -	- -

**PRIMARY SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1962-63 Thru 1967-68

Staunton District

ROUTE COURTSHIP TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDS REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL	PROJECTED				
						1962-63	1963-64	1964-65	1965-66	
340 - Page Gurb and Sidelink	TURN OF STABILITY: Between New Millroad and North Corporate Limits Stanley (0.20 mile)	P.E. 5 R/W 10 COMMIT. 235 TOTAL 250	-	5 10 235 250	-	-	-	-	-	-
					75	75	75	-	-	
					75	75	-	-	-	
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W COMMIT. TOTAL 3,137	3,137	-	-	-	-	-	-	-
	DISTRICT-WIDE MISCELLANEOUS CONSTRUCTION TYPES	P.E. R/W COMMIT. TOTAL	665	634	637	650	650	705	-	-
	DISTRICT SUMMARY	P.E. R/W COMMIT. TOTAL	405 1,565 4,463 10,433	289 310 8,339 8,934	195 310 7,302 7,807	415 1,240 4,545 6,200	225 1,660 3,375 5,460	300 15 5,345 5,460	- - 3,950 3,950	-
		P.E. R/W COMMIT. TOTAL								

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

STATIONER _____ DIRECTOR _____

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLIANCE TOWNS						BALANCE TO COMPLETE	
					ACTUAL		PROJECTED		PROJECTED			
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Convington Traffic Signals	Central business district 5 Intersections 0200-207-202	P.E. R/W CONSTR. TOTAL 108	20 -- 80 108	20 -- 80 108	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	
Front Royal John Marshall Highway	Pr: S. Royal Avenue To: Jappy Creek Rd. 0.6 Mile 0055-112-201	P.E. R/W CONSTR. TOTAL 3,208	175 900 220 1,795	175 900 220 1,795	-- -- -- --	669 600 600	205 205 205	-- -- --	-- -- --	-- -- --	-- -- --	
4 Lane	0055-112-201	P	P									
Sturgeon Richfieldbrook Avenue	Pr: SCL To: Lewis Street 1.8 Miles 0252-132-101	P.E. R/W CONSTR. TOTAL 4,000	300 700 3,000 4,000	300 700 3,000 4,000	-- -- -- --	-- -- -- --	295 295 295	-- -- --	900 900 900	1,000 1,000 1,000	-- -- --	705 705 705
2 1/2 Lanes	0252-132-101	M	M									
Haystack R. Holgate Avenue	Pr: 4th Street To: Fisher Avenue 0.8 Mile 0390-130-101	P.E. R/W CONSTR. TOTAL 3,175	140 770 2,265 3,175	140 770 2,265 3,175	-- -- -- --	504 504 504	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --	-- -- --
4 Lane	0390-130-101	F	F									

**URBAN SYSTEM
CONSTRUCTION PROGRAM**
(In Thousands of Dollars)
1982-83 Thru 1987-88

STAUNTON District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDRNG	ADDITIONAL FUNDRNG REQUIRED	FISCAL YEAR ALLOCATIONS					BALANCE TO COMPLETE
					ACTUAL 1982-83	PROJECTED				
						1983-84	1984-85	1985-86	1986-87	
Waynesboro Main Street	Fr: DuPont Blvd. To: Delphina Avenue 0.2 Mile NGM Underpass	P.E.	100	100	--	--	--	--	--	--
		R/W	900	200	200	244	256	--	--	--
		TOTAL	1,500	--	--	--	344	600	820	820
4 Lane	0250-156-102	M	100	2,500	--	300	244	600	820	336
Winchester Valley Pike	Fr: New Lane To: Bellview Avenue 0.7 Mile	P.E.	160	--	--	--	--	--	--	--
		R/W	688	660	--	--	--	--	--	--
		TOTAL	1,500	660	--	--	--	--	--	--
4 Lane	0011-136-102	S	1,688	660	--	--	--	--	--	--
Winchester Pleasant Valley Rd.	Fr: Popewill Road To: Willwood Avenue 1.3 Miles	P.E.	208	--	--	--	--	--	--	--
		R/W	900	329	1,000	756	--	--	--	--
		TOTAL	3,600	329	1,000	756	--	--	--	--
4 Lane	1000-158-103	N	1,615	5,085	--	1,000	756	--	--	--
Winchester Southern Loop	Fr: Pleasant Valley Road To: Valley Pike 0.7 Mile	P.E.	125	75	--	--	--	--	75	1,000
		R/W	--	1,000	--	--	--	--	--	4,000
		TOTAL	5,200	75	--	--	--	--	75	5,000
4 Lane	1000-158-102	F	125	5,075	--	--	--	--	5,000	
	Projects Underway or Completed Requiring Additional Funds	TOTAL	207	--	--	--	--	--	--	--

**URBAN SYSTEM
CONSTRUCTION PROGRAM
(In Thousands of Dollars)
1982-83 Thru 1987-88**

STAFFORD, _____ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	FISCAL YEAR ALLOCATIONS							BALANCE TO COMPLETE
					ACTUAL 1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
DISTRICT	SUMMARY	TOTAL			--	100	--	--	--	256	75	1,000
		P.E. R/W CONSTR. TOTAL			3,100	2,400	2,100	244	1,344	1,525	--	4,336
		P.E. R/W CONSTR. TOTAL			5,700	2,700	2,300	1,800	1,600	1,600	--	5,336
		P.E. R/W CONSTR. TOTAL										

SECONDARY SYSTEM
CONSTRUCTION IMPROVEMENT PROGRAM
STAUNTON DISTRICT SUMMARY

County	FISCAL YEAR ALLOCATIONS						TOTAL
	ACTUAL		PROJECTED				
	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
Allegheny	268,170	214,540	186,943	142,087	124,284	127,610	1,063,634
Augusta	1,814,002	1,524,624	1,406,764	1,110,905	1,020,518	1,158,725	8,035,538
Bath	355,467	329,236	295,266	228,882	205,431	222,805	1,637,087
Clarke	259,225	214,000	195,085	152,862	139,080	155,006	1,115,258
Frederick	838,917	650,261	592,605	464,256	422,295	470,424	3,438,758
Highland	290,154	245,857	222,960	174,112	157,740	174,331	1,265,154
Page	454,285	368,952	350,326	281,627	264,323	312,257	2,031,770
Rockbridge	750,468	639,253	597,802	476,086	441,866	511,478	3,416,953
Rockingham	1,630,203	1,354,808	1,229,293	960,303	870,387	962,773	7,007,767
Shenandoah	963,709	741,135	694,748	554,121	515,218	598,369	4,067,300
Warren	378,889	311,459	293,335	234,639	218,915	255,857	1,693,094
DISTRICT TOTALS	8,003,489	6,594,125	6,065,127	4,779,880	4,380,057	4,949,635	34,772,313
STATE WIDE PROGRAMS	3,423,197	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	23,423,197

PUBLIC HEARING
TENTATIVE ALLOCATION FOR 1982-83
INTERSTATE, PRIMARY, & URBAN SYSTEMS AND PUBLIC TRANSIT

SIX YEAR IMPROVEMENT PROGRAM
FISCAL YEARS 1982-83 THRU 1987-88
INTERSTATE, PRIMARY, URBAN, & SECONDARY SYSTEMS AND PUBLIC TRANSIT .

SALEM DISTRICT AUDITORIUM
JUNE 9, 1982

Commissioner Harold C. King advised that the meeting was for the purpose of receiving comments and suggestions on (1) the proposed allotments for the 1982-83 fiscal year beginning July 1, 1982, and on (2) the proposed revisions in the Six Year Critical Improvement Program.

Salem District

Delegate Joan Munford and Senator Madison Marye both expressed interest in improvement to Roanoke Street (Routes 11-460) between Main Street and Roberts Street in the Town of Christiansburg. It was requested that this project be put back in the C. I. P.

Note: Commissioner King asked if they knew of any project that should be delayed so as to move this project up. Delegate Munford said she believed if their project would be put back in in a year or two, they would be happy to accept that.

Sam Nixon, member of Town Council - Town of Christiansburg, spoke in the same interest and presented a statement (statement enclosed).

Typist's note: We are enclosing copy of letter dated June 3, 1982 from Del. W. Ward Teel to Commissioner King, and Commissioner King's response of June 8, 1982 concerning the Roanoke Street project in Christiansburg.

Delegate Steve Agee brought the following projects to the attention of the Commission:

1. City of Salem - West Main Street towards West Roanoke County
2. Project on Fourth Street (Truck Route) in Salem was deleted; would like this project completed.
3. Roanoke County - Route 220 South (Graham's Curve)
4. Roanoke County - Route 221 (Hramblston Avenue) from Roanoke City Limits south towards Floyd County (length about 2 miles)
5. Commented on the fact that the section of Route 220 south of Roanoke towards Boones Mill was narrow and very curvey and needed to be re-constructed. He suggested that an engineering study be made to determine what improvements could be made, and make a cost estimate to see if work could be done in future years.

Typist's note: Enclosed is copy of letter of May 7, 1982 from Del. G. Steven Agee to Commission Member, T. George Vaughan, Jr., and Mr. Vaughan's response of May 24, 1982 regarding projects in the Salem-Roanoke County area.

Bristol District

Carter Beamer, Town Manager of Wytheville, was distressed that North Fourth Street (Route 21) project was down the road so far (1987-88), and that it was not moving toward construction stage; length of road that needs to be 4-laned is 0.4 mile. (statement enclosed)

Note: Mr. King says the book shows the project would be constructed and completed during fiscal year 1985-86.

Staunton District

John Driver, Assistant City Manager of Harrisonburg, referred to pages 139 and 140 of current tentative allocation of funds which indicates no proposed allocation for the City of Harrisonburg while Staunton, Waynesboro and Winchester do have allocations. Asked for additional funding on 2-lane section of South High Street (Route 42) which is 1.4 mile long. Would like this included in the next Six Year Program.

Roy Erickson, mayor of Harrisonburg, read resolution adopted by the City of Harrisonburg on May 25, 1982. (copy enclosed)

John McGhee, Assistant County Administrator and representing the Augusta County Board of Supervisors, asked when the contract would be let for the paving on Route 262 (southern loop from I-81 to Route 11). Note: Was advised bids have been received and work should start in a couple of months.

Asked if Route 262 to Route 250 had been dropped from the Six Year Plan. Note: Advised yes. Mr. McGhee advised they would like for work on that route to be reconsidered at a future date.

Lynchburg District

No comments.

Adjourned 9:45 a.m.

/mrc

TOWN OF CHRISTIANSBURG

SUBJECT: Roanoke Street Thoroughfare

TO: ~~Mayor and Town Council~~ VIRGINIA HIGHWAY COMMISSION

DATE: 1 June 1982

I. General Information

Roanoke Street (US 11 & 460) between Main Street and Roberts Street (formerly Ellett St.) was widened to its present width in the 1930's. No major improvements other than repaving have been done on the road since that time.

There is no curb and gutter on approximately seventy percent of the project's length. Existing underground storm drainage is completely inadequate.

II. Project History and Description

In 1973, the Town Council requested by Resolution a construction project to reconstruct Roanoke Street (US 11 & 460) between Main Street and Ellett Street (now Roberts Street). The project would entail widening of the existing roadway to accommodate four (4) traffic lanes by present day standards, installation of curb, gutter and sidewalks and installation of an adequate underground storm drainage system.

We were notified in July 1973 that Preliminary Engineering had been authorized for the project.

Field inspections were held in 1974 and 1975. In 1976 a meeting was held at which time the project design was agreed upon and the Town was informed that construction of the project could not be undertaken until after 1982, which was acceptable to the Town.

III. Recent Developments

In correspondence received by the Town in December 1981, and in April 1982, the project was shown in the Critical Improvement Program of the Virginia Department of Highways and Transportation which was adopted in December 1981 by the Highway Commission.

Funding for the project, estimated cost of which is \$2,100,000, was proposed for Fiscal Years 1982-83 thru 1987-88. A representative of the Town appeared at the preallocation hearings held in April 1982 in Salem

to confirm that this project does have top priority with the Town and to request that the allocation be made in accordance with the Critical Improvement Program. A resenatation requesting this project was also made the previous year at the preallocation hearings.

On 10 May 1982, we received a copy of the Tentative Allocation of Funds for FY 1982-83 and the Six Year Improvement Program for FY 1982-83 thru 1987-88. The Roanok Street Project has been completely removed from the six year program.

IV. Town's Position

The Town is deeply appreciative of the projects that have been completed since the adoption of our Thoroughfare Plan in 1968 and we are not intent on the project being funded in FY 82-83. However, the Council is of the opinion that the inadequacy of the storm drainage and pavement width presents a critical need and therefore the project should be reinstated in the Six Year Improvement Program.

