

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
August 18, 1966**

The regular monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office in Richmond, Virginia, at 10 A.M., on August 18, 1966.

Mr. Douglas B. Fugate, Chairman, presided.

All members were present.

On motion of Mr. Solater, seconded by Mr. Holland, minutes of the meeting of July 21, 1966, were approved.

Motion was made by Mr. Solater, seconded by Mr. Holland, that permits issued from July 21, 1966, to August 17, 1966, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Solater, seconded by Mr. Holland, cancellation of permits from July 21, 1966, to August 17, 1966, as shown by records of the Department, was approved.

On motion of Mr. Holland, seconded by Judge Weaver, the Commission voted to award contract on bids received August 10, 1966, on the following project:

Route 13, Project 6013-001-102, L801

0.779 Mi. S. Maryland - Virginia State Line - 1.082 Mi. S. Maryland - Virginia State Line, Accomack County. Low bidder, Lance J. Eller, Inc., Keller, Virginia.

Amount of Bid:	\$97,434.46
10% for engineering and incidentals:	9,743.44
Work by State Forces	3,030.00
Right of Way	7,714.00
Amount chargeable to Project	\$117,900.00
\$116,150.00 to be provided from Landscape Beautification Act Funds.	
\$ 2,750.00 to be provided from Suffolk District Primary Construction Reserve.	

8-18-66

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

WHEREAS, in accordance with the provisions of § 128 of Title 23 - Highways, United States Code, a public hearing was held in the Smithfield Town Hall, Smithfield, Virginia, at 10:30 a. m., on June 21, 1966, concerning the proposed construction of Route 10 from 3.3 miles west of the West Corporate Limits of Smithfield to 0.6 mile east of the East Corporate Limits of Smithfield, (Proposed Smithfield By-pass), in Isle of Wight County, State Project 7010-048-101, Federal Project F028-1(), 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement is on new location to the south of the Town of Smithfield.

MOTION CARRIED.

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

WHEREAS, Section 38-136.1 of the Code of Virginia provides a fund for fiscal 1966-67 of \$1,500,000 to "be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities, and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Stafford County has by resolution requested the use of industrial access funds to provide proper access to the new facility being constructed by the General Testing Laboratories, southeast of Route 651 in the western part of Stafford County, estimated to cost \$15,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$15,000 from the industrial access fund for 1966-67 be allocated for the purpose of providing access to the new facility being constructed by the General Testing Laboratories, southeast of Route 651 in the western part of Stafford County, Project 0748-089-132, C501.

MOTION CARRIED.

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

WHEREAS, this Commission by resolution of December 16, 1965, allocated \$95,000 from the industrial access fund for 1965-66 for the purpose of relocating Route 638, Project 0638-018-115, C501, to provide sufficient space to allow the Jewell Smokeless Coal Corporation to expand its coke-producing facilities, contingent upon (1) the filing of a surety or cash bond in the amount of \$95,000 to guarantee the fulfillment of its expansion plans as set forth in a certificate dated October 12, 1965 addressed to Mr. J. F. Coles, Resident Engineer, Department of Highways, Lebanon; (2) the necessary right of way and adjustment of utilities being furnished at no cost to the Commonwealth; and (3) the furnishing of certain equipment, including fuel, repairs, and operators, to assist in the necessary construction work required for the relocation, at no cost to the Commonwealth; and

WHEREAS, it appears that the furnishing of the bond creates exceptional difficulties due to the manner in which their financing is arranged; and

WHEREAS, this Corporation has proceeded with its expansion plans as far as is possible, having expended in excess of \$1,700,000; and

WHEREAS, it is the sense of this Commission that the expenditure of this \$1,700,000 indicates good faith on the part of the industry.

8-18-66

NOW, THEREFORE, BE IT RESOLVED, that the resolution adopted by this Commission on December 16, 1965, be amended to delete the following: "...the filing of a surety or cash bond in the amount of \$95,000 to guarantee the fulfillment of its expansion plans as set forth in the certificate dated October 12, 1965, and addressed to Mr. J. F. Coles, Resident Engineer, Department of Highways, Lebanon."

AND BE IT FURTHER RESOLVED, that all other portions of the resolution adopted on December 16, 1965, are to be complied with.

MOTION CARRIED.

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Vinton for payment at the rate of \$1,000 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,000 per mile annually be made to the Town of Vinton on additional streets, totaling 1.69 miles and meeting standards required by this section of the Code, effective beginning July 1, 1966, for the quarterly payment due after September 30, 1966. The additional mileage eligible for payment, described as follows:

Almond Drive	From Dillon Drive to Broadhill Drive	0.21 Mile
Broadhill Drive	From Almond Drive to Dillon Drive	0.29 Mile
Clairborne Avenue	From Clearview Drive to West End	0.10 Mile
Dillon Drive	From Hardy Road to Almond Drive	0.09 Mile
Dillon Drive	From Almond Drive to East End	0.19 Mile
Emerald Drive	From Shelbourne Ave. to Shelbourne Ave.	0.21 Mile
Shelbourne Ave.	From Niagara Road to East End	0.36 Mile
South Pacific Dr.	From existing end to Olney Road	0.24 Mile

The above additions totaling 1.69 miles will increase the total mileage in the Town of Vinton from 26.80 miles to 28.49 miles of approved streets.

MOTION CARRIED.

