

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
August 20, 1970

The regular monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond on August 20, 1970, at 10 a.m. Mr. Douglas B. Fugate, Chairman, presided.

Present: Messrs. Fugate, Baughan, Duckworth, Eakin, Fitzpatrick, Glass, Hairston, Janney and Weaver.

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meeting of July 16, 1970, were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that permits issued from July 16, 1970, to August 19, 1970, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, cancellation of permits from July 16, 1970, to August 19, 1970, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Duckworth, seconded by Mr. Fitzpatrick, the Commission approved Final Annual Operating and Maintenance Budget for Facilities under State of Virginia Toll Revenue Bonds (Series 1954), as attached.

STATE OF VIRGINIA TOLL REVENUE BONDS
(Series 1954)

FINAL ANNUAL OPERATING AND MAINTENANCE BUDGET

Hampton Roads Bridge-Tunnel Project

James River Bridge

George P. Coleman Memorial Bridge

Robert O. Norris, Jr. Bridge

FOR FISCAL YEAR SEPT. 1, 1970 THROUGH AUGUST 31, 1971

ANNUAL OPERATING AND MAINTENANCE BUDGET
 HAMPTON ROADS BRIDGE-TUNNEL PROJECT
 JAMES RIVER BRIDGE
 GEORGE P. COLEMAN MEMORIAL BRIDGE
 ROBERT O. NORRIS, JR., BRIDGE

FOR FISCAL YEAR SEPT. 1, 1970 THROUGH AUG. 31, 1971.

X. GENERAL EXPENDITURES - ALL PROJECTS

1. Administration		
a. Salaries and Travel Expenses	\$ 55,000	
b. Fees of Consultants, Trustees, Auditors	35,000	
c. Telephones, Telegraph, Postage	11,000	
d. Heat, Light, Water, Rental of Office Machines	25,000	
e. Insurance	2,000	
f. Advertising	<u>25,000</u>	
Sub-Total		\$ 153,000
2. Matching Social Security, Retirement & Group Insurance		
		<u>105,000</u>
TOTAL - GENERAL EXPENDITURES		\$ 258,000

II. HAMPTON ROADS BRIDGE-TUNNEL

1. Administration		
a. Salaries and Travel Expenses	\$ 95,000	
b. Office Supplies	8,000	
c. I.B.M. Tickets (Including Printing, Brink's Service)	30,000	
d. Insurance	76,000	
e. Uniforms	<u>8,000</u>	
Sub-Total		\$ 217,000
2. Toll Plaza - Operation		
a. Salaries and Expenses	\$ 245,000	
b. Heat, Light	1,000	
c. Materials and Supplies	<u>2,000</u>	
Sub-Total		\$ 248,000
3. Toll Plaza - Maintenance		
a. Salaries and Expenses	\$ 40,000	
b. Contract Maintenance	<u>7,000</u>	
Sub-Total		\$ 47,000
4. Tunnel, Vent. & Crash Truck Buildings - Operation		
a. Salaries	\$ 290,000	
b. Heat, Electric Power, Water & Radio	62,000	
c. Materials and Supplies	<u>7,000</u>	
Sub-Total		\$ 359,000
5. Tunnel, Vent. & Crash Truck Bldgs. - Maintenance		
a. Salaries	\$ 78,000	
b. Materials and Supplies	15,000	
c. Contract Maintenance	<u>1,000</u>	
Sub-Total		\$ 94,000

II. HAMPTON ROADS BRIDGE-TUNNEL (Continued)

6. <u>Motor Vehicles - Operation & Maintenance</u>	\$ 32,000	\$ 32,000
7. <u>Repair Shop and Yard</u>		
a. Salaries	\$ 13,000	
b. Heat, Light, Water, Telephone	3,000	
c. Shop Equipment, Materials & Supplies	<u>4,000</u>	
Sub-Total		\$ 20,000
8. <u>Bus Operation</u>	\$ 32,000	\$ 32,000
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TOTAL - HAMPTON ROADS BRIDGE-TUNNEL		\$ 1,049,000

NOTE: Disbursements other than actual expenses such as payments to Chesapeake Bay Bridge & Tunnel District for their portion of combined tickets sold at this facility and cost of maintenance of approach roads and bridges handled on expense refund basis - \$410,000. (This figure not included in total shown above).