Mr. M. E. Wood, Jr.
Salem District

21

June 3, 1982

Route 11 & 460
Roanoke Street
Project 0011-154-103, PE-101
From: First Street
To: Roberts Street
~~City~~ of Christiansburg
Towd

The Honorable W. Ward Teal
Member, House of Delegates
P. O. Box 509
Christiansburg, Virginia 24073

Dear Ward:

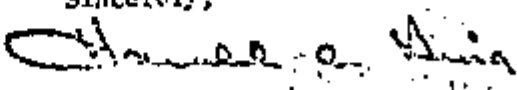
I have received your letter of June 3, 1982, expressing your concern for the Roanoke Street project in the Town of Christiansburg.

Many of the pressing highway needs in Christiansburg have been met in recent years with the fine cooperation of the town officials. We are still obligated to pay on some of these projects. In fact, \$250,000 of state urban funds in the Salem District will be used this year to eliminate those deficits.

We are in concert with you and the town as to the need for improvement of Roanoke Street. However, we are unable to include it in the current Six-Year Program when other urban construction needs are considered.

We will miss you at the allocation hearing in Salem.

Sincerely,


Harold C. King
Commissioner

cc: The Honorable T. George Vaughan, Jr.
Mr. John E. Lenley

JGR:slr
bcc: Mr. Leo E. Russer, III
Mr. O. K. Mabry
Mr. J. G. Ripley
Mr. M. E. Wood, Jr. ✓

JUN 9 1982
SALEM DISTRICT OFFICE

COMMONWEALTH OF VIRGINIA
HOUSE OF DELEGATES
RICHMOND

COMMITTEE ON
TRANSPORTATION
AND
HIGHWAYS
RICHMOND, VIRGINIA

June 3, 1982

The Hon. Harold C. King
Commissioner
Department of Highways and Transportation
1221 East Broad Street
Richmond, Va. 23219

Dear Hal:

The Roanoke Street project in the Town of Christiansburg was included in the Critical Improvement Program adopted by the State Highway and Transportation Commission at its December 17, 1981 meeting. The project's inclusion received my strong support as well as that of Christiansburg Town Council.

During the April preallocation hearing held in Salem, Mr. John E. Lemley, Town Manager of Christiansburg, appeared on behalf of council to confirm that this project does have top priority with the Town of Christiansburg and to request that the allocation be made in accordance with the Critical Improvement Program. I also attended this hearing and endorsed the town's position. At no time was any indication given that the Roanoke Street project would be dropped from the Critical Improvement Program.

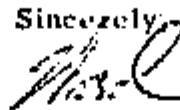
Recently, however, I was deeply disturbed to learn that the Roanoke Street project has been completely removed from the six-year program. The Town of Christiansburg, as you might imagine, is also quite disappointed.

As the inadequacy of the storm drainage and pavement with on Roanoke Street presents a critical need, I urge you to do everything possible to see that the Roanoke Street project is reinstated in the Critical Improvement Program.

I regret that I will be unable to attend the allocation hearing on June 9 in Salem, but I trust that you will do everything possible to see that the Christiansburg project is reinstated to its standing which was reflected by your Critical Improvement Program of December 17, 1981.

I look forward to hearing from you soon.

With warmest personal regards, I remain

Sincerely,

W. Ward Teel

WWT/kmc

cc: The Hon. George T. Vaughan, Jr.

Mr. John E. Lemley

COMMONWEALTH of VIRGINIA

DEPARTMENT OF HIGHWAYS & TRANSPORTATION

1225 EAST BROAD STREET

RICHMOND, 23219

May 24, 1982

Mr. G. Steven Ages
P. O. Box 7332
Roanoke, VA 24019

Dear Steve:

Thank you very much for your letter of May 7th with regard to the highway projects in the Salem-Roanoke County area.

It was very thoughtful of you to send me your comments.

I am very pleased to note most of the projects which you have stressed are in the six year plan. As I'm sure you could see at our pre-allocation hearing in April, there was much more demand for new projects than money available to build them. Perhaps when business picks up and the consumption of gasoline begins to increase, this situation will change and other projects not included in the six year plan could then be considered.

In talking with the professionals of the Department, the general feeling is that funds are just not available to make any major changes on Route #220 at this time. Although the Grahams curve area will have some corrective construction in the 1982-1983 fiscal year. I agree with you that this is a much needed improvement.

Again, thank you for taking the time to write to me. If I can be of any service to you, or if you should care to discuss further any of the matters mentioned in your letter, it would be my pleasure to do so.

Hope all is well.

Kindest personal regards.

Very truly yours,

T. G. Vaughan, Jr.
Member of the Virginia State Dept.
of Highways and Transportation

cc: Mr. Harold C. King
Mr. M. E. Wood, Jr.

HOUSE OF DELEGATES

RICHMOND

May 7, 1982

Mr. T. George Vaughan, Jr.
3835 Ridgewood Lane, SW
Roanoke, Virginia 24014

Dear Mr. Vaughan:

Prior to the veto session of the General Assembly on April 21, 1982, I met with Commissioner King regarding highway projects in the Salem-Roanoke County area, of the utmost importance. I wish to take this opportunity to commend their early completion to you as the representative of the Salem District on the State Highway and Transportation Commission.

A project of high concern to the City of Salem, West Roanoke County and Eastern Montgomery County, is the 1.6 mile construction on West Main Street in Salem. The estimated allocations under the urban system construction program allows \$400,000.00 for construction in the 1982-1983 and the 1983-1984 fiscal years. The completion of this project will have a vital effect on developing business in downtown Salem as well as the Western portion of the City of Salem and Roanoke County. Any action by the Commission to accelerate the progress on this project would be of tremendous benefit to the City of Salem, West Roanoke County and Eastern Montgomery County.

There are two projects in Southwest Roanoke County that I view as high priority items. One is the completion of work on St. 221 (Brashtaten Avenue) from the Roanoke City limits to an area at least as far as the Cave Spring Jr. High School. As you know, this particular stretch of highway carries one of the highest daily traffic counts in the Salem District. It is a two-lane road with extraordinary amounts of residential and business traffic at all times. Under the primary system construction program, this section which is probably less than three miles in length, construction is stretched over various stages which will not be finally completed until the end of the decade. The safety factor in having early completion of this road should have great weight in deliberations of the Commission. I feel this road should have the utmost effort made to push its completion forward as soon as possible.

6
incl.
that

6-09-82

PUBLIC HEARING - SALEM, VIRGINIA

TOWN OF WYTHEVILLE - NORTH FOURTH STREET (ROUTE 21) PROJECT

I have been asked to represent the Town of Wytheville to make a further, and urgent, request that our North Fourth Street (Route 21 - Primary Project) be moved to a construction stage. This project was requested nine years ago and was given program approval in 1979. A field inspection for the project was made in October, 1980. The section of street is only 4/10ths of a mile in length and lies between two four lane sections. It is surely a relatively small section needing to be four laned and we just aren't able to understand the delay in moving this project to construction. This section of highway is in a developing section of the Town, and traffic is increasing due to additional hospital facilities, a new shopping center, and nearby industries to the North. \$160,000 has been previously appropriated which we assume to be for planning and engineering. Now, in looking at the projected allocations for the project we find \$100,000 proposed for 1982-83; and, then \$200,000 per year for each year through 1987-88.

Obviously it is not projected that the project will be constructed before the fiscal year 1987-88. It just does not seem reasonable to us that such a "piddling"^{size}/project should require allocations over a period of seven years in order for it to be constructed. Our Town Council has been prepared to provide the necessary local funds since the time of the initial request for the project in 1973. Nine years later we are still waiting and according to projections will have waited 15 years for the project to be commenced. We are constrained to believe that we must be in a forgotten area of the State; or that if this is not the case, then we are being given sleeping portions in the form of small annual paper allocations. These small annual allocations are for practical pur-

pose meaningless with the projected construction being so far in the future. We feel that our project merits urgent consideration and we ask again that a way be found to place the project in line for construction. To be specific: we feel that the engineering should be completed and any necessary rights-of-way should be secured during 1982; and, the project should be constructed during 1983. We have not had a project let in the Town of Wytheville since 1977, and we feel that we have been very patient in respect to the North Fourth Street (Route 21) project. We request a reconsideration and assure you of our assistance in any way possible.

Carter W. Beemer
Town Manager

WHEREAS, by a Resolution dated October 11, 1977 the Council of the City of Harrisonburg determined that the widening of South High Street, in the City was a project that needed to be done and agreed by said Resolution to pay its share of costs under the appropriate formula to complete said project; and

WHEREAS, by a letter dated November 10, 1977, addressed to the Assistant City Manager the Department of Highways and Transportation stated that it had programmed the project on South High Street as requested; and

WHEREAS, the section of South High Street forms a serious bottleneck in the flow of traffic on Route 42 through the City and is a badly needed project for orderly traffic flow and safety in the City; and

WHEREAS, the City has been led to believe that this project would be funded in the early 1980's; and

WHEREAS, in its "Tentative Allocation of Funds" for 1982 through 1988 the Virginia Department of Highways and Transportation did not include said project; and

WHEREAS, the Council of the City of Harrisonburg is of the opinion that a fair distribution of highway funds should include this project.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Harrisonburg in regular session on May 25, 1982,

That said Council strongly urges the Department of Highways and Transportation to reconsider the allocation of funds as set out in its Tentative Allocation of Funds to include the South High Street project in the City of Harrisonburg as was previously planned by said Department.

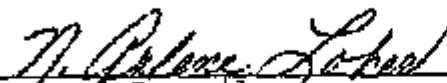
ADOPTED this 25th day of May, 1982.

THE CITY OF HARRISONBURG

By 

Mayor

ATTESTE:


Clerk of Council

PUBLIC HEARING
TENTATIVE ALLOCATIONS FOR 1982-83 OF
INTERSTATE, PRIMARY AND URBAN CONSTRUCTION FUNDS
RICHMOND, FREDERICKSBURG, CULPEPER & SUFFOLK DISTRICTS

RICHMOND, VIRGINIA
JUNE 17, 1982

The public hearing for the Interstate, Primary and Urban Systems Tentative Allocations and for Public Transportation was held for the Richmond, Fredericksburg, Culpeper and Suffolk Districts on June 17, 1982, 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 which were present, with special recognition to Mr. Charles S. Hooper, Jr., whose term will expire at the end of the month. Messrs. T. George Vaughan, Jr., Eugene M. Bane, T. Eugene Smith and William R. Watkins were unable to attend.

Mr. King stated that the meeting had two purposes: first, on the proposed project-by-project allotments for the 1982-83 fiscal year, which will begin July 1; and second, in respect to the proposed revisions in the Six-Year Critical Improvement Program. (A copy of Mr. King's statement is attached.)

Senator Hunter Andrews, representing the City of Hampton, spoke concerning I-664. He stated that this Interstate primarily concerns the Cities of Newport News and Suffolk.

Senator Andrews felt that in the area of Hampton Roads, they have one-fourth of the population of the Commonwealth. He stated that the people of the City of Hampton have patiently waited for the upgrading of Interstate Route 664.

Senator Andrews mentioned that the General Assembly was told by Mr. King that an additional \$14 million was needed to implement and get under contract the remaining Interstate programs in Virginia. He added that I-664 was the most costly project, but also the number one priority. He argued that it means a great deal to the seven cities of the Hampton area and it completes the needed highway program.

He stated that equally important is the third crossing of the Elizabeth River, which is in the program. The tie-ins of that crossing in the City of Portsmouth running to the circumferential road of I-664 will benefit southside and northside and complete a vital highway project.

In closing, Senator Andrews suggested that we sustain the preliminary decision and go forth with I-664.

Charles Sabo, Chairman of the Greensville County Board of Supervisors, spoke on behalf of the Emporia Bypass. He stated that the two major railroads, which are the Seaboard Coastline and the Norfolk and Western Railroad, block up traffic for long periods of time when they have to stop for any reason.

Mr. Sabo requested that we complete construction of I-664 past Route 301.

Robert Walker, Mayor of the City of Williamsburg, spoke on behalf of the Second Street Extension. Mr. Walker stated that a great many people who live west of Williamsburg and work east of Williamsburg have trouble with the commuter traffic. He said that there were very few ways to get to their jobs down the eastern part of the Peninsula without going through the inner city.

Mr. Walker further explained that the restored area and the Second Street Extension will give the controlled access road around the northside of Williamsburg, which will greatly facilitate the commuter traffic; and at the same time, in tourist season, it will take care of traffic that overflows the entire area.

He stated that a deal was worked out with the City of Colonial Williamsburg on the first phase to donate about 80 percent of the right of way, and he felt it should be taken advantage of because it would cut construction costs a great deal.

Senator Fred Gray, representing Chesterfield County, spoke on behalf of the 95/295 Bypass on the eastern side of Chesterfield.