8-18-66

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Nansemond County Courthouse, Suffolk, Virginia, at 10:30 a. m., on May 31, 1966, concerning the proposed construction of the Suffolk By-pass from the intersection of Route 58 (1.8 miles west of the West Corporate Limits of Suffolk) to the intersection of Route 58 (4.4 miles east of the East Corporate Limits of Suffolk), in Nansemond County, and

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

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement is on new location to the west and north of the City of Suffolk,

MOTION CARRIED.

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

WHEREAS, Route 57 in Pittsylvania County has been constructed on new location as shown on plans for Project 0057-071-101, C-503; and

WHEREAS, five sections of old location of Route 57 are no longer necessary as a public road, the new road serving the same citizens as the old road, and three sections of old Route 57 are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 83-76.5 of the Code of Virginia of 1950, as amended, 1.10 miles of the old location of Route 57, shown in blue and designated as § 1, 4, 5, 6 and 7 on the plat dated March 31, 1966, Project 0057-071-101, C-503, be abandoned as a part of the State Highway System;

8-18-66

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia, 1950, as amended, 0.79 mile of the old Route 57, shown in red and designated as Sections 2, 3, and 8 on the plat and project referred to hereinabove be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

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

WHEREAS, Route Alt. 58 in Russell County has been altered and reconstructed as shown on plans for Project 7058-083-102, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.5 of the Code of Virginia of 1950, as amended, 0.04 mile of the old location of Route Alt. 58, shown in blue and designated as Section 5 on the plat dated February 21, 1966, Project 7058-083-102, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.08 mile of old location of Route Alt. 58, shown in yellow and designated as Section 1 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia of 1950, as amended, 0.99 mile of the old location of Route Alt. 58, shown in red and designated as Sections 2, 3 and 4 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

8-18-66

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

WHEREAS, Route 40 in Sussex County has been altered and reconstructed as shown on plans for Project 0040-091-101, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.5 of the Code of Virginia of 1950, as amended, 0.842 mile of the old location of Route 40, shown in blue and designated as Sections 1, 2, and 3 on the plat dated February 14, 1966, Project 0040-091-101, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.114 mile of the old location of Route 40, shown in yellow and designated as Section 2 - A on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS, by proper resolutions, the Boards of Supervisors of several counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.7 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date.

BOTETOURT COUNTY	Section 2 of old location of Rt. 680, from Station 227 + 00 to Station 235 + 50, Project 0030-011-113, C-501	0.09 Mile
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CHESTERFIELD COUNTY	Route 668, from intersection of Routes 604 & 668 to 0.565 mile south on Route 668	0.565 Mile
FLOYD COUNTY	Section 3 of old location Route 615 from Station 21 + 50 to north end of Little River Bridge, Project 0615- 031-125, C-501, B-605	0.08 Mile
FRANKLIN COUNTY	Sections 5 and 6 of old location Routes 864 and 805 at Station 531 + 70 and Station 533 + 90, Project 0040-033- 102, C-501, B-601	0.078 Mile
HENRY COUNTY	Section 3 of old location Route 651, from 0.29 mile east of Route 619 to 0.35 mile east Route 619, Project 0651-044-120, C-501	0.06 Mile
PULASKI COUNTY	Route 777, from 1.20 mile west of Route 698 to 1.55 miles west Route 698	0.35 Mile
STAFFORD COUNTY	Section 1 of old location of Route 651, from Station 120 + 50 to Station 134 + 00, Project 0651-089-104, C-501	0.25 Mile
	Section 2 of old location of Rt. 651, from Station 140 + 00 to Station 148 + 40, Proj. 0651-089-104, C-501	0.18 Mile
	Section 3 of old location of Rt. 651, from Station 148 + 40 to Station 162 + 00, Proj. 0651-089-104, C-501	0.26 Mile
SUSSEX COUNTY	Route 706, from 0.27 mile west of Rt. 677 to 0.49 mile west of Rt. 677 (Dead End)	0.22 Mile

MOTION CARRIED.

8-18-66

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

WHEREAS, the Commonwealth is the owner of a number of parcels of land in Arlington County, located along Route 50 and its connections to Lynn and Meade Streets and Fort Myer Drive, and not actually required in connection with State Highway Project 0050-000-101, C-501, RW201; and

WHEREAS, because of the scarcity of land in the Rosslyn area it has been understood by the officials of Arlington County and by the landowners in the vicinity that as much land as possible not required for the construction, operation, and maintenance of the said project and its connections with the said streets would be returned to private ownership; and

WHEREAS, the State Highway Commissioner has certified in writing that those portions or parcels of land belonging to the Commonwealth and lying north and east of the new north right of way line of said Route 50 and east right of way line of the said connection between Route 50 and Lynn and Meade Streets and Fort Myer Drive do not constitute a section of the public road and are deemed no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia as amended, the sale and conveyance of the said parcels of land so certified at such prices as may be recommended by the State Right of Way Engineer is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds conveying same without warranty accordingly, subject to such conditions and reservations as he may deem requisite.

MOTION CARRIED.

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

WHEREAS, the Commonwealth is the owner of all of the land situate between the old and new locations of Route 635 from a point opposite survey Station 85 + 23 to a point opposite survey Station 84 + 00 as acquired under State Highway Project 0635-003-106, C-501, from Edward M. Rhea by Deed recorded in the office of the Clerk of the Circuit Court of Alleghany County in Deed Book 172, Page 244; and

WHEREAS, the owner of the adjoining lands to the east has requested that a portion of the said land between the old and new locations of said Route 635 be conveyed to him in order to provide for the more orderly development of his adjoining property; and

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WHEREAS, the State Highway Commissioner has certified in writing that the said old location of Route 635 has been abandoned in accordance with the statute and that the triangular parcel of land located east of a line 25 feet east of and concentric with the survey and plan centerline of said Route and Project from a point opposite survey Station 85 + 23 to a point in the north line of the owner of the adjoining lands opposite survey Station 86 + 00 does not thus constitute a section of the public road and is deemed by him no longer necessary for the uses of the Secondary System of State Highways.