III. JAMES RIVER BRIDGE

1. <u>Administration</u>		
a. Salaries and Travel Expenses	\$ 27,000	
b. Office Supplies, Services	2,000	
c. Printing, I.B.M. Tickets & Brink's Service	19,000	
d. Insurance	10,000	
e. Uniforms	<u>4,000</u>	
Sub-Total		\$ 62,000
2. <u>Toll Plaza - Operation</u>		
a. Salaries and Expenses	\$ 167,000	
b. Heat, Water, Light, Telephone	3,000	
c. Materials and Supplies	<u>2,000</u>	
Sub-Total		\$ 172,000
3. <u>Toll Plaza - Maintenance</u>		
a. Salaries and Expenses	\$ 12,000	
b. Materials and Supplies	3,000	
c. Contract Maintenance	<u>1,000</u>	
Sub-Total		\$ 16,000
4. <u>Repair Shop and Yard</u>	\$ 3,000	\$ 3,000
5. <u>Motor Vehicles - Operation and Maintenance</u>	\$ 5,000	\$ 5,000
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TOTAL - JAMES RIVER BRIDGE		\$ 258,000

IV. GEORGE P. COLEMAN MEMORIAL BRIDGE.

1. <u>Administration</u>			
a. Salaries and Travel Expenses	\$	18,000	
b. Office Supplies, Service (Including I.B.M. Tickets)		14,000	
c. Insurance		7,000	
d. Uniforms		<u>2,000</u>	
		Sub-Total	\$ 41,000
2. <u>Toll Plaza - Operation</u>			
a. Salaries and Expenses	\$	130,000	
b. Heat, Water, Electricity, Telephone and Radio		2,000	
c. Parts and Supplies		<u>1,000</u>	
		Sub-Total	\$ 133,000
3. <u>Toll Plaza - Maintenance</u>			
a. Salaries and Expenses	\$	8,000	
b. Parts and Supplies		2,000	
c. Contract Maintenance		<u>1,000</u>	
		Sub-Total	\$ 11,000
4. <u>Repair Shop and Yard</u>	\$	1,000	\$ 1,000
5. <u>Motor Vehicles - Operation & Maintenance</u>	\$	1,000	<u>\$ 1,000</u>
		TOTAL - GEORGE P. COLEMAN BRIDGE	\$ 187,000

V. ROBERT O. NORRIS, JR. BRIDGE

1. <u>Administration</u>			
a. Salaries and Expenses	\$	12,000	
b. Insurance		11,000	
c. Supplies (Including I.B.M. Tickets)		<u>4,000</u>	
		Sub-Total	\$ 27,000
2. <u>Toll Plaza - Operation</u>			
a. Salaries and Expenses	\$	54,000	
b. Heat, Light, Water, Telephone		2,000	
c. Supplies, Including Uniforms		1,000	
d. Contract Maintenance		<u>1,000</u>	
		Sub-Total	\$ 58,000
3. <u>Toll Plaza - Maintenance</u>			
a. Salaries and Expenses	\$	2,000	
b. Parts and Supplies		500	
c. Contract Maintenance		<u>500</u>	
		Sub-Total	\$ 3,000
4. <u>Motor Vehicles - Operation & Maintenance</u>	\$	1,000	<u>\$ 1,000</u>
		TOTAL - ROBERT O. NORRIS, JR. BRIDGE	\$ 89,000

RECAPITULATION - OPERATION AND MAINTENANCE BUDGET

I. General Expenditures (Including Matching Social Security, Retirement & Group Insurance	\$ 258,000
II. Hampton Roads Bridge-Tunnel	1,049,000
III. James River Bridge	258,000
IV. George F. Coleman Memorial Bridge	187,000
V. Robert O. Norris, Jr. Bridge	<u>89,000</u>
TOTAL	\$ 1,841,000

Month	Gen. Admt.	SS, St. Rat. & Group Ins. Matching Fund	Hampton Roads Tunnel	James River Bridge	Coleman M. Bridge	George P. Morris, Jr. Bridge	Robert O. Morris, Jr. Bridge	Total
Sept.	\$ 13,000	\$ 9,000	\$ 88,000	\$ 22,000	\$ 15,000	\$ 7,000	\$ 7,000	\$ 154,000
Oct.	13,000	9,000	87,000	22,000	16,000	7,000	7,000	154,000
Nov.	13,000	9,000	87,000	21,000	16,000	7,000	7,000	153,000
Dec.	13,000	9,000	87,000	21,000	16,000	8,000	8,000	154,000
Jan.	13,000	9,000	88,000	21,000	15,000	7,000	7,000	153,000
Feb.	12,000	8,000	87,000	22,000	16,000	8,000	8,000	153,000
Mar.	13,000	9,000	87,000	21,000	16,000	7,000	7,000	153,000
Apr.	13,000	8,000	87,000	21,000	16,000	8,000	8,000	153,000
May	13,000	9,000	88,000	22,000	15,000	7,000	7,000	154,000
June	13,000	9,000	88,000	22,000	15,000	7,000	7,000	154,000
July	12,000	9,000	87,000	22,000	15,000	8,000	8,000	153,000
Aug.	12,000	8,000	88,000	21,000	16,000	8,000	8,000	153,000
	\$ 153,000	\$ 105,000	\$ 1,049,000	\$ 258,000	\$ 187,000	\$ 89,000	\$ 89,000	\$ 1,841,000