He stated that people on the western side have to take an hour to get to work in the downtown areas, and they cannot afford this added expense.

Mr. King stated that the Department was doing what it could to the best of its ability with the limited amount of funds available.

Joseph Ritchie, Mayor of Newport News, spoke on behalf of I-664. Mayor Ritchie stated that I-664 has been on the drawing boards for almost 20 years and now it's in the final stages of being completed to the shores of the south side of Hampton Roads.

He stated that after much hard work on the part of many people, much has been accomplished since he spoke on last year which will ensure the completion of this project.

Mayor Ritchie pointed out that the huge public and private investment in their downtown facilities and infrastructure is much less than its potential simply because of access problems. He added that the Port of Hampton Roads consistently loses cargo to Charleston and Baltimore due largely to poor highway access, which is money lost to the Commonwealth. He said that \$2 billion represented 10 percent of the earned income of all Virginians and over half of that \$2 billion went to people who live and work outside of Hampton Roads.

Mayor Ritchie stated that I-664 will take much of the worker traffic and supply truck traffic off one of the city streets. He also spoke of the national defense suffering because of the greatest concentration of military might in the world being located in the Tidewater area and each facility is dependent on the highway system in transportation of materials and personnel back and forth across Hampton Roads.

In conclusion, Mayor Ritchie stated that he was only asking for what the Commission had committed itself to. He said that citizens from many of the other jurisdictions in Hampton Roads that supported I-664 can work together in conjunction with the Commission and the General Assembly in solving the problem of obtaining the \$5.8 million for the widening project which is four years down the road (I-64). (A copy of Mayor Ritchie's statement is attached.)

Fred Belden, Chairman of the James City County Planning Commission, presented a copy of the resolution adopted by the James City County Board of Supervisors to the Commission, which urged the Commission to include Route 199, the Grove Interchange, and the Monticello Extension in the Department's Six-Year Improvement Program for the primary system. (A copy of Mr. Belden's statement and the resolution are attached.)

Lewis Mellon, of the Peninsula Chamber of Commerce, spoke in support of Mayor Joseph Ritchie for the completion of I-664. He stated that it gathered support in the past from all legislators in the Tidewater area. Mr. Mellon added that a petition was forwarded to Mr. King and also to the Governor, and subsequently the Governor has designated this the highest priority.

Robert Williams, City Manager of Newport News, commended the Department of Highways and Transportation on the allocations for I-64, I-264, I-564 and I-664. He stated that the plan is very equitable for all jurisdictions and he encouraged the adoption of it.

Mr. King thanked Mr. Williams for his support and comments.

David Edwards, Executive Director of the Virginia Peninsula Economic Development Council, stated that the Committee at its meeting held on June 14, 1982, again strongly endorsed the Department's tentative allocation program as adopted, and urged the Department to move as quickly as possible to implement this important program. (A copy of Mr. Edwards' statement is attached.)

Senator Stanley Walker, State Senator representing the City of Norfolk and the City of Virginia Beach, was concerned with the proposal to delete Routes 64, 264 and the connecting ramps at Route 564 from the program.

He emphasized that because of the unsafe driving conditions that exist on these highways, these projects cannot be deferred. He further stated that 12,500 new military personnel will soon be located in that area. (A copy of Senator Walker's statement is attached.)

Delegate Thomas MOSS, Jr. echoed the remarks made by Senator Walker and added that the deletion of these important routes from the program would affect 600,000 in the Tidewater area. This addition to the program would cost \$8.3 million.

Alan Stoudnour, General Manager of the PULSE Development Corporation, presented a resolution of the Newport News PULSE Development Corporation endorsing the tentative highway construction allocation plans for fiscal year 1982-83 and for the next six years, whereas the plans designate funds to the completion of Interstate 664. (A copy of this resolution is attached.)

Oral Lambert, Director of Public Works for the City of Virginia Beach, presented the City's priorities to the Commission as follows:

** Newtown Road Project

Mr. Lambert stated that he hoped that the plans to provide about one-third of the funds for this project in fiscal year 1983-84 will not mean delay of the bidding of that project, which he understands could be done around the spring or in the summer of next year.

** Haygood Road Project

He encouraged the Department to proceed with the planning and engineering and right of way for this project. Mr. Lambert noted that \$2.1 million was available from previous funding, and asked that everything possible be done to be ready for construction when those funds become available.

** Improvements to I-264 and I-564

He stated that he'd like to support the funding for these improvements because of severe traffic problems in that area.

In conclusion, Mr. Lambert presented a letter from Mr. Henry McCoy, Jr., Mayor of the City of Virginia Beach, which endorsed his support for restoration of \$8.3 million for the section of Interstate Route 64 from Route 44 to Route 564. (A copy of Mayor McCoy's letter is attached.)

Bill Center, Executive Director of the Virginia Beach Chamber of Commerce, representing the business community of Virginia Beach, presented a position adopted by the Board of Directors of the Virginia Beach Chamber to include in the Six-Year Improvement Program, the Interstate highway improvements to I-64, I-264 and connecting ramps for I-564 and I-64.

M. Reid MacCallum, Assistant Manager of the City of Chesapeake, commended the Department on the Six-Year Plan and the way it was organized.

Mr. MacCallum also added comments to emphasize improvements to the I-664 project. He stated that the portion that goes from Bowers Hill to Belleville is vital to the City of Chesapeake. This improvement, says Mr. MacCallum, would greatly improve the traffic flow in that area.

He suggested that since Mr. King stated that projects that have been deleted have not been abandoned, he felt that some documentation should be included in the plans to show those projects that have received funding in the past but will not receive funding at this point, by showing the amount of funds and the fact that these projects will be forthcoming.

Finally, Mr. MacCallum stated that he'd like some consideration to be given to the Gilmerton Bridge project which is now being considered for rehabilitation rather than replacement. (A copy of Mr. MacCallum's statement is attached.)

Claude Staylor, Councilman of the City of Norfolk, addressed the Commission on the deletion of three projects that he felt were of vital service to the Tidewater area's military installations. These projects were:

- ** Additional lanes on Interstate Route 64 from Route 564 to Indian River Road.
- ** Additional ramps at the interchange of Route 64 to Route 564
- ** Additional lanes at Interstate Route 264 from downtown Norfolk to Virginia Beach. *

(A copy of Mr. Staylor's statement is attached.)

Mr. King reemphasized remarks made in his statement earlier, he said, "By its action, the General Assembly has reversed this dangerous downward spiral, and everyone concerned about adequate, safe highways should share this Commission's gratitude to our state legislators for the responsible manner in which they acted. Even the new money, however, will not entirely finance the proposed Six-Year Critical Improvement Program within the time span originally proposed."

John Barry, representing the Norfolk Chamber of Commerce, spoke regarding the reinstatement of I-64, I-264, and I-564 and I-664 into the program to alleviate heavy traffic congestion in the Norfolk area.

James Bray, Planning Director for the City of Portsmouth, reiterated comments of appreciation expressed in their Vice-Mayor Ben A. Beamer's previous presentation to the Commission in March of this year in appreciation for the construction of the I-264 Tunnel, as well as the extension of Victory Boulevard and hoped that these projects will continue uninterrupted.

Mr. Bray expressed concern for the needed development of the Western Freeway and its importance in bringing about safe management of increased traffic volumes within the city and, in conjunction with the Western Freeway, the Belleville Connector.

He expressed concern, however, that other projects had not been considered and that these were the only projects included in the Six-Year Plan.

Peter Burkheimer, Chairman of the Transportation Committee of the Chesapeake Chamber of Commerce, presented six major priorities:

1. The completion of I-664
2. The completion of I-464
3. The completion of Route 168 South to North Carolina State Line
4. Portsmouth Boulevard, he wants the remainder to tie in to the overall western branch of the network
5. Kempaville Road
6. Route 168 (Atlantic Avenue project)

Robert Warren, representing the Naval Facilities Engineering Commission, spoke on behalf of I-664 between the Norfolk-Virginia Beach Expressway and I-564. He stated that this highway is now carrying 97,000 vehicles per day, 63,000 of which are military personnel and 14,500 are civilian defense personnel assigned to the base.

John Milton, a member of the Loudoun County Board of Supervisors, stated that the Board was dissatisfied with both the Critical Improvement Program and the Six-Year Improvement Program.

Mr. Milton stated that Route 7 in the western part of Loudoun County, according to the plan will not even reach a two-lane standard until after 1990. He further stated that this is an unsafe, substandard primary road.

Mr. Milton noted that this road improvement was promised to Loudoun County by 1975; and yet today, he had no assurance whether it would ever be completed. He further stated that if the credibility of the Loudoun County Board of Supervisors and the Highway Department is not to be lost forever, we must get on with this long delayed business with building this much needed roadway.

Secondly, Mr. Milton stated that the problems with Route 28, which he stated is showing signs of intolerable congestion, must cease.

Mr. Milton then brought in the fact that Route 50 in Loudoun County received absolutely no funds for its four-laning.

In conclusion, Mr. Milton stated that the counties with the high growth must receive their fair share of highway funding. (A copy of Mr. Milton's statement is attached.)

Mr. King stated that the Department has placed a substantial amount of money on Route 7 and that there is a higher right of way cost indicated in Loudoun County.

He further stated that the two-lane/four-lane section from Route 287 to about three and one-half miles is going to open up that section and that is in the Six-Year Program. Mr. King stated that this would cost about \$7.3 million. He agreed that other sections which run adjacent to this section are important and needed.

Bruce Cotton, a citizen, spoke concerning Route 50. Mr. Cotton stated that a number of people have been killed on the 11-mile stretch on Route 50 between the western limits of Middleburg and Route 606 and others have died on Route 7. He stated that 30 percent of additional funds were allotted by the gasoline increase and yet 30 percent less funds have been allotted to Loudoun County since last year under the Six-Year Program.

Rodger Snyder complimented the Department on the quick cooperation which was received on last year.

Mr. Snyder questioned, however, the fact that no funds were in the Six-Year Program for the Route 234 Bypass.

He also requested a bus grant to purchase rehabilitated buses which would be let to bidding.

John Czyzewski, representing the Virginia Association of Railway Patrons and its Northern Virginia Chapter, stated that their primary concern was public transit in the Culpeper and Fredericksburg Districts. He further explained that according to the latest news reports, it appears that we are threatened with another oil embargo. He stated that the interest of national security compels us to try to reduce our reliance on foreign energy sources. He suggested that a viable and effective public mass transit would be one very significant way to reduce that dependence.

Secondly, Mr. Czyzewski stated that the Metro System was of particular concern to the Culpeper District. He stated that both Fredericksburg and Culpeper Districts are the beneficiaries of the Phase I and Phase II final reports of the Northern Virginia Rail studies submitted to the Virginia Department of Highways and Transportation. He stated that only funding questions now need be addressed.

Lastly, Mr. Czyzewski stated that the Washington Dulles Task Force has now included light rail access to the Dulles Airport and the surrounding area as an option to consider in addition to the hoped-for Metro System. He suggested that the light rail concept, because of its inherent economic and efficient nature, deserves serious concern for all seriously congested areas of the Commonwealth.

Danny Fore, Executive Director of the Rappahannock Area Development Commission, representing the counties of Caroline, King George,

Spotsylvania, Stafford and the City of Fredericksburg, presented the following priorities:

He regarded the extension of Route I-95 as the number one priority.

Stafford and King George Counties

Outer Connector

King George County

Reconstruction of Route 218 to the intersection of Route 206 in order to handle future traffic and improvement of signal control on Route 301.

Caroline County

Construction of Route 207 Bypass from Route 722 north to Routes 2 and 301 as a four-lane divided highway.

Stafford County

Improvement of design and additional signal controls where the southbound I-95 exit ramp will meet with Route 610.

The City of Fredericksburg

Mr. Czyzewski introduced Pete Kolakowski, City Manager of Fredericksburg, to represent the priorities in Fredericksburg. Mr. Kolakowski complimented the Department of Highways and Transportation on the cooperation received in his ten years as City Manager. He stated that his major concern was for bridge rehabilitation projects which have not been adequately addressed in the planning process.

George Mulligan represented Hanover County. Mr. Mulligan stated Hanover County's intent to appeal the preliminary decision of the Department of Highways and Transportation to exclude from consideration in its primary system construction program for fiscal year 1982-83 through fiscal year 1987-88 consideration of Route 156 in Hanover County for realignment. (A copy of Mr. Mulligan's statement is attached.)

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

REMARKS BY
HAROLD C. KING, COMMISSIONER
VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
AT THE
ALLOCATION HEARINGS
SALEM, VIRGINIA - JUNE 9
RICHMOND, VIRGINIA - JUNE 17

GOOD MORNING!