NOW, THEREFORE, in accordance with the provisions of § 33-76.11 of the 1950 Code of Virginia as amended, the sale and conveyance of the said parcel of land so certified to the owner of record of the adjoining lands at a price deemed satisfactory by the State Right of Way Engineer is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds to the owner or owners of record of the adjoining lands conveying same without warranty, and subject to such further conditions as meet the policies of this Commission and as are deemed requisite by the Commissioner.

MOTION CARRIED.

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

WHEREAS, in connection with Route 44, the Norfolk - Virginia Beach Toll Road, State Highway Project 0044-134-101, RW-201, in the City of Virginia Beach, the Commonwealth did acquire by means of the recordation of its Certificate of Deposit No. N-VBH-97 with the Clerk of the Circuit Court of the City of Virginia Beach in Deed Book 921, Page 555, the entire lot belonging to Eugene Woodhouse and Vivian Lee Woodhouse, together with all improvements thereunto appertaining; and

WHEREAS, the State Highway Commissioner has certified that the portion of said land lying south of a line 120 feet south of and concentric with the survey centerline of the said Route and Project is not needed in connection with the said Project or the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

8-18-66

NOW, THEREFORE, it is the judgement of this Commission that the sale of the portion of land so certified is in the public interest, and the State Highway Commissioner is hereby authorized in accordance with the provisions of § 33-117.4 of the 1950 Code of Virginia as amended to execute a deed in the name of the Commonwealth conveying same without warranty, together with any improvements thereunto appertaining, and excluding any rights of access, light, or air that may be incident thereto along the right of way line of the Norfolk - Virginia Beach Toll Road.

MOTION CARRIED.

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

WHEREAS, in connection with Route 81, State Highway Project 0081-095-014, in Washington County, the Commonwealth did acquire certain lands from E. K. McNew by the recordation of its Certificate of Deposit No. C-754 in the office of the Clerk of the Circuit Court of said County in Deed Book 323, Page 568; and

WHEREAS, said Certificate of Deposit contained an error in the description of the said land taken thereunder, whereby the plats attached thereto and recorded therewith showed the taking of only that portion of Lot 50 of the Colonial Heights Subdivision which lay within the normal right of way of said Route and Project, and north of a line 130.5 feet south of and parallel to the survey and plan centerline of the northbound lane of said Route 81, whereas the written description in said Certificate described all of said Lot 50 as being taken; and

WHEREAS, it was clearly understood by representatives of the Department of Highways, by the landowner and by those present at the condemnation trial that only the said portion of Lot 50 within the said right of way of Route 81 was intended to be taken; and

WHEREAS, the said reference to all of Lot 50 appearing in the said Certificate constitutes a cloud on the title of the remaining property of the landowner which he has asked to be removed; and

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WHEREAS, the State Highway Commissioner has certified that that portion of said Lot 50 of Colonial Heights Subdivision which lies outside of, south of and beyond a line 130.6 feet south of the survey and plan centerline of the northbound lane of said Route and Project does not constitute a section of the public road and is deemed not needed for the uses of the State Highway System.

NOW, THEREFORE, the release of any and all right, title or interest which the Commonwealth may have acquired by reason of the error in said Certificate of Deposit to the portion of Lot 50 so certified, is hereby approved in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia as amended, and the State Highway Commissioner is hereby authorized to execute a deed of quitclaim in the name of the Commonwealth accordingly.

MOTION CARRIED.

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

WHEREAS, \$250,000 Reserve Maintenance Funds of the State of Virginia Toll Revenue Bonds (Series 1954) account with Virginia National Bank, Trustee, has been previously invested in U. S. Treasury 4% Notes due August 15, 1968, and

WHEREAS, we are advised by the Trustee that the Treasury is now offering 5 1/4% Certificates due May 15, 1971, and the reinvestment of the above amount in these new securities has been approved by the Consulting Engineers and the Toll Facilities Manager by their letters of August 5, 1968, now therefore

BE IT RESOLVED, by the State Highway Commission, under provisions of Sec. 602 of the Trust Indenture, that the said \$250,000 Reserve Maintenance Funds be invested by the Trustee in U. S. Treasury 5 1/4% Certificates due May 15, 1971.

MOTION CARRIED.

8-18-66

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

WHEREAS, under authority of § 33-26 of the 1950 Code of Virginia, as amended, the State Highway Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways, not to exceed fifty miles during any one year; and

WHEREAS, Route 838 (Sully Road) in the developed area of the Dulles Airport now has the characteristics of a Primary System Highway, and our Highway Engineers recommend that all of present Route 838, leading from Route 50 north to the intersection of Route 7, be added to the Primary System of Highways as an extension of Route 28; and that present Route 28 from Route 7 south to the S. C. L. Herndon be retained in the Primary System and renumbered, effective July 1, 1966.

NOW, THEREFORE, BE IT RESOLVED, that present Route 838 (Sully Road), beginning at intersection of Route 50 just west of Chantilly and extending northerly to the intersection of Route 7, a distance of 10.56 miles in Fairfax and Loudoun Counties, be transferred from the Secondary System to the Primary System of Highways and designated as Route 28.