RATE OF DEPOSITS TO RESERVE MAINTENANCE FUND

Sept.	\$ 25,000
Oct.	25,000
Nov.	25,000
Dec.	25,000
Jan.	25,000
Feb.	25,000
Mar.	25,000
Apr.	25,000
May	25,000
June	25,000
July	25,000
Aug.	25,000
TOTAL	\$ 300,000

Includes \$25,000 to Replace Equipment

For Prepaid Insurance

To be transferred from Revenue Fund as budgeted

to Reserve Maintenance Fund as follows:

Sept. thru July (each month)	9,000
Month of August	7,000
TOTAL	\$ 106,000

(This amount included in Operating & Maintenance Budget figures)

Moved by Judge Weaver, seconded by Mr. Duckworth, that the Commission confirm letter ballot action on bids received July 22, 1970, on the following projects.

Route 20, Project 0020-068-109, C502

1.392 Mi. E. Int. 33 - 2.976 Mi. E. Int. 33, Orange County. Award of contract to low bidder. Monger Brothers, Harrisonburg, Va.

Bid	\$240,971.85
10% for engineering and additional work	24,097.18
Work by State Forces	2,689.50
Amount chargeable to project	267,759.00

\$136,291.00 to be provided for in 1971-72 Primary Construction Allocation.

Route 58, Project 6058-061-106, B608, B619

Twin Bridges over Nansemond River, Nansemond County. Award of contract to low bidder, T. A. Loving Company, Goldsboro, N. C.

Bid	\$2,406,027.25
10% for engineering and additional work	240,602.72
Amount chargeable to project	2,646,630.00

\$678,688.00 to be provided for in 1971-72 Primary Construction Allocation.

Route 60, Project 0060-047-105, C501; 0060-099-104, C502

0.020 Mi. E. York-James City CL - 0.526 Mi. E. York-James City CL, James City & York Counties. Award of contract to low bidder, Henry S. Branscome, Inc., Williamsburg, Va.

Bid	\$390,619.39
10% for engineering and additional work	39,061.93
Work by State Forces	4,455.00
Right of Way	500.00
Amount chargeable to project	434,636.00

Routes 66 & 95, Project 0066-000-103, RW206 Contr. 9; 0095-000-101, RW201
Contr. 6

From: Washington Blvd. To: N. Nash St. (In Rosslyn) & From: NCL Alexandria
(Rt. 7, King St.) To: 14th St. Br. Va.-D.C. Line, Arlington County. Award
of contract to low bidder, Ace Wrecking & Building Material Company, Inc.,
Washington, D. C.

	<u>Construction</u>	<u>Right of Way</u>
Bid		\$11,444.00
10% for engineering and additional work		1,144.40
Work by State Forces		852.00
Amount chargeable to project		13,240.00

Route 81, Project 0081-080-105, L801

0.14 Mi. W. Pulaski-Montgomery Co. Line - 2.09 Mi. E. Int. 8, Montgomery
County. Award of contract to low bidder, Curtin & Johnson, Inc., Washington,
D. C.

Bid	\$55,731.00
10% for engineering and additional work	5,573.10
Work by State Forces	326.00
Amount chargeable to project	61,630.00

Route 81, Project 0081-081-107, L801

Rest Area Building, Planting, Perm. Traf. Signs & Incids., Approx. 6.40 Mi.
S. of Augusta CL (Near Fairfield), Rockbridge County. Award of contract to
low bidder, J. S. Mathers, Inc., Waynesboro, Va.

Bid	\$227,295.71
10% for engineering and additional work	22,729.57
Work by State Forces	4,150.00
Amount chargeable to project	254,175.00

\$5,327.00 to be provided from Staunton District's Interstate Construction
Reserve Fund.

Route 380, Project 0380-073-101, C501

0.180 Mi. E. Green Bay - 0.166 Mi. E. Prince Edward-Nottoway CL, Prince Edward County. Award of contract to low bidder, Roy N. Ford Company, Inc., Blairs, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,132,432.82	\$539.00
10% for engineering and additional work	113,243.28	53.90
Work by State Forces	9,698.70	
Right of Way	122,000.00	
Utilities	34,000.00	
Amount chargeable to project	1,411,968.00	

Route 600, Project 0600-038-141, C502; 0600-086-137, C501

0.138 Mi. S. Smyth-Grayson CL - Int. 603, Grayson & Smyth Counties. Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Va.