MY NAME IS HAROLD KING, AND I AM PLEASED TO WELCOME YOU TO THIS PUBLIC HEARING ON THE ALLOCATION OF CONSTRUCTION FUNDS FOR THE INTERSTATE, PRIMARY, AND URBAN HIGHWAY SYSTEMS AND FOR PUBLIC TRANSPORTATION.

WE ARE HERE TO RECEIVE YOUR COMMENTS AND SUGGESTIONS FOR TWO PURPOSES:

FIRST, ON THE PROPOSED PROJECT-BY-PROJECT ALLOTMENTS FOR THE 1982-83 FISCAL YEAR, WHICH WILL BEGIN JULY 1, AND

SECOND, IN RESPECT TO THE PROPOSED REVISIONS IN THE SIX-YEAR CRITICAL IMPROVEMENT PROGRAM.

I WANT TO INTRODUCE THE OTHER MEMBERS OF THE HIGHWAY AND TRANSPORTATION COMMISSION PRESENT THIS MORNING --

EUGENE M. BANE - BRISTOL DISTRICT
RICHARD G. BRYDGES - SUFFOLK DISTRICT
JOSEPH M. GUIFFRE - CULPEPER DISTRICT
CHARLES S. HOOPER, JR. - RURAL-AT-LARGE
WILLIAM F. MOHR - RICHMOND DISTRICT
WILLIAM T. ROBINSON - FREDERICKSBURG DISTRICT
ROBERT W. SMALLEY - STAUNTON DISTRICT
T. EUGENE SMITH - URBAN-AT-LARGE
T. GEORGE VAUGHAN, JR. - SALEM DISTRICT
WILLIAM R. WATKINS - LYNCHBURG DISTRICT

YOU MAY HAVE NOTICED THAT THIS GROUP LOOKS SOMEWHAT MORE OPTIMISTIC THIS YEAR THAN ON THE PAST SEVERAL OCCASIONS WHEN WE'VE HELD THESE HEARINGS. AND THERE'S GOOD REASON FOR THAT MORE HOPEFUL APPEARANCE.

THE 1982 GENERAL ASSEMBLY -- IN WHAT I REGARD AS FAR-SIGHTED AND COURAGEOUS ACTION -- PROVIDED A SUBSTANTIAL INCREASE IN STATE FUNDS FOR THE HIGHWAY AND PUBLIC TRANSIT PROGRAMS.

IN FISCAL YEAR 1982-83, THESE ADDITIONAL FUNDS WILL AMOUNT TO AN ESTIMATED \$131.5 MILLION, AND WE EXPECT THAT ALTOGETHER ABOUT \$263 MILLION WILL BE AVAILABLE IN NEW FUNDS FOR THE 1982-84 BIENNIUM.

THIS WILL RESULT IN THE COMING YEAR ALONE IN INCREASES AMOUNTING TO ABOUT 100 PER CENT IN FUNDS FOR THE PRIMARY SYSTEM AND PUBLIC TRANSIT, AND TO ABOUT A TWO-THIRDS INCREASE IN MONEY FOR THE URBAN SYSTEM.

IT IS NOT AN EXAGGERATION TO SAY THAT THE LEGISLATURE'S ACTION RESCUED VIRGINIA'S HIGHWAY PROGRAM FROM THE BRINK OF DISASTER.

AS MANY OF YOU ARE AWARE, SCORES OF IMPROVEMENT PROJECTS HAVE ALREADY BEEN DEFERRED TOO LONG.

BUT IF THE NEW MONEY HAD NOT BEEN PROVIDED, WE VERY SHORTLY WOULD HAVE REACHED THE POINT OF HAVING NO HIGHWAY CONSTRUCTION OR IMPROVEMENT AT ALL...WE SOON WOULD HAVE BEEN UNABLE TO MATCH FEDERAL FUNDS, THUS FORFEITING ABOUT A BILLION DOLLARS IN FEDERAL AID OVER THE NEXT EIGHT YEARS...AND WE SOON WOULD HAVE RUN SHORT OF ENOUGH FUNDS TO MEET ALL ESSENTIAL MAINTENANCE NEEDS.

BY ITS ACTION, THE GENERAL ASSEMBLY HAS REVERSED THIS DANGEROUS DOWNWARD SPIRAL, AND EVERYONE CONCERNED ABOUT ADEQUATE, SAFE HIGHWAYS SHOULD SHARE THIS COMMISSION'S GRATITUDE TO OUR STATE LEGISLATORS FOR THE RESPONSIBLE MANNER IN WHICH THEY ACTED.

EVEN THE NEW MONEY, HOWEVER, WILL NOT ENTIRELY FINANCE THE PROPOSED SIX-YEAR CRITICAL IMPROVEMENT PROGRAM WITHIN THE TIME SPAN ORIGINALLY PROPOSED.

CONSEQUENTLY, IT HAS BEEN NECESSARY TO GO BACK AND DELETE A FEW OF THE PROJECTS PLANNED EARLIER.

I WANT TO EMPHASIZE THIS MORNING THAT THOSE DELETED PROJECTS HAVE NOT BEEN ABANDONED.

EACH ONE OF THEM WILL BE CONSIDERED CAREFULLY FOR RE-INCLUSION IN THE SIX-YEAR PROGRAM AS IT IS UPDATED AND EXTENDED EACH YEAR, AND HEARINGS SUCH AS THIS WILL BE AN IMPORTANT PART OF THAT UPDATING PROCESS.

NOW, WE ARE PREPARED TO RECEIVE YOUR COMMENTS, AND WE APPRECIATE YOUR PARTICIPATION THIS MORNING.

I SHOULD POINT OUT THAT WE ARE INTERESTED HERE IN THE INTERSTATE, PRIMARY, AND URBAN HIGHWAY SYSTEMS AND PUBLIC TRANSPORTATION. REQUESTS FOR IMPROVEMENTS ON THE SECONDARY SYSTEM SHOULD BE DIRECTED NOT TO THIS HEARING BUT TO THE SEPARATE PUBLIC HEARINGS HELD AROUND THE STATE BY THE COUNTY BOARDS OF SUPERVISORS AND OUR RESIDENT ENGINEERS.

I WILL CALL THE ROLL OF COUNTIES AND MUNICIPALITIES BY HIGHWAY DISTRICT, AND ASK THAT YOU COME FORWARD TO SPEAK AS THE LOCALITY IN WHICH YOU ARE INTERESTED IS CALLED. AT THE CONCLUSION OF THE HEARING, WE WILL GO BACK AND INVITE COMMENTS FROM THOSE WHO MAY NOT HAVE BEEN IN THE ROOM WHEN THEIR LOCALITY WAS CALLED THE FIRST TIME.

C O M M E N T S

Joseph C. Ritchie

PUBLIC HEARING - VDH&T ALLOCATION OF INTERSTATE,
PRIMARY AND URBAN HIGHWAY FUNDS AND MASS TRANSIT FUNDS

June 17, 1982

Introduction

Good morning, Commissioners, ladies and gentlemen. My name is Joseph Ritchie, Mayor of the City of Newport News, and I would like to address you today on Interstate 664, a subject on which I addressed you here one year ago.

Background

As you know, this segment of our interstate system has been on the drawing boards for almost 20 years and, thanks to your support and that of the General Assembly, we are in the final stages of seeing this vital project completed to the shores of the Southside of Hampton Roads.

After much hard work on the part of many people, much has been accomplished since I spoke to you last year that will insure the completion of this project.

First, the Federal Highway Administration has designated this unfinished segment of I-664 as an "essential gap" in the nation's interstate network, making it eligible for financial assistance should it be needed. In essence, this action on the part of the federal government documents the need to complete this highway and further serves to echo what we in Tidewater have been saying all along--that this project is definitely needed. As a matter of fact, all the political jurisdictions in Tidewater supported the additional interstate mileage to get to the Suffolk shore, as well as providing vital support in obtaining the "essential gap"

designation. That same support came forth for the gasoline tax increase in the General Assembly to fund this project.

Secondly, the General Assembly in its 1982 session adopted a 3 percent increase in the State's gasoline tax for interstate, primary, and urban systems improvement in Virginia. As you will recall, this Commission had earlier advised the General Assembly that without some form of additional revenue, funds for all types of new construction projects would cease or be halted by 1984. Now, with this funding source, we were assured of matching funds for the orderly completion of I-664.

These are only two examples of the work that has been accomplished in order to not only complete this project, but to insure that this work is underway by the September 1986 termination of the Federal Surface Transportation Act which provides federal mileage and funding allocations.

Aside from the established and proven immediate need for this project, we are glad to finally get the construction of this final segment of this project scheduled because the longer we wait, the more expensive it becomes. The project's cost estimate was, originally, less than half of the nearly \$1 billion total estimated project cost we speak of today.

Project Importance

As you will hear from other speakers today, this project is vital to not only the City of Newport News, but to all of Tidewater and the Commonwealth. We intend to specifically point out to you how we all will share in the benefits of this project.

I will not repeat the specifics of my presentation to you last year, but I would like to remind you of several factors in relation to I-664.

As one of our speakers will point out to you, the huge public and private investment in our downtown facilities and infrastructure is much less than its potential simply because of access problems. These problems can only be solved by the construction of I-664. In addition to that, some of our major job centers suffer tremendously because of the access problem; Newport News Shipbuilding with its 25,000 employees, our Port, and our Seafood Industrial Park.

Half of the goods going 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 due largely to poor highway access. And I don't need to remind you that that is money lost to the Commonwealth also, not solely to Newport News or Hampton Roads.

A 1980 study of the Hampton Roads ports showed the total income paid to people with jobs related to the ports is \$2 billion a year. I'm sure that figure has increased, however, that \$2 billion represented 10 percent of the earned income of all Virginians. But over half of that \$2 billion went to people who live and work outside of Hampton Roads such as coal miners in southwest Virginia and other Virginians producing agricultural products for export. So, as you can see, our Port contributes significantly to the State's economy and we need I-664 to continue and improve that contribution.

Our City Council a few years back very wisely decided to invest \$25 million in developing its Seafood Industrial Park which is near its final stages of construction. This Park is immediately adjacent to the route of I-664 as it begins its tunnel descent. The Park is already contributing greatly to our economy, but it won't live up to expectations without the interstate.

The Commonwealth's largest private employer, also situated in our downtown area, is gravely affected by this same access problem. Much of the material and supplies which are needed for the billions of dollars worth of backlog work come to the Shipyard by truck and must use the same congested streets as its thousands of workers. Inadequate traffic service is costly and detrimental, in this instance, to all of us. I-664 will supply major interchanges adjacent to the Yard which will take much of the worker traffic and supply truck traffic off our city streets.

Finally, I cannot leave you today without reiterating the importance that this highway has on our national defense. We simply cannot place our total reliance on our existing highway system in Tidewater in the event of a national emergency. We have the greatest concentration of military might in the world located in Tidewater and each facility is dependent on the highway system in transportation materials and personnel back and forth across Hampton Roads.

The current highway system simply cannot accommodate the current demand, which your staff can verify, and neither will it in case of a national emergency.

Conclusion

I'm not here today to ask of you anything beyond what you have committed yourselves to. I am here simply to show my personal support and that of our City Council, which passed a resolution this week, for the State Highway Department's allocations of interstate, primary and urban systems' construction funds.

The citizens of Newport News, and the citizens from many of the other jurisdictions in Hampton Roads, have previously supported the completion of I-664. It's my understanding that some concerns now exist that funds are being diverted from other projects, specifically, the widening of I-64 in Norfolk, in order to complete I-664.

I believe that these same communities that supported I-664 can now definitely work together in conjunction with the Commission and General Assembly in solving the problem of obtaining the \$5.8 million for this widening project which is four years down the road anyway.

We need I-664 and the Commonwealth needs I-664. The federal government needs I-664 and has confirmed this by committing its share of the funds for construction. The State has now pledged itself to the construction of I-664 and we're not asking for anything beyond the existing allocations. The City of Newport News asks that you keep that pledge.

Thank you.