BE IT FURTHER RESOLVED, that portion of present Route 28, from the intersection of Route 7 southwesterly to the S. C. L. Herndon, be retained in the Primary System and renumbered as New Route Number 228.

MOTION CARRIED.

Moved by Judge Weaver, Seconded by Mr. Landrith, that the section of proposed U. S. Route 360 in Nottoway County including the Burkeville By-Pass, beginning at a point approximately 0.567 miles east of E. C. L. Burkeville, said point being located near the U. S. Routes 360 and 460 interchange east of Burkeville, and being shown on the plans for State Project 0360-067-012, PE-103, RW-203, right of Station 138 + 00 (WBL) and left of Station 137 + 82 (EBL) and extending in a westerly direction traversing the location as shown on the plans for State Projects 0360-067-012, PE-103, RW-203; 5360-067-102-PE-101, RW-201; 0460-067-101, PE-102, RW-203 and 7360-067-101, PE101, RW-201, to a point within the U. S. Routes 360 and 460 interchange area west of Burkeville, said point being shown on the plans for State Project 7360-067-101-PE-101, RW-201, right and left of Station 379 + 00 (Route 460 EBL and WBL), including the necessary relocations, interchanges, ramps, connections, etc., as shown on the attached sketch, be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended.

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The points of access permitted under this resolution are shown on the plans and attached sketch at the following intersections, a connection left of Station 744 + 99.74 (EBL) State Route 695 right of Station 753 + 55 (WBL), State Route 628 right of Station 772 + 69.46 (WBL) and left of Station 772 + 42.32 (EBL) and State Route 638 right of Station 786 + 12.17 (WBL) and left of Station 796 + 87.91 (EBL).

These points are to be made a part of the right of way transaction and record.

MOTION CARRIED.

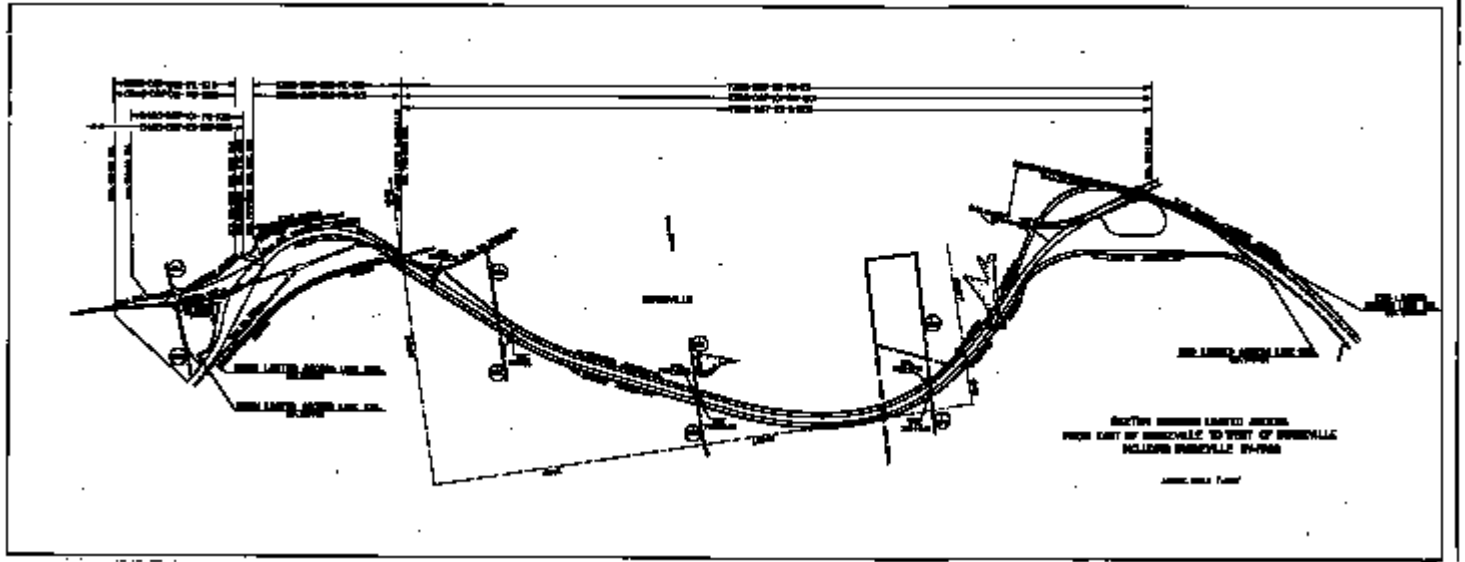
Moved by Judge Weaver, Seconded by Mr. Chilton, that the following policies be, and the same are, hereby adopted:

That the standard minimum widths of right of way being, and to be, acquired for Interstate, Arterial and Primary State Highways be as follows:

- (a) Interstate --- 200-300 Feet with control of access
- (b) Arterial --- 160-200 feet
 - (1) By - passes ---- 200 feet with control of access
 - (2) Major relocations --- 200 feet and control of access, where feasible
 - (3) Rural areas with minimum right of way damage and to provide vertical and horizontal bifurcation --- 200 feet
 - (4) Other project development -- 160 feet
- (c) Primary Class I -- 110-200 feet
 - (1) By - passes --- 200 feet with control of access
 - (2) Ultimate four - lane highways --- 160 feet
 - (3) Ultimate two - lane highways --- 110 feet
- (d) Primary Class II ---
 - (1) Rural areas minimum right of way damage, two - lane highways --- 110 feet
 - (2) Suburban areas --- 80 feet and two - lane highways
 - (3) Urban areas -- 50 feet and two - lane highways

Where topographic or other conditions justify a variation from these standard minimum widths, the Chairman or Deputy Commissioner is authorized to designate such normal or maximum widths as he may deem proper.

MOTION CARRIED.



8-18-56

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

WHEREAS, there has developed over a long period of time a Highway Department policy regarding the financial responsibilities for sharing the cost of Secondary street improvement projects in incorporated towns of less than 3,500 population which operate under the provisions of § 33-50.1 and 33-50.4 of the Code of Virginia; and

WHEREAS, changing conditions, including the statutes of Virginia, make it advisable for the Highway Commission to adopt a policy setting forth the State's and towns' responsibilities for the sharing of construction costs on Secondary System street projects in such towns; and

WHEREAS, the increasing cost of highway improvements on the Secondary System is causing great concern, in view of the fact that highway revenue generated generally by Secondary roads is not sufficient to cover the cost of maintenance and improvement, and further in view of the substantial benefits to adjoining properties and surrounding communities over and above that necessary for highway transport.

NOW, THEREFORE, BE IT RESOLVED, that the following policy as to the participation by the State and towns in the acquisition of rights of way, the construction of sidewalks, the adjustment of utilities, and the installation of storm sewers on Secondary System projects within incorporated towns of less than 3,500 population which operate under the provisions of Section 33-50.1 or Sec. 33-50.4 of the Code of Virginia is hereby established:

**POLICY FOR STATE AND LOCAL PARTICIPATION
IN RIGHT OF WAY, SIDEWALKS, UTILITY ADJUSTMENTS, AND STORM
SEWERS ON SECONDARY PROJECTS IN TOWNS OF LESS THAN 3,500
POPULATION OPERATING UNDER THE PROVISIONS OF SECTIONS 33-50.1
AND 33-50.4 OF THE CODE OF VIRGINIA.**

1. For all improvements on the Secondary System within towns of less than 3,500 population operating under provisions of Section 33-50.1 or 33-50.4 of the Code of Virginia, the right of way, including the necessary drainage easements, shall be provided at no cost to the Secondary road funds.
2. Where new sidewalks are desired and justified by traffic studies, one-half the construction cost of the new sidewalks shall be borne by funds other than Secondary road funds. However, where the contemplated improvement requires the relocation of existing sidewalks, these shall be replaced and the total cost shall be borne by Secondary road funds.

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3. The adjustment of utilities necessitated by the improvement will be borne by Secondary Road funds, except where the utilities are located on public property which has been dedicated or acquired for street or road purposes, including uses incidental thereto, or where there are franchise or other provisions whereby the utility owner would have to bear the expense of such relocation or adjustment.

4. Existing storm sewers shall be relocated or replaced at no cost to others, Secondary road funds bearing 100% of the cost. All new or additional storm sewers which are desired and are necessary for the development of adjacent property, and which fall within the right of way limits of Secondary route construction or improvement projects, shall be financed from Secondary road funds and other sources on the basis of runoff ratios and percentages of participation as indicated below:

State: Runoff from within rights of way, 100%. Runoff from areas outside the road rights of way and within the watershed common to the project, 25%.

Others: Runoff from areas outside the road rights of way and within the watershed common to the project, 75%.

5. Diverted drainage from watersheds not common to the project shall be financed from Secondary road funds and other sources on the runoff ratios and percentages of participation as indicated below:

State: Runoff from the State rights of way within the area of the diverted watershed, 100%.

Others: Runoff from all areas in the diverted watershed, exclusive of of State rights of way, 100%.

6. All storm sewer outfalls that are found necessary or desirable shall be financed from Secondary road funds and other sources on the runoff ratios and percentages of participation as indicated below:

State: Runoff from the State's right of way within the area being drained, 100%.

Others: Runoff from all areas other than the State's right of way in the area being drained, 100%

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BE IT FURTHER RESOLVED, that the above policy shall become effective September 1, 1966; and all policies heretofore adopted by this Commission concerning the participation by the State and towns in the acquisition of rights of way, the construction of sidewalks, the adjustment of utilities, and the installation of storm sewers on Secondary projects within incorporated towns of less than 2,500 population which operate under the provisions of Section 33-50.1 or Section 33-50.4 of the Code of Virginia are rescinded as of this date.

MOTION CARRIED.

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

WHEREAS; there has developed over a number of years a Highway Department policy for Federal, State and municipal participation in storm sewer construction costs; and

WHEREAS, the increasing complexities and attendant high costs of adequate urban storm sewer systems is placing a heavy financial burden on cities and towns under presently employed cost participation factors; and

WHEREAS; these cost participation factors are not consistent with the intent or the wording of § 33-35.5 of the Code of Virginia, enacted in 1964, now

THEREFORE, BE IT RESOLVED; that the following policy providing an equitable sharing of storm sewer construction costs in cities and towns is hereby adopted by the State Highway Commission.

**POLICY FOR FEDERAL, STATE AND CITY PARTICIPATION
IN THE CONSTRUCTION OF STORM SEWERS**

Towns Under 2,500 Population

1. All storm sewers both parallel and transverse and all appurtenances, such as drop inlets, manholes, etc., that fall within the right of way limits of primary route construction or improvement projects and are considered necessary for adequate project drainage by department engineers will be financed 100 per cent from Federal and/or State funds.