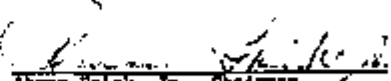
R E S O L U T I O N

Designating the Completion of Route 199
as the Number One Priority Highway Project in James City County

- WHEREAS, the completion of Route 199 between Route 5 and Interstate 64 is the Number One priority road improvement of James City County, followed by the completion of the Grove Interchange and the extension of Monticello Avenue from its intersection with Ironbound Road to the extension of Route 199; and,
- WHEREAS, public hearings for the corridor selection of Route 199 were successfully completed in 1979; and,
- WHEREAS, on March 29, 1982, James City County testified in Suffolk at the Pre-allocation Hearing conducted by the Virginia Department of Highways and Transportation to urge the inclusion of Route 199, the Grove Interchange, and the Monticello Extension in the Six Year Improvement Program; and,
- WHEREAS, Route 199, the Grove Interchange, and the Monticello Extension were deleted from the Six Year Program following the March 29, 1982 Virginia Department of Highways and Transportation Hearing in Suffolk; and,
- WHEREAS, these three improvements were designated highest priority projects by the James City County Board of Supervisors, the James City County Planning Commission, the Williamsburg Area Chamber of Commerce, the Williamsburg Area Tourism and Conference Bureau, the Colonial Williamsburg Foundation, and the counsel for Anheuser-Busch Companies, which include Anheuser Busch's Williamsburg Brewery, Busch Entertainment Corporation's Old Country, and Busch Properties' residential community known as Kingswill; and,
- WHEREAS, the completion of Route 199, the Grove Interchange, and the Monticello extension are necessary to provide efficient and safe traffic movement for the existing population and tourists who visit the Williamsburg area and contribute substantial revenue to the area's jurisdictions and the Commonwealth of Virginia,
- NOW, THEREFORE, BE IT RESOLVED, that the James City County Board of Supervisors urges the Virginia Highway and Transportation Commission to include Route 199, the Grove Interchange, and the Monticello Extension in the Department's Six Year Improvement Program for the primary system.

ATTEST:


James P. Dwyer, Jr.
Clerk to the Board


Abram Frink, Jr., Chairman
Board of Supervisors

SUPERVISOR	VOYE
Frink	AYE
DuPac	AYE
Edwards	AYE
Mahone	AYE
Taylor	AYE

Adopted by the Board of Supervisors, James City County, Virginia, on this
14th day of June, 1982.

Oliver



Mailing Address:
P. O. Box JC
Williamsburg, Va.
23185
Tel. 220-1122

OFFICE OF COUNTY ADMINISTRATOR
COUNTY GOVERNMENT CENTER, 101 MOUNTS BAY ROAD

Board of Supervisors

GILBERT A. BARTLETT
PERRY M. DEPLUE
JACK D. EDWARDS
ABRAM FRINK, JR.
STEWART U. TAYLOR

County Administrator
JAMES B. OLIVER, JR.

June 16, 1982

The Honorable William F. Mohr
Virginia Highway and Transportation Commission
Richmond, Virginia

Dear Mr. Mohr:

The attached resolution was approved by the James City County Board of Supervisors on June 14, 1982. It restates the County's position designating the completion of Route 199 as the number one priority road improvement of James City County, followed by the Grove Interchange, and the Monticello Extension. We request that these improvements be included in the Six Year Program of the Virginia Department of Highways and Transportation.

Also attached is a booklet showing the location of these improvements, a brief statement on why they are needed, and letters of support.

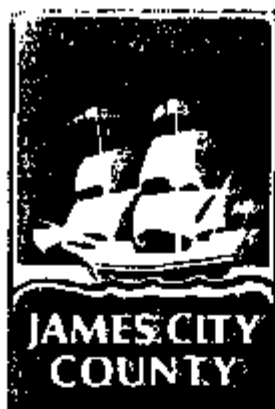
Sincerely,

James B. Oliver, Jr.
County Administrator

cc: The Honorable William E. Fears
Mr. John S. Hodge, District Engineer
The Honorable George W. Grayson

Attachments

Mailing Address:
P. O. Box JC
Williamsburg, Va.
23185
Tel. 220-1122



OFFICE OF COUNTY ADMINISTRATOR
COUNTY GOVERNMENT CENTER, 101 MOUNTS BAY ROAD

Board of Supervisors

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ABRAM FRINK, JR.
STEWART U. TAYLOR

County Administrator
JAMES B. OLIVER, JR.

June 16, 1982

The Honorable James C. Hughes
Virginia Highway and Transportation Commission
Richmond, Virginia

Dear Mr. Hughes:

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Sincerely,

James B. Oliver, Jr.
County Administrator

cc: The Honorable William E. Fears
Mr. John S. Hodge, District Engineer
The Honorable George W. Grayson

Attachments

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OFFICE OF COUNTY ADMINISTRATOR
COUNTY GOVERNMENT CENTER, 101 MOUNTS BAY ROAD

Board of Supervisors
GILBERT A. BARTLETT
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ABRAM FRINK, JR.
STEWART U. TAYLOR
County Administrator
JAMES B. OLIVER, JR.

June 15, 1982

The Honorable J. Carlton Clore
Virginia Highway and Transportation Commission
Richmond, Virginia

Dear Mr. Clore:

The attached resolution was approved by the James City County Board of Supervisors on June 14, 1982. It restates the County's position designating the completion of Route 199 as the number one priority road improvement of James City County, followed by the Grove Interchange, and the Monticello Extension. We request that these improvements be included in the Six Year Program of the Virginia Department of Highways and Transportation.

Also attached is a booklet showing the location of these improvements, a brief statement on why they are needed, and letters of support.

Sincerely,

James B. Oliver, Jr.
County Administrator

cc: The Honorable William E. Fears
Mr. John S. Hodge, District Engineer
The Honorable George W. Grayson

Attachments

Mailing Address:
P. O. Box 3C
Williamsburg, Va.
23185
Tel. 220-1122



OFFICE OF COUNTY ADMINISTRATOR
COUNTY GOVERNMENT CENTER, 101 MOUNTS BAY ROAD

Board of Supervisors
GILBERT A. BARTLETT
PERRY M. DEPUE
JACK D. EDWARDS
ABRAM FRINK, JR.
STEWART U. TAYLOR
County Administrator
JAMES B. OLIVER, JR.

June 16, 1982

The Honorable Charles S. Hooper
Virginia Highway and Transportation Commission
Richmond, Virginia

Dear Mr. Hooper:

The attached resolution was approved by the James City County Board of Supervisors on June 14, 1982. It restates the County's position designating the completion of Route 199 as the number one priority road improvement of James City County, followed by the Groves Interchange, and the Monticello Extension. We request that these improvements be included in the Six Year Program of the Virginia Department of Highways and Transportation.

Also attached is a booklet showing the location of these improvements, a brief statement on why they are needed, and letters of support.

Sincerely,

James B. Oliver, Jr.
County Administrator

cc: The Honorable William E. Fears
Mr. John S. Hodge, District Engineer
The Honorable George W. Grayson

Attachments

VIRGINIA PENINSULA ECONOMIC DEVELOPMENT COUNCIL
Peninsula Industrial Finance Corporation
610 Thimble Shoals Blvd./P.O. Box 6000/Newport News, Virginia 23606/(804) 872-8000



June 16, 1982

Mr. Harold C. King
Commissioner of the Virginia
Department of Highways and
Transportation
1221 East Broad Street
Richmond, VA 23219

Dear Commissioner King:

As you know, the Virginia Peninsula Economic Development Council is vitally concerned with the highway construction program affecting the Virginia Peninsula area. We have been very pleased with the initiative taken by the Virginia Department of Highway and Transportation in developing the program for tentative allocations of the Interstate, primary and urban systems' construction funds and transit allocation for the 1982-1983 fiscal year and the tentative six-year improvement program, FY 1982-83 through 1987-88.

A public hearing has been held on this proposed program, and a tentative funds allocation plan has been adopted.

At its regular monthly meeting held on June 14, 1982, the twenty-three member Executive Committee of the Virginia Peninsula Economic Development Council again strongly endorsed VDH&T's tentative allocations program as adopted, and urges VDH&T to move as quickly as possible to implement this important program.

Sincerely,

David A. Edwards
Executive Director

DAE/ed

STATEMENT BY SENATOR STANLEY WALKER AT PUBLIC HEARING OF THE STATE HIGHWAY COMMISSION
IN RICHMOND, JUNE 17, 1982.

Good morning, Commissioners. My name is Stanley Walker, State Senator from the City
of Norfolk. I am here to support the concerns of the City ^{of the} Norfolk ^{to be benefited} about your
proposal to delete from the current Six Year Improvement Program additional lanes
on Interstate 64 and 264 and the new ramps at the interchange of 564 with Interstate
64. I know the problems on these arteries. I drive them every day. The Commonwealth's
largest cities of Norfolk and Virginia Beach are served by them. Because of my
personal observations of these problems, I supported the legislation to increase the
gasoline tax during the recently completed session of the General Assembly. The
daily unsafe condition on these roadways leads me to believe that these projects can
not be deferred. There will be 12,500 new military personnel and their dependents
brought into this area in the next decade. They and our residents need adequate
transportation. I can assure you that our people will find it very difficult to under-
stand the delay of such vital projects. They access our port, medical facilities, and
our industrial parts.

I know you have a difficult task in fitting all of these projects into a program with
limited funds. Believe me I don't envy your position. Every constituent and legis-
lator must have a project near and dear to him. But you need to drive these roads only
once in the peak hour to appreciate the problem we have and how much worse it will get.

I request that the \$8.3 million be reinstated to your highway program to fund the
engineering and right of way acquisitions for Interstate 64, 264, and the 564 Inter-
change ramps as proposed in the Critical Improvement Program of January, 1982, the
program which I supported in the General Assembly.

Submitted by: _____

Stanley Walker
Senator

RESOLUTION NO. 82-02

A RESOLUTION OF THE NEWPORT NEWS PULSE DEVELOPMENT CORPORATION ENDORSING TENTATIVE HIGHWAY CONSTRUCTION ALLOCATION PLANS FOR FISCAL YEAR 1982-83 AND FOR THE NEXT SIX YEARS.


WHEREAS, tentative highway construction allocation plans for Fiscal Year 1982-83 and for the next six years designate appropriate funds to the completion of Interstate 664 in recognition of the importance of this project;

NOW, THEREFORE, BE IT FURTHER RESOLVED that Newport News Pulse Development Corporation endorses those allocation plans and calls upon the Virginia Highway Commission to accept those plans as its construction program.

APPROVED UNANIMOUSLY BY THE BOARD OF DIRECTORS OF PULSE DEVELOPMENT CORPORATION, JUNE 15, 1982.


Bernard A. Morewitz
President

A true copy, teste:


Secretary



City of Virginia Beach

OFFICE OF THE MAYOR

MUNICIPAL CENTER
VIRGINIA BEACH, VIRGINIA 23456-9002
(804) 427-4881

June 16, 1982

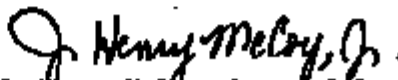
Mr. Harold C. King, Commissioner
Department of Highways and Transportation
1221 E. Broad Street
Richmond, VA 23219

Re: Interstate 64
Interstate 264
Interstate 564 Interchange

Dear Commissioner King:

It was very good of you to give your time and the time of your staff members to meet with us this morning and hear our concerns regarding planned improvements to the Interstate System in the Tidewater area. While the three (3) projects discussed lie within the bounds of the City of Norfolk, they are of vital interest to our citizens in the City of Virginia Beach. We are interested in all three (3), but are particularly interested in that section of Interstate 64 from Route 44 to Interstate 564. That section of I64 provides a vital link for our commuters, interstate commerce serving the City of Virginia Beach, and for the vast majority of our visitors traveling to the area from the North who support our tourist industry. I support fully the request of the officials of the City of Norfolk that funding for planning and engineering, which was initially programmed for these improvements and subsequently cut from your six (6) year critical needs planning, be restored. The 8.3 million dollars which you had originally programmed is, in our view, essential in order to facilitate the timely construction of projects designed to increase the capacity of this Interstate System. I feel comfortable in saying that while the Council of the City of Virginia Beach has not adopted a resolution to that effect, its members would support my feeling on this issue. Again, I appreciate your traveling from Richmond to hear our concerns and I encourage you to take whatever action may be appropriate in order to restore these funds in your financial program.

Very truly yours,


J. Henry McCoy, Jr., B.D.S.
Mayor

JHMjr/db

Copy: Mayor Vincent Thomas
Members of City Council
Mr. Thomas Muehlenbeck

POSITION OF THE BOARD OF DIRECTORS
VIRGINIA BEACH CHAMBER OF COMMERCE
CONCERNING VIRGINIA INTERSTATE HIGHWAY IMPROVEMENT PROGRAM

It is the position of the Virginia Beach Chamber of Commerce that Interstate highway improvement to I-64, I-264 and connecting ramps for I-564 and I-64 be included in the Virginia Six-Year Improvement Program.

Specifically, the request for engineering and land acquisition to build two additional lanes on I-64 between Virginia Beach Boulevard and Little Creek Road; funding for engineering and land acquisition for two additional lanes on I-264 in Norfolk; and engineering and land acquisition funds to build connecting ramps from I-64 to I-564 are all projects which, though not located within the City of Virginia Beach, impact most seriously on the economy of our city and the welfare and safety of several thousand of our citizens who commute daily to Norfolk Navy Base.

Additionally, the national defense requirements, for which the interstate system was originally designed, will be increased dramatically as the U. S. Navy force level is increased in the area.

Tourism plays a key role in the economic growth and vitality of Virginia Beach. More than 2.5 million tourists vacationed at the Beach in 1981, and that number is expected to increase in coming years. Most of these tourists come in to Virginia Beach by way of I-64.

It is already established fact that I-64 is one of the most crowded arteries in Virginia with a daily traffic count of approximately 97,000 cars. It is estimated that 157,000 automobiles will travel this road each day by the turn of the century.

It is respectfully requested, in view of the points made above, that the aforementioned highway projects be reinstated into the Six-Year Improvement Program.

Approved
6-15-82



City of Chesapeake
Virginia

Office of the City Manager

June 14, 1982

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

RE: TENTATIVE 1982-83 ALLOCATIONS AND
SIX-YEAR IMPROVEMENT PROGRAM

Dear Mr. King:

The City of Chesapeake appreciates the efforts of your staff in developing the format of the Six-Year Improvement Program and the 1982-83 Allocation of Funds. This format provides ready information to assist the City in its highway planning.

As you may recall the City worked with the Highway Department last year in recognizing that the department's severe funding problems meant that projects would need to be scaled down in scope or constructed in stages or phases. Therefore, Chesapeake revised its Capital Budget in line with the state's capabilities. While the City generally supports and endorses the Six-Year Improvement Program, we would request some minor adjustments to Chesapeake's projects.

Your emphasis in completing the I-464 Project; the I-64/US13, 460 Interchange Project; and the 664 Ext/17A Project (Bowers Hill-Belleville Connector) is strongly endorsed. Furthermore, the City requests that the portion of the Bowers Hill-Belleville Connector between the Bowers Hill Interchange and US 17 be constructed as a first phase of the project. This would benefit the entire region, relieving traffic congestion on other corridors.

In keeping with Chesapeake's previous requests; the City's Capital Budget; and previous state funding allocations; it is requested that projects listed below, which have appeared in previous state allocation plans, but omitted from the proposed plan, be reinstated with "previous funding" indicated and "balance to complete" shown for those projects which may not be completed during the period of this plan.

Mr. Harold C. King, Commissioner
RE: TENTATIVE 1982-83 ALLOCATIONS AND
SIX-YEAR IMPROVEMENT PROGRAM

June 14, 1982
Page 2

<u>PROJECT NAME AND NUMBER</u>	<u>REMARKS</u>
US 17; 0017-131-101	Previous Allocations by VDH&T
Kempsville Road; 0190-131-101	Previous Allocations by VDH&T
Portsmouth Blvd.; 0337-131-101	Previous Allocations by VDH&T
Popular Hill Rd.; U000-131-107	Previous Allocations by VDH&T
Indian River Rd.; U000-131-109	Previous Allocations by VDH&T
Providence Road; U000-131-102	Previous Allocations by VDH&T
Battlefield Blvd.; 0168-131-103	Previous Allocations by VDH&T

In addition, the City requests minor adjustments on projects that are identified in the plan. They are:

<u>PROJECT NAME AND NUMBER</u>	<u>REMARKS</u>
Gilmerton Bridge; 7013-131-103	Change from "rehabilitation" to "replacement"; Council Resolution of March 20, 1979.
Battlefield Blvd.; 0168-131-108	Change from "turnlanes and road rehabilitation" to "phased construction" from "Hillwell Road to North Carolina State Line"; Council Resolutions of Feb. 28, 1967 and Oct. 10, 1980.
Battlefield Blvd.; 0168-131-104	Change from "spot improvement" to "phased construction" from "I-64 to Norfolk City Limits"; Council Resolutions of April 24, 1973, and Jan. 18, 1977.

Sincerely,


John T. Maxwell (by J. Maxwell)
City Manager

TW:lll

STATEMENT TO HIGHWAY COMMISSION ON FUND ALLOCATIONS
JUNE 17, 1982

My name is Claude Staylor Councilman of the City of Norfolk. I am here to address you on the "Tentative Allocation of Interstate Primary and Urban Construction Funds" published in May 1982 by the Department of Highways and Transportation.

This past winter, the Virginia Department of Highways and Transportation published a Critical Improvement Program delineating the progress they hope to make on those projects they gave priority to for the next six (6) years. Included in that program were three projects of vital service to the Tidewater area and to our military installations. They are: additional lanes on Interstate 64 from 564 to Indian River Road, additional ramps at the interchange of Interstates 64 and 564, and additional lanes on Interstate 264 from downtown Norfolk to Virginia Beach. Statewide, some 1.3 billion dollars was identified for interstate projects in the Commonwealth of Virginia at the time. In March, the Pre-Allocation Hearing was held at Suffolk District Headquarters. It provided us with an opportunity to identify our problems with the limited progress that was scheduled for the above projects as only preliminary planning and design was funded for the six year period. Also, I expressed our concern about the lengthy construction program for the Portsmouth/Norfolk downtown Interstate Program.

When the "Tentative Allocation of Funds" was printed in May, we saw that our presentation was ignored. Although Interstate Highway Project Funds for the Suffolk District were increased by 7.7% from \$556,557,000 to \$599,305,000 for the six year period, all mention of the three interstate projects above were completely deleted from the program. These were the only projects deleted from the interstate program in Suffolk.

Mayor Thomas put our concerns in writing to your District Engineer Mr. Hodge, whose reply was, in part, that he recognized the need for additional lanes on Route 64. However, these

STATEMENT TO HIGHWAY COMMISSION ON FUND ALLOCATIONS
JUNE 17, 1982

needs had to be prioritized for the interstate system and specifically in the Suffolk District. His conclusion was that there were no funds available for additional lanes on the interstate system in the Tidewater area.

Gentlemen, this statement makes absolutely no sense nor do the programming actions taken to this point in time reveal professional recognition of the needs of our region. Let me briefly explain the reasons for this statement project by project.

Interstate 64 between Interstate 564 and Indian River Road in Chesapeake is one of the the most congested sections of interstate in the Commonwealth with the lowest level of service for motorists. It is presently carrying 97,000 vehicles per day at its midpoint section. By the year 2000, projections are that the traffic demand will be 153,000 vehicles per day. Traffic cannot be handled on the existing lanes today and increase in traffic will create disastrous consequences for the economy of the area for a number of reasons. Chesapeake, Virginia Beach, and Norfolk all depend upon this primary link to the interstate system for access to the Defense installations for home to work trips, and for connections to Richmond and Interstate 95. The impact of not being able to handle the trips on this facility adequately will be enormous. The major alternate arterial in this corridor is Military Highway, the improvements for which already have been dropped from the ten (10) year program due to lack of funds. However, Military Highway is in a comparable state of overloading as the expressways.

The fleet expansion that Congress has authorized will bring an additional 12,000 military personnel and their dependents into the area. Many of these people will reside off base. Their transportation needs as well as the additional support facilities to service the fleet will place additional burdens on the expressway network in the Tidewater area.

STATEMENT TO HIGHWAY COMMISSION ON FUND ALLOCATIONS
JUNE 17, 1982

If we step back for one moment to review the purpose of the Interstate system, it is to provide connections between cities over 50,000 in population, and provide access for our Defense facilities. The world's largest Naval Base, the Amphibious Base, Oceana Air Base, the Norfolk Naval Shipyard, and other shipyards as well as the port and airport depend upon Interstate Routes 264 and 64 to get their civilian workers and their Military off base personnel back and forth to their jobs in reasonable fashion. One cannot look at the congestion that occurs twice a day on Interstate 64 every work day of the year, and the queues of traffic trying to pass through the Route 564 interchange and conclude that prioritization of needs in Virginia would not place these projects at the top of the list.

Interstate 264 carries traffic from Virginia Beach and Chesapeake to Norfolk and Portsmouth. Addition of the proposed lanes on this facility carries the same demand for service as does Interstate 64. These dramatic highway needs and lengthy construction programs in the Tidewater area will interfere with the very lives of the residents, workers, and tourists in the area will exist for many years. Why? The answer is evident in the program. \$522,000,000 is needed to build Interstate 664 across the James River from Hampton to Suffolk. \$340,000,000 of that amount will be funded during the next six year period.

Gentlemen, we do not oppose the construction of Interstate 664, but keep these projects in perspective. The additional lanes on Route 64, and 264, and the additional ramps will serve a projected traffic volume of 250,000 vehicles per day by the year 2000. But the \$8 million funds programed during the next six year period to bring relief to motorists at that time has been diverted to Route 664. It must be noted that the additional capacity to be provided by construction of Interstate 664 will provide no significant relief to the traffic demands that I described today.

STATEMENT TO HIGHWAY COMMISSION ON FUND ALLOCATIONS
JUNE 17, 1982

Do not adopt a program without design or right of way acquisition funds to solve the massive problems on Tidewater's Interstate routes until the next decade. We suffer the agonies of congestion five days a week, every week of the year. It is an intolerable situation. We urge you to revise the allocations, and direct that the necessary planning, and right of way acquisition funds be restored to these essential projects. I have brought with me today a copy of a Council Resolution dated June 15, 1982, affirming the unanimous concern and support of the Council of Norfolk on this matter. Thank you.

Submitted by


Claude Jr. Staylor, Jr.
Councilman

form and Correctness Approved:
By *R. J. [Signature]*
Office of the City Attorney
R-9

Contents Approved:

By _____

RESOLUTION

A RESOLUTION OF THE COUNCIL OF THE CITY OF NORFOLK REQUESTING THE STATE HIGHWAY COMMISSION TO CONSIDER THE IMPACT OF ITS RECOMMENDATION DELETING CERTAIN PROJECTS FROM THE TENTATIVE ALLOCATION PROGRAM OF HIGHWAY FUNDS FOR FISCAL YEAR 1983 AND IN THE SIX YEAR IMPROVEMENT PROGRAM AND REQUESTING THAT THE SAME BE REVISED TO INCLUDE SUCH PROJECTS.

- - -

WHEREAS, the Virginia Department of Highways and Transportation developed a Six Year Critical Improvement Program for the period of fiscal year 1983 through fiscal year 1988; and

WHEREAS, the Critical Improvement Program included partial funding of the following Interstate construction projects on Routes 64 and 264:

1. Preliminary engineering and right of way acquisition for additional lanes on Interstate Route 64 from Interstate Route 564 near Little Creek Road south to Indian River Road in the City of Chesapeake; and
2. Preliminary engineering for additional traffic lanes on Interstate Route 264 from downtown Norfolk to Virginia Route 44 in the City of Virginia Beach; and
3. The addition of interchange ramps to the interchange of Interstate Route 564 for improved service to and from the U. S. Naval Base; and

WHEREAS, these Interstate expressways are presently carrying unmanageable volumes of traffic with projections by the year 2000 that indicate a major worsening of the traffic conditions with resulting adverse impact on area businesses, defense installations, tourism, and other aspects of our economy and life; and

WHEREAS, the Commonwealth of Virginia's Department of Highways and Transportation has most recently announced the Tentative Allocation Program of highway funds for fiscal year 1983, with an accompanying Six (6) Year Improvement Program, which deletes all funding for the aforesaid expressway projects as was designated in the Six Year Critical Improvement Program; and

WHEREAS, such action, if approved by the State Highway Commission, would have the impact of deferring any meaningful construction for these improvements for many years; now, therefore,

BE IT RESOLVED by the Council of the City of Norfolk:

Section 1:- That the Council of the City of Norfolk does hereby request the State Highway Commission to consider the impact of its recommendation deleting the following projects from the Tentative Allocation Program of highway funds for fiscal year 1983 and in the Six Year Improvement Program which is a part thereof:

1. Improvements to Interstate Route 64 from Interstate Route 564 near Little Creek south to Indian River Road in the City of Chesapeake.
2. Improvements to Interstate Route 264 from downtown Norfolk to Virginia Route 44 in the City of Virginia Beach.
3. Interchange ramps to the Interchange of Interstate Route 564 for improved service to and from the U. S. Naval Base.

Section 2:- That the Council of the City of Norfolk further requests the State Highway Commission to revise the Tentative Allocation Program of highway funds for fiscal year 1983 and the Six Year Improvement Program which is a part thereof to include the aforesaid projects.

Section 3:- That this resolution shall be in effect from and after its adoption.

Adopted by Council June 15, 1982
Effective June 15, 1982

TRUE COPY
TESTE:

LOUIS S. HUDGINS, CMC, CITY CLERK

BY Shelia M. Needer
Deputy City Clerk



Norfolk
Chamber of
Commerce

established 1837

40 Bank Street, P.O. Box 327, Norfolk, Virginia 23501-8046/22-2312

**POSITION OF THE NORFOLK CHAMBER OF COMMERCE
CONCERNING VIRGINIA INTERSTATE HIGHWAY IMPROVEMENT PROGRAM**

It is the position of the Norfolk Chamber of Commerce that interstate highway improvement to I-64, I-264 and connecting ramps for I-564 and I-64 be included in the Virginia Six-Year Improvement Program.