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2. All storm sewers and outfalls constructed outside of the right of way limits of such projects that are considered necessary for adequate project drainage by department engineers will be financed 50 per cent from Federal and/or State funds and 50 per cent on a run-off ratio basis between State and Town funds.

Cities and Towns With a Population in Excess of 3,500

1. All storm sewers both parallel and transverse and all appurtenances, such as drop inlets, manholes, etc., that fall within the right of way limits of urban improvement or construction projects on existing or new locations and are considered necessary for adequate project drainage by department engineers will be financed 85 per cent from Federal and/or State funds and 15 per cent City or Town funds; provided that all storm water to be conveyed is normal to the project limits and is not diverted from another watershed.

2. All storm sewers and outfalls constructed outside of the normal right of way limits of urban projects that are considered necessary for adequate project drainage by department engineers will be financed 50 per cent from Federal and/or State funds and 50 per cent on a run-off ratio basis between State and City or Town funds; provided that the City or Town's participation is not less than 15 per cent of the total cost of such sewers or outfalls.

3. Whenever parallel storm sewers, manholes, etc., within an urban project or outfalls beyond the project limits are utilized by a City or Town for the conveyance of diverted storm drainage, then the cost of such storm sewers, outfalls, etc., shall be financed on a run-off ratio basis between Federal and/or State funds and City or Town funds.

MOTION CARRIED.

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

WHEREAS, the continuing urbanization in all parts of Virginia outside the corporate limits of cities and towns is from time to time making it more desirable for adjacent property owners and communities to request Secondary System highway improvements, which include curb and gutter and sidewalks, with the resulting requirements for storm sewers; and

WHEREAS, the increasing cost of highway improvements on the Secondary System is of great concern, in view of the fact that highway revenue generated by Secondary roads is not sufficient to cover the cost of maintenance and improvement of a facility necessary for highway transport, much less the sophisticated projects envisioned; and

WHEREAS, this Commission feels that its first obligation must be to the traveling motorist.

NOW, THEREFORE, BE IT RESOLVED, that the following policy as to the participation by the State and others in the construction of sidewalks and the installation of curb and gutter, with resulting storm sewers, is hereby established:

**POLICY FOR STATE AND LOCAL PARTICIPATION
IN THE CONSTRUCTION OF SIDEWALKS, THE ADJUSTMENT OF UTILITIES
FOR SUCH SIDEWALKS, AND THE CONSTRUCTION OF STORM SEWERS
ON SECONDARY PROJECTS OUTSIDE THE CORPORATE LIMITS OF
CITIES AND TOWNS**

1. Where new sidewalks are desired and justified by traffic studies, all rights of way necessary for the construction of the sidewalks, including the necessary widths for future road improvements, shall be furnished at no cost to the Secondary road funds.
2. One-half the construction cost of new sidewalks shall be borne by Secondary road funds allotted for use in the county and one-half from funds other than highway funds.
3. The adjustment of any utilities necessitated by the construction of these sidewalks will be borne by Secondary road funds, except where the utilities are located on public property which has been dedicated or acquired for street or road purposes, including uses incidental thereto or other provisions whereby the utility owner would have to bear the expense of such relocation or adjustment.

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4. Where the construction of curb and gutter is desired and results in the necessity for storm sewers, the cost of these storm sewers shall be financed from Secondary road funds and other sources on the basis of runoff ratios and percentages of participation as listed below:

State: Runoff from within rights of way, 100%
Runoff from areas outside the road rights of way and within the watershed common to the project, 25%.

Others: Runoff from areas outside the road rights of way and within the watershed common to the project, 75%.

5. Diverted drainage from watersheds not common to the project shall be financed from Secondary road funds and other sources on the runoff ratios and percentages of participation as indicated below:

State: Runoff from the State rights of way within the area of the diverted watershed, 100%.

Others: Runoff from all areas in the diverted watershed, exclusive of State rights of way, 100%.

6. All storm sewer outfalls that are found necessary or desirable shall be financed from Secondary road funds and other sources on the runoff ratios and percentages of participation as indicated below:

State: Runoff from the State's right of way within the area being drained, 100%.

Other: Runoff from all areas other than the State's right of way in the area being drained, 100%.

7. Where through zoning and development control ordinances a county requires participation in off-site drainage, and where their plan from an over-all standpoint reasonably conforms to the above-established policy, the county's plan shall become the Highway Commission's policy for that county.

BE IT FURTHER RESOLVED, that the above policy shall become effective September 1, 1966; and all policies heretofore adopted by this Commission concerning the participation by the State and others in the construction of sidewalks and the installation of storm sewers on Secondary projects are rescinded as of this date.

MOTION CARRIED.