Specifically, the request for engineering and land acquisition to build two (2) additional lanes on I-64 between Virginia Beach Boulevard and Little Creek Road is essential. Funding for engineering and land acquisition for two (2) additional lanes on I-264 in Norfolk is also a necessity. In addition, engineering and land acquisition funds to build connecting ramps from I-64 to I-564 are imperative to alleviate the heavy flow of traffic in and around the world's largest naval base.

To ensure a viable interstate highway system in the South Hampton Roads Area, the improvements are absolutely vital.

In the Critical Improvement Program issued in January of 1981, all of the above mentioned programs were included. In the Six-Year Improvement Program just published, these programs were deleted. Nothing has happened in the interim to negate the importance of these projects, indeed the requirement is even more pressing.

The national defense requirements, for which the interstate system was originally designed, will be increased dramatically as the U. S. Navy force levels are increased in the area.

Interstate I-64 is one of the most crowded arteries in Virginia with a daily traffic count of approximately 97,000 cars. It is estimated that 157,000 cars will travel this road each day by the turn of the century. Access to Norfolk International Airport is also gained by Interstate 64. Statistically, the airport showed the largest air traffic percentage increase of any airport in the United States in 1981.

In addition to serving the regional medical facility, I-264 also serves the port facilities in the area. For health and economic reasons this artery must keep pace with the rapidly growing needs of the area.



ACCREDITED
CHAMBER OF COMMERCE
INTERNATIONAL

WE MEAN BUSINESS!

Position of the Norfolk Chamber of Commerce
Concerning Virginia Interstate Highway
Improvement Program (Continued)

The economic growth of South Hampton Roads is linked closely to the improvement of the interstate system. In June of 1983, the Waterside Project will open with an estimated seven million visitors. Ground-breaking for the Virginia World Trade Center took place in April of this year. With the completion of that structure, additional requirements for improvements to the highway system are obvious.

In summary, the national defense requirement, the health requirement and economic growth of the area are directly dependent on a viable interstate highway system.

It is respectfully requested that the Six-Year Improvement Program reinstate the above highway projects.

JB/mf
6/16/82



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030



June 16, 1982

Mr. D. E. Keith
Division Administrator
Northern Virginia Division
Virginia Department of Highways
and Transportation
Post Office Box 429
Fairfax, Virginia 22030

Dear Mr. Keith:

This is to advise that on June 14, 1982, the Fairfax County Board of Supervisors considered the Tentative Allocation of Funds for Interstate, Primary, and Urban Systems and Public Transit for FY 1982-83. At that time, the Board voted to:

- Reaffirm the "Listing of Projects in Priority Order for Implementation, Preliminary Engineering, and Design on Interstate and Primary Highways for Fiscal Year 1983" as approved by the Board on April 12, 1982 (Attachment 1).
- Specifically request VDH&T to recognize the North Kings Highway (Rt. 241) project as being the County's number one priority project for construction by revising the VDH&T Tentative Allocation document to:
 - 1) include this project as a four lane project rather than simply showing it as an intersection project. Note: The Tentative Allocation document includes this project only as a project to improve the Route 1/ North Kings Highway intersection!
 - 2) include sufficient funding for this total project to proceed to construction as quickly as right-of-way acquisition and other preconstruction activities can be accomplished.
- Reiterate its previous request that VDH&T allocate at least 40% of the FY83 Primary funds in the Culpeper District to projects in Fairfax County, consistent with the Highway and Transportation Commission's Critical Improvement Program.


June 16, 1982

- Recognize and commend VDH&T for revising the format of the Tentative Allocation Document to include information which the Board in previous years has specifically requested, including the estimated cost of individual projects, their previous funding, and the projected future year allocations.

Attached herewith is a copy of the staff report which accompanied this Board action. This report elaborates upon the specific points made by the Board.

I would appreciate your making these comments available for consideration by the Highway and Transportation Commission at the June 17, 1982 public hearing.

Sincerely,



for
Shiva K. Pant, Director
Office of Transportation

SKP/djc

Attachment: As Stated

cc: Members, Fairfax County Board of Supervisors

cc: Joseph M. Guiffre, VH&TC Member

A. - Final Allocation of Interstate, Primary and Urban Funds for Fiscal Year 1983.

ISSUE: Board position regarding the allocation of Interstate and Primary Funds by the Virginia Department of Highways and Transportation (VDH&T). The final allocation hearing for Interstate, Primary, and Urban Funds for fiscal year 1983 is scheduled for June 17, 1982 in Richmond, Virginia.

RECOMMENDATION: I recommend that the Board of Supervisors take the following actions:

- Reaffirm the "Listing of Projects in Priority Order for Implementation, Preliminary Engineering, and Design on Interstate and Primary Highways for Fiscal Year 1983" as approved by the Board on April 12, 1982 (Attachment 1).
- Specifically request VDH&T to recognize the North Kings Highway (Rt. 241) project as being the County's number one priority project for construction by revising the VDH&T Tentative Allocation document to:
 - 1) include this project as a four lane project rather than simply showing it as an intersection project. Note: The Tentative Allocation document includes this project only as a project to improve the Route 1/ North Kings Highway intersection!
 - 2) include sufficient funding for this total project to proceed to construction as quickly as right-of-way acquisition and other preconstruction activities can be accomplished.
- Reiterate its previous request that VDH&T allocate at least 40% of the FY83 Primary funds in the Culpeper District to projects in Fairfax County, consistent with the Highway and Transportation Commission's Critical Improvement Program.
- Recognize and commend VDH&T for revising the format of the Tentative Allocation Document to include information which the Board in previous years has specifically requested, including the estimated cost of individual projects, their

previous funding, and the projected future year allocations.

TIMING: Action should be taken on this item on June 14, 1982 so that the position of the Board can be transmitted to the VDH&T at their scheduled June 17, 1982 public hearing.

BACKGROUND: On April 14, 1982 VDH&T held a preallocation public hearing at which time the County presented its adopted "Listing of Projects in Priority Order for Implementation, Preliminary Engineering, and Design on Interstate and Primary Highways for Fiscal Year 1983" to VDH&T for consideration in developing a Tentative Allocation Document. This Priority Listing remains an appropriate guide for the allocation of Interstate and Primary funds to projects in Fairfax County.

North Kings Highway

Inasmuch as the aforementioned Priority Listing includes the project to improve North Kings Highway to four lanes between Route 1 and Telegraph Road as its highest priority project for construction, VDH&T should be expected to recognize such in their allocation document. This is particularly pertinent in view of the fact that the State Highway and Transportation Commission approved the location and design plans for the project on January 21, 1982 substantially in accordance with the recommendations of the Fairfax County Board of Supervisors. However, the Tentative Allocation Document (included as Attachment 2) includes only an intersection project at Route 1 and North Kings Highway (Rt. 241) rather than the entire four lane improvement which heretofore has been contemplated. VDH&T should be emphatically requested to modify the Allocation document to include this entire project and to add such funds as are necessary to ensure that the entire project can go to construction in as early a time frame as right-of-way acquisition and other preconstruction activities will allow. Sufficient funds should be allocated to this project so that the project is not delayed solely on the basis of funding or the lack thereof.

Funding for Projects in Fairfax County

By action of the Board dated April 12, 1982, VDH&T was requested to allocate at least 40% of the FY83 Primary funds in the Culpeper District to projects in Fairfax County. This request was consistent with the VDH&T Critical Improvement Program which indicated a need

to allocate 40.9% of the Culpeper District Primary funds to projects wholly or partially in Fairfax County. The Tentative Allocation document includes only 37.6% of these funds for projects wholly or partially in Fairfax County. VDH&T has advised the staff that this allocation results from the application of the existing formula for the distribution of Primary funds among construction districts. Although the resulting difference is only \$0.573 million, VDH&T should take this matter into consideration when responding to the County's request to allocate additional funds to the North Kings Highway project.

Commendation of VDH&T for Revising the Format of the Allocation Document

At various times over the past several years the Board of Supervisors has requested VDH&T to provide more information regarding the funding and progress of proposed Interstate and Primary projects. The Board has specifically requested that the Interstate and Primary Allocation document be revised to include additional pertinent information regarding individual projects.

This year, for the first time, the document includes the estimated cost of individual projects, their previous funding, and the projected future year allocation. This positive VDH&T response to the County's previous requests should be acknowledged and VDH&T should be commended for making this information publicly available.

ENCLOSED DOCUMENTS: "Listing of Projects in Priority Order for Implementation, Preliminary Engineering, and Design of Interstate and Primary Highways for Fiscal Years 1983", Attachment 1; Tentative Allocation of Funds, Fiscal Year 1982-83 Interstate, Primary, and Urban Systems and Public Transit, Attachment 2.

STAFF: J. Hamilton Lambert, County Executive; Denton U. Kent, Deputy County Executive for Planning & Development; Shiva K. Pant, Director, Office of Transportation.

LISTING OF PROJECTS IN PRIORITY ORDER FOR
IMPLEMENTATION, PRELIMINARY ENGINEERING, AND DESIGN
ON INTERSTATE AND PRIMARY HIGHWAYS
FOR FISCAL YEAR 1983

PRIORITY

PROJECT

PROJECT DESCRIPTION

Category I--General Improvements

Funding Note: VDE&F is requested to allocate a percentage of its FY83 funds to these general improvements.

Transportation System Management (TSM) Improvements including the one project to connect the widened segments of Old Dominion Drive (Rt. 309) between Dolley Madison Boulevard (Rt. 123) and Holmes Place.

Provision of Transportation System Management (TSM) improvements Countywide in order to maximize efficiency of existing highway facilities.

<u>PRIORITY</u>	<u>PROJECT</u>	<u>ESTIMATED COST</u>	<u>ALLOCATIONS TO DATE</u>	<u>PUBLIC HEARING HELD</u>	<u>DESCRIPTION OF PROJECT</u>
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Category II--Acquire Right-of-way and Take to Construction

Funding Note: VDOT is requested to provide sufficient allocations in FY83 to enable the first four projects in this category to go to construction.

1	W. Kings Highway (Rt. 241)	\$ 2,160,000	\$ 625,000	1981	Four laning from Alexandria City Line to Richmond Highway
2	Leesburg Pike (Rt. 7)	813,000	658,000	--	Turn lanes and extension of third lane between I-495 and the Dulles Airport Access Road
3	Ox Road (Rt. 123)	5,970,000	3,810,000	1974	Four laning from Marlborough Road to Burke Centre Parkway
4	Arlington Blvd.	15,000,000	7,000,000	3/80	Interchange at Gallows Road (Rt. 650)
5	Richmond Hwy. (Rt. 1)	7,600,000	250,000	9/79	Six-laning from Mt. Vernon Highway (Rt. 235 north intersection) to Belvoir Road
6	Georgetown Pike (Rt. 193)	1,040,000	200,000	6/79	Improved two-lane facility from Capital Beltway (I-495) to Dolley Madison Blvd. (Rt. 123) including pedestrian bridge over I-495
7	Ox Road (Rt. 123)	7,325,000	--	1974	Four laning from Burke Centre Parkway to Burke Lake Road

Category III--Complete Preliminary Engineering and Design and Take to Public Hearing

Funding Note: Sufficient allocations should be made to advance these nine projects to a public hearing at the earliest possible date.

1	Springfield Bypass	200,000,000	1,036,430		Four lane facility from Route 7 to Route 1. Priorities within this project to be determined subsequent to Environmental Impact Statement approval.
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<u>PRIORITY</u>	<u>PROJECT</u>	<u>ESTIMATED COST</u>	<u>ALLOCATIONS TO DATE</u>	<u>PUBLIC HEARING HELD</u>	<u>DESCRIPTION OF PROJECT</u>
2	Lockhead Blvd/ S. Van Dorn St. Connector	\$11,795,000	\$1,300,000	1978 (Location Public Hearing)	Four lane facility from Richmond Highway (Rt. 1) to Franconia Road
3	I-66/Mutley Rd.	14,000,000	--	--	Construction of missing ramps and loops at this location. Construction should be completed prior to opening of Vienna Metro Station.
4	Dolley Madison Blvd. (Rt. 127)	4,300,000	650,000	--	Interchange at International Drive.
5	Sully Road (Rt. 28)	2,925,000	590,000	--	Four laning from I-66 to Prince William County line.
6	Lee Highway (Rt. 29)	7,350,000	75,000	--	Four laning from Fairfax Circle (Rt. 50) to Falls Church City Line.
7	I-66/Route 29	1,930,000	--	--	Construction of missing ramp and loop at this location.
8	I-66/Route 50 Interchange	1,000,000	--	--	Construction of missing ramp and loop at this location.
9	I-495/Gallows Road Inter- change	--	--	--	Provide noise walls along the southeast quadrant of this interchange.

VDH&T TENTATIVE ALLOCATION OF FUNDS

FISCAL YEAR 1982-83

PRIMARY SYSTEM

MY NAME IS JOHN MILTON AND I AM A MEMBER OF THE LOUDOUN COUNTY BOARD OF SUPERVISORS.

THE MEMBERS OF THE LOUDOUN COUNTY BOARD OF SUPERVISORS AT THEIR JUNE 10TH PUBLIC HEARING, UNANIMOUSLY REQUESTED ME, ON THEIR BEHALF, TO APPEAR BEFORE YOU TODAY TO OFFICIALLY MAKE YOU AWARE OF THEIR DISAPPOINTMENT AND DISMAY WITH THE TENTATIVE ALLOCATIONS THAT YOU PROPOSE FOR FISCAL YEAR 1982-83, AS WELL AS, WITH YOUR SIX-YEAR IMPROVEMENT PROGRAM FOR FISCAL YEARS 1982 THROUGH 1988. LOUDOUN COUNTY IS A HIGH GROWTH AREA WITH PROBLEMS THAT NEED YOUR IMMEDIATE ATTENTION BUT YOUR LONG-RANGE PLAN DOES NOT EVEN BEGIN TO ADDRESS OUR TRANSPORTATION NEEDS.

HERE ARE SOME SPECIFICS: IF YOU ADOPT THE SPENDING PLAN THAT IS BEFORE YOU TODAY, ROUTE 7 IN WESTERN LOUDOUN COUNTY WILL NOT EVEN REACH A TWO-LANE STANDARD UNTIL AFTER 1990. WE FEEL THAT IT IS TOTALLY UNACCEPTABLE TO HAVE AN UNSAFE, SUBSTANDARD PRIMARY ROAD

IN VIRGINIA. WE HAVE COME BEFORE YOU EACH YEAR WITH THE DILEMMA OF ROUTE 7 AS AN UNFINISHED BY-PASS WHICH NOT ONLY CREATES INTOLERABLE TRAFFIC SITUATIONS FOR YOUR INCORPORATED TOWNS OF PURCELLVILLE AND ROUND HILL, BUT, LEAVES THE TRAVELLING PUBLIC WITH THE EVEN MORE SERIOUS PROBLEM OF AN UNSAFE FACILITY. THESE ROAD IMPROVEMENTS WERE ORIGINALLY PROMISED TO US BY 1975, AND TODAY, WE HAVE NO ASSURANCE THAT THEY WILL EVER BE COMPLETED. IF THE CREDIBILITY OF THE HIGHWAY DEPARTMENT AND LOUDOUN COUNTY IS NOT TO BE LOST FOREVER, WE MUST GET ON WITH THE LONG-DELAYED BUSINESS OF BUILDING THIS MUCH NEEDED ROADWAY, SO THAT WE CAN CONCENTRATE ON THE EVER INCREASING TRAFFIC PROBLEMS ELSEWHERE RESULTING FROM THE RAPID DEVELOPMENT OF OUR COUNTY.

ONE OF THESE PROBLEMS AND A PRIMARY ROAD PRIORITY IS ROUTE 28, WHICH IN LOUDOUN COUNTY, IS SHOWING SIGNS OF INTOLERABLE CONGESTION WITH LEVEL OF SERVICE E IN MANY PLACES. WHILE WE WERE PLEASED THAT YOUR PLAN CALLS FOR THE CONSTRUCTION OF MUCH NEEDED TURNING LANES AT THE INTERSECTION OF STERLING BOULEVARD AND ROUTE 28, THIS CAN ONLY BE VIEWED AS A SPOT IMPROVEMENT WITH LITTLE OVERALL IMPACT ON THE REAL NEEDS IN THE CORRIDOR. THE COMMITMENT TO ROUTE 28

CANNOT BE MEASURED IN DOLLARS ALONE. THE HIGHWAY AND TRANSPORTATION DEPARTMENT'S ROUTE 28 CORRIDOR STUDY WAS ADOPTED BY THE COUNTY IN SEPTEMBER, 1980. IT WAS FURTHER BOOSTED BY THE ROUTE 28 CORRIDOR IMPLEMENTATION PLAN WHICH BRINGS THE COUNTY, THE STATE, AND THE PRIVATE DEVELOPMENT COMMUNITY TOGETHER IN THE IMPLEMENTATION OF THIS FREEWAY FACILITY. THE STATE CAN'T DO IT ALONE; THE COUNTY CAN'T DO IT ALONE, AND NEITHER CAN THE PRIVATE SECTOR. ROUTE 28, IN ITS PRESENT STATE, SIMPLY WILL NOT HANDLE THE ADDITIONAL TRAFFIC THE ROUTE 28 CORRIDOR WILL RECEIVE AS A RESULT OF THE SUCCESS THAT THE STATE-COUNTY PARTNERSHIP HAS ENJOYED IN ATTRACTING INDUSTRIAL DEVELOPMENT IN THAT AREA. IN LIGHT OF THE AGREEMENTS THAT HAVE BEEN HAMMERED OUT, OUR BOARD CANNOT UNDERSTAND HOW YOU GENTLEMEN CAN ADOPT A PLAN THAT IGNORES THIS CRITICAL NEED. BELIEVE ME, THE LOUDOUN COUNTY BOARD OF SUPERVISORS INTENDS TO CONTINUE ITS VIGOROUS EFFORTS TO ATTRACT ADDITIONAL INDUSTRY AND MUST, THEREFORE, HAVE A CORRIDOR WHICH CAN FUNCTION AS A VIABLE TRANSPORTATION FACILITY.

LASTLY, WE ARE ALSO DISAPPOINTED THAT THE CONTINUATION OF FOUR-LANING ROUTE 50 IN LOUDOUN COUNTY RECEIVED ABSOLUTELY NO FUNDS, EVEN FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS MUST BE FOUND BECAUSE OUR CITIZENS SIMPLY CANNOT WAIT UNTIL THE TURN OF THE CENTURY FOR THE COMPLETION OF THIS MUCH NEEDED SAFETY IMPROVEMENT PROJECT WHICH WAS STARTED IN THE MID-SIXTIES. THE ACCIDENT RATE CONTINUES TO BE ALARMINGLY HIGH. IN 1980, ROUTE 50 WAS CITED IN A RESEARCH PAPER BY VPI-SU AS HAVING ONE OF THE GREATEST POTENTIALS FOR TRUCK ACCIDENTS INVOLVING HAZARDOUS MATERIALS. THERE CAN BE NO QUESTION OF THE JUSTIFICATION TO MAKE THESE IMPROVEMENTS.

WE NEED YOUR HELP. WE NEED YOU TO GIVE SERIOUS CONSIDERATION TO LOUDOUN COUNTY AS THE IMPORTANT AREA FOR INDUSTRIAL GROWTH AND RESIDENTIAL GROWTH THAT IT IS. ALLOCATING MORE FUNDS FOR LOUDOUN COUNTY TO YOUR ANNUAL BUDGET AND THE SIX-YEAR IMPROVEMENT PROGRAM, WE FEEL, IS MONEY WELL INVESTED FOR THE STATE OF VIRGINIA. WE WOULD BE GLAD TO DISCUSS EACH PROJECT WITH YOU AT A LATER DATE.

THE ISSUE OF THE EQUITABLE DISTRIBUTION OF HIGHWAY FUNDING TO HIGH GROWTH AREAS OF THE STATE SURFACED DURING THE 1982 GENERAL ASSEMBLY AND WAS DEFEATED IN THE HOUSE WITH A TIE VOTE. IT IS OUR VIEW THAT THE LOCAL GOVERNMENTS IN VIRGINIA EXPERIENCING HIGH GROWTH MUST RECEIVE THEIR FAIR SHARE OF HIGHWAY FUNDING FOR THE ROAD IMPROVEMENTS MADE NECESSARY BY THIS INCREASED TRAFFIC. THIS PLAN DOES NOT REFLECT THAT GENUINE NEED FOR HIGHWAY IMPROVEMENTS. WE ARE LOOKING TO YOU AND THE GENERAL ASSEMBLY FOR ALLOCATIONS THAT RECOGNIZE THE SPECIAL NEEDS OF GROWTH AREAS SUCH AS LOUDOUN.

IN CLOSING, I WOULD LIKE TO THANK YOU ON BEHALF OF THE LOUDOUN COUNTY BOARD OF SUPERVISORS FOR ALLOWING US TIME TO MAKE THIS PRESENTATION. LIKE YOU, WE ARE FACED WITH THE IMPACT THAT INFLATION IS HAVING ON LOCAL GOVERNMENT AND ITS ABILITY TO PROVIDE DESIRED SERVICES, AND WE ACKNOWLEDGE YOUR DIFFICULTY IN MAKING THE LIMITED HIGHWAY DOLLAR GO AROUND. WE ONLY ASK THAT YOU RETHINK YOUR PRIORITIES IN LIGHT OF THE IMMEDIATE PROBLEMS THAT I HAVE SHARED WITH YOU, AND OF EQUITABILITY IN THE DISPERSEMENT OF THE CULPEPER DISTRICT'S IMPROVEMENT FUNDS. WE HOPE YOU WILL THEN PROVIDE THE NECESSARY FUNDS TO ENABLE US TO BETTER COPE WITH THE CRITICAL HIGHWAYS NEEDS.

BOARD OF SUPERVISORS
WILLIAM C. FRAZIER, CHAIRMAN
SOUTH ANNA DISTRICT
JOSEPH H. NORMAN, JR.
MECHANICSVILLE DISTRICT
TERRY L. COOK
COLD HARBOR DISTRICT
A. PAGE NUCKOLS
BEVERDAM DISTRICT



HANOVER COUNTY
HANOVER, VIRGINIA 23069-0219

ALLAN T. WILLIAMS
COUNTY ADMINISTRATOR

BOARD OF SUPERVISORS
JERRY P. OWEN
CHICKAHOMNY DISTRICT
NINA K. PEACE
ASHLAND DISTRICT
E. C. C. WOODS, JR.
HENRY DISTRICT
PETER L. TRIBBLE
COUNTY ATTORNEY

June 16, 1982

Mr. Harold C. King, Commissioner
c/o Virginia Department of Highways
and Transportation
1221 East Broad Street
Richmond, Virginia 23219

Dear Mr. King:

Please be advised that Hanover County intends to appeal the preliminary decision of the Department of Highways and Transportation to exclude from consideration in its Primary System Construction Program for FY82-83 through FY87-88 any consideration of Route 156 in Hanover County for realignment. Our decision to proceed with an appeal is based upon numerous factors, including the following:

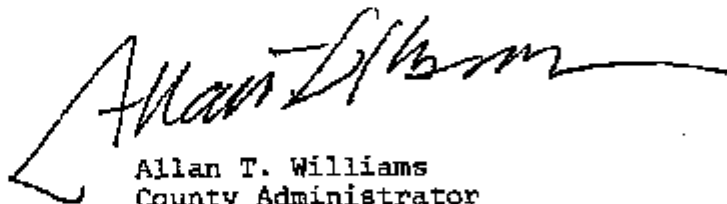
- 1) there are a number of dangerous curves on the 9.8 mile segment from U. S. 360 to the Henrico County line, including two curves requiring ninety degree turns.
- 2) 1980 VDH&T traffic counts show an average daily traffic volume of 7380. The opening of I-295 in late 1980 will undoubtedly provide greater commuter access to the Cold Harbor area, and lead to increased traffic volumes on Route 156 in the near future.
- 3) during 1980 there were 35 vehicle accidents along Route 156 in Hanover County, which translates into an accident rate of 351 per 100,000,000 VMT (Vehicle Miles Travelled). This rate compares unfavorably with both the Statewide and Hanover County accident rates for 1980 (218 and 183, respectively, per 100,000,000 VMT).

Mr. Harold C. King
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- 4) in the very near Future Hanover County will be opening a new elementary school at a location near the intersection of Route 156 and Route 615, the school located along Route 156. We do not believe the potential impacts of the school's opening have been taken into consideration by VDH&T representatives.
- 5) Hanover County currently has little in the way of direct east-west transportation routes through the County. An improved Route 156 would serve as an important link in any east-west access route the County might considered (as shown in Hanover County Major Thoroughfare Plan).

Should you have any questions, please contact John Hodges or George Mulligan of the Hanover County Planning Department at 798-6081, extensions 154 or 368.

Sincerely,



Allan T. Williams
County Administrator

ATW:bc

cc: John Kidd, RRPDC
Dan Lysy, MPO