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

WHEREAS, the 1966 session of the General Assembly amended the Code of Virginia by adding § 33-186.3 to provide certain funds for the construction of access roads to public recreational areas and historical sites, and further authorized the State Highway Commissioner to construct, reconstruct, maintain, or improve such roads upon certain conditions;

WHEREAS, this act further provided that the Highway Commission and the Commission of Outdoor Recreation would cooperate in the selection and designation of the areas to be served by such roads;

WHEREAS, § 33-186.3 of the Code of Virginia authorizes the State Highway Commission and the Commission of Outdoor Recreation to make certain regulations to carry out their part of the provisions of this section; and

WHEREAS, it is deemed advisable to establish and adopt certain policies relative to the use of recreational access funds; now therefore,

BE IT RESOLVED, that the State Highway Commission and the Commission of Outdoor Recreation hereby adopt the following policy to govern the use of recreational access funds pursuant to § 33-186.3 of the Code of Virginia:

1. The use of recreational access funds shall be limited to the purpose of providing proper access to publicly developed recreational areas and historical sites where the full provisions of § 33-186.3 have been complied with.
2. Recreational access funds shall not be used for the acquisition of right of way, except that when improvement is made to an existing road such funds may be used for the moving and restoration of fencing and for damages to buildings or other improvements, as it is the intent that these funds are to be used only for the actual construction and engineering of a road facility adequate to serve the traffic generated by the public recreational area or historical site.
3. In deciding whether or not to construct or improve any such recreational access road and in determining the nature of the road, to be constructed, consideration will be given to the cost thereof in relation to the volume and nature of the traffic to be generated as a result of the development of the public recreational area or historical site, on the recreational benefits to be derived, and also on the type of protective zoning in effect.
4. Recreational access funds will not be considered for the construction

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reconstruction, maintenance, or improvement of recreational access roads until such time as adequate assurance has been given that the recreational facility is already in operation, or will be developed and operational at the approximate time of completion of the road.

5. Not more than \$200,000 of recreational access funds may be allocated for use in any one county, including the towns located therein, or any city in any fiscal year unless these funds are supplemented by funds from other than highway sources, in which case additional recreational access funds may be made available to match the amount contributed, dollar for dollar, but not to exceed a grand total of \$300,000 of recreational access funds.

6. It is the intent of the Commissions that recreational access funds not be anticipated from year to year.

7. The Highway Commission and the Commission of Outdoor Recreation will consult and should work closely with the Historical Landmarks Commission in designating historical sites eligible for the use of recreational access funds, and may rely on the recommendations of that Commission in making decisions as to the allocation of these funds.

8. Prior to the formal request for the use of recreational access funds to provide access to public recreational areas or historical sites, the location of the access road shall be submitted for the approval of the engineers of the Highway Department. In making recommendations the engineers shall take into consideration the cost of the facility as it relates to the location and as it relates to the possibility of future extensions of the road to serve other possible public recreational areas or historical sites, as well as the future development of the area traversed.

9. Recreational access funds shall not be expended for the construction, reconstruction or maintenance of roads within recreational areas or historical sites either publicly or privately owned.

BE IT FURTHER RESOLVED THAT the above policy shall become effective this date.

MOTION CARRIED.

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

WHEREAS, the 1965 Federal Highway Beautification Act provided for the erection of official highway signs within Interstate rights of way furnishing specific information for the traveling public, in the following language:

"The Secretary shall, in consultation with the States, provide within the rights-of-way for areas at appropriate distances from interchanges on the Interstate System, on which signs, displays, and devices giving specific information in the interest of the traveling public may be erected and maintained. Such signs shall conform to national standards to be promulgated by the Secretary.

"In order to provide information in the specific interest of the traveling public, the State highway departments are authorized to maintain maps and to permit informational directories and advertising pamphlets to be made available at safety rest areas. Subject to the approval of the Secretary, a State may also establish information centers at safety rest areas for the purpose of informing the public of places of interest within the State and providing such other information as a State may consider desirable."

; and

WHEREAS, the Bureau of Public Roads, acting for the Secretary, has been considering the national standards for such signs, and in connection therewith has requested the State of Virginia to undertake a test project for these signs on a portion of Route 95 between Woodbridge and Richmond, Virginia; and

WHEREAS, the 1966 General Assembly of Virginia authorized the erection of such official signs and placed the responsibility on the State Highway Commission to determine the type, lighting, size, location, number and other requirements of such signs; and

WHEREAS, this Commission feels that it is in the best interest of all parties concerned for the State to undertake this test project before any final determination is made regarding standards for these signs.

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NOW, THEREFORE, BE IT RESOLVED: That the State Highway Commission hereby authorizes the Highway Commissioner to enter into the necessary agreement with the Federal Government for the test project of official highway signs within Interstate rights of way to furnish specific information for the traveling public and to do all acts necessary to carry out this test project.

BE IT FURTHER RESOLVED: that in connection with this same test project the Highway Commissioner is hereby authorized to erect such other official informational signs regarding natural and historical sites as in his judgment is deemed desirable and to set the standards for such test signs.

MOTION CARRIED.

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

WHEREAS, modern highways are increasingly important in the lives of all citizens, and

WHEREAS, Virginia has made great progress in developing its portion of the National System of Interstate and Defense Highways, and

WHEREAS, the Commonwealth is also embarked on development of a supplementary network of arterial highways, and the 1966 General Assembly provided additional funds to keep the arterial program on schedule, and

WHEREAS, improvements are continuing, under the nine-year program, on other road systems, and

WHEREAS, the period September 18-24 has been designated as National Highway Week,

NOW, THEREFORE, BE IT RESOLVED, that this Commission endorses this observance, and invites all citizens of Virginia to consider during this period the importance of modern highways in their business and leisure time activities.

MOTION CARRIED.

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

WHEREAS, the Federal - Aid Highway Act of 1962 amended § 9(a), Chapter 1 of Title 23 - United States Code by adding § 134, Transportation planning in certain urban areas to develop "long - range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population. After July 1, 1965, the Secretary (of Commerce) shall not approve under § 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section." and

WHEREAS, the initial transportation plan identified as the Major Arterial Highway Plan has been developed for the Roanoke Valley Regional Area and

WHEREAS, the Roanoke Valley Regional Planning Commission and the Department have agreed in writing to a cooperative, continuing transportation planning process based upon the Major Arterial Highway Plan in accordance with the requirements of the Federal - Aid Highway Act of 1962, and

WHEREAS, the Major Arterial Highway Plan has been officially adopted by the City of Roanoke, The Towns of Salem and Vinton, and the Counties of Botetourt and Roanoke.

NOW, THEREFORE, BE IT RESOLVED, that the aforescribed plan or as the plan may be revised subsequently by cooperative action of the Roanoke Valley Regional Planning Commission, the governing bodies of the City of Roanoke, the Towns of Salem and Vinton, and the Counties of Botetourt and Roanoke, and the Department, is hereby adopted by the Department of Highways as a guide in the development of arterials and freeways incorporated in the plan as funds become available for this purpose.

MOTION CARRIED.

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

WHEREAS, Francis Atwell Davis was born in Cumberland County, Virginia on September 8, 1899, and after attending the College of William and Mary, joined the Virginia Department of Highways as a rodman in the Lynchburg District in January, 1919, six months after the State Highway Commission was established, and

WHEREAS, for the ensuing forty - six years he devoted his entire career to serving the Commonwealth of Virginia in various positions with the Virginia Department of Highways, and

WHEREAS, his superior abilities and devotion to duty earned him rapid advancement through the years, his positions including those of Resident and District Engineer in the Lynchburg, Suffolk, and Salem Districts, and

WHEREAS, after further promotions, he served as Personnel Engineer in the Central Office in 1944; and Purchasing Agent in 1948; and became Deputy Commissioner and Chief Engineer in 1955; and

WHEREAS, twice the Governor of Virginia called upon him to fill the top administrative position in the Department during trying and transitory periods---first in 1957 when he was appointed Commissioner to serve the remainder of the term of General James A. Anderson, retired; and again, in 1963 when he was named Acting Commissioner upon the retirement of Howard Hugh Harris, and

WHEREAS, his life was closely associated with the growth of the highway system in Virginia to its present 60,000 mile complex of Interstate, Arterial, Primary, Urban and Secondary Roads, and particularly, in preparing the Department for the huge Interstate program, and in putting this work under way in Virginia, and

WHEREAS, in addition to his many contributions to road progress in Virginia, he had been active in various State and National organizations devoted to highway development, having served as President of the Southeastern Association of State Highway Officials in 1956 - 57, and being twice elected to terms on the important Executive Committee of the American Association of State Highway Officials in 1953 and 1963, and

WHEREAS, he was a member of the important Planning and Design Policy Committee of the American Association of State Highway Officials, the Committee on Administration, the Committee on Highway Finance, and the Joint

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Cooperative Committees of the American Association of State Highway Officials and Association of General Contractors; and the American Association of State Highway Officials and American Road Builders Association; and

WHEREAS, he won the respect and admiration of all with whom he had been associated, not only for his achievements, but also for his integrity and warm personality; and

WHEREAS, he retired on December 31, 1964 after forty - six years of illustrious service, dating back to the very beginning of our highway system, and

WHEREAS, after a year and a half of retirement, death came suddenly to Francis Atwell Davis on June 28, 1966, depriving us of a beloved friend and dedicated servant, and

WHEREAS, it is fitting and proper that the State Highway Commission express its regret upon the passing of Francis Atwell Davis, therefore

BE IT RESOLVED, that the State Highway Commission hereby gives formal expression of its grievous loss in the death of Francis Atwell Davis, and does hereby note in its records the passing from this life of a man who was esteemed by his associates, loved by his friends, and respected by all, and

RESOLVED FURTHER, that the State Highway Commission of Virginia hereby extend sympathy to the family of Francis Atwell Davis upon the loss of this devoted husband and father, and

RESOLVED FURTHER, that the Secretary of the State Highway Commission is hereby directed to send a suitably prepared copy of this resolution to the family as a token of the love and appreciation with which he was regarded by his fellow members of the Commission and his many friends and fellow public servants of the Virginia Department of Highways.

MOTION CARRIED.

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Honorable Charles W. Gunn, Jr., and Senator George M. Cochran appeared before the Commission in regard to a request of the Jarrell Oil Company to grade down a portion of the right of way at interchange approaches of Interstate 81 in Rockbridge County, for which permit had been denied by engineers of the Department. Following the presentation, motion was made by Mr. Fitzpatrick, seconded by Mr. Landrith, that the matter be given further consideration by Department engineers. Mr. Fugate endorsed the motion and said that in view of the time element he would undertake the responsibility for the Commission of advising Mr. Jarrell after the review had been made. The motion carried.

Mr. Fugate urged that Members of the Commission attend the annual meetings of the Southeastern Association of State Highway Officials to be held in Nashville, Tenn. September 18-21, and American Association of State Highway Officials, in Wichita, Kansas, November 25 - December 2, and asked that they make arrangements through Mr. Eure.

Motion was made by Mr. Solater, seconded by Mr. Landrith that the Highway Commission recommend to the Governor and the State Central Car Pool that air conditioning be installed in State-operated automobiles. Motion carried.

Because the chairman would be out of the state attending the meeting of the International Road Federation, it was decided that the meeting of the Commission scheduled for September 15 would be cancelled.

At the request of Judge Weaver, the date for the October meeting, to be held at Luray, was changed from October 14 to October 13.

The meeting was adjourned at 11:55 A. M.

Approved:

Howarth W. Fugate
CHAIRMAN

Attested:

W. M. O'Connell
SECRETARY