Bid	\$627,292.50
10% for engineering and additional work	62,729.25
Work by State Forces	140.00
Amount chargeable to project	690,162.00 (\$7,726 - Grayson Co.) (\$682,436 - Smyth Co.)

\$558,829.00 to be provided from Federal Forest Highway Funds when released.

Route 608, Project 0608-081-137, C501, B620, B621, B619, B622, B623, B628, B629

Int. 631 - 1.45 Mi. S. Int. 56 (Vesuvius), Rockbridge County. Award of contract to low bidder, J. Lawson Jones Construction Company, Inc., Clarksville, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,274,383.98	\$500.00
10% for engineering and additional work	127,438.39	50.00
Work by State Forces	153,524.00	
Railroad	2,262.00	
Flagging	80.00	
Amount chargeable to project	1,558,216.00	

To be financed from Federal Emergency Relief Funds.

Route 619, Project 0619-032-115, C501, B606

Int. 660 - 1.058 MI. W. Int. 660, Fluvanna County. Award of contract to low bidder, M. E. Humphries, General Contractor, Stuarts Draft, Va.

Bid	\$ 99,649.90
10% for engineering and additional work	9,954.99
Work by State Forces	890.00
Amount chargeable to project	110,385.00

\$46,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Routes 621 & 659, Project 0621-053-161, C501, C505, B618, B619; 0659-053-168, C501, B622

From: 0.047 Mi. N.W. of S. Int. 659 (Arcola) To: 1.373 Mi. N.W. of S. Int. 659 & From: W. Int. 621 To: 0.325 Mi. N. Int. 621, Loudoun County. Award of contract to low bidder, A. N. Johnston Construction Co., Fredericksburg, Va.

Bid	\$311,837.44
10% for engineering and additional work	31,183.74
Work by State Forces	3,329.00
Amount chargeable to project	346,350.00

\$262,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 630, Project 0630-046-143, C501

Int. 611 - Int. 258, Isle of Wight County. Award of contract to low bidder, J. H. Lee & Sons, Inc., Courtland, Va.

Bid	\$74,482.50
10% for engineering and additional work	7,448.25
Amount chargeable to project	81,931.00

\$63,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 645, Project 0645-065-121, C501

Int. 704 - Int. 644, Northampton County. Award of contract to low bidder, Higginson-Buchanan, Inc., Chesapeake, Va.

Bid (REGULAR)	\$224,976.86
10% for engineering and additional work	22,497.68
Work by State Forces	194.00
Amount chargeable to project	247,669.00

\$2,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 649, Project 0649-029-166, C501, B620

Int. 236 - Int. 650, Fairfax County. Award of contract to low bidder, Guy H. Lewis & Son, McLean, Va.

Bid	\$581,787.75
10% for engineering and additional work	58,178.77
Work by State Forces	4,592.50
Amount chargeable to project	644,559.00

\$241,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 650, Project 0650-005-141, C501, B622

0.074 Mi. E. Pedlar Rv. - 0.087 Mi. W. Pedlar Rv., Amherst County. Award of contract to low bidder, Allegheny Construction Company, Inc., Roanoke, Va.

Bid	\$110,883.00
10% for engineering and additional work	11,088.30
Amount chargeable to project	121,971.00

\$121,971.00 to be provided from Extra-Ordinary Storm Damage Funds - Amherst County.

Route 655, Project 0655-062-139, C501, B626

0.1 Mi. E. Int. 732 - 0.4 Mi. W. Int. 722, Nelson County. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Va.

Bid	\$200,640.25
10% for engineering and additional work	20,064.02
Work by State Forces	61,354.00
Amount chargeable to project	282,058.00

To be financed from Federal Emergency Relief Funds.

Route 655, Project 0655-062-141, B628

Culvert Rt. 655 - Black Creek, N. Rt. 158 at Int. 724, Nelson County. Award of contract to low bidder, Branch & Associates, Inc., Roanoke, Va.

Bid	\$5,042.00
10% for engineering and additional work	504.20
Work by State Forces	194.00
Amount chargeable to project	5,740.00

To be financed from Federal Emergency Relief Funds.

Routes 664 & 680, Project 0664-062-126, C501, B615, B616; 0680-062-147, C501

From: 1.4 MI. E. Int. Blue Ridge Parkway To: Int. 680 & From: 1.250 MI. E. Int. 56 To: 1.843 MI. E. Int. 56, Nelson County. Award of contract to low bidder, M. E. Humphries, General Contractor, Stuarts Draft, Va.

Bid	\$212,981.00
10% for engineering and additional work	21,298.10
Work by State Forces	87,108.00
Amount chargeable to project	321,387.00

To be financed from Federal Emergency Relief Funds.

Route 665, Project 0665-041-133, C501, B624

0.172 MI. S. Sandy Creek - 0.263 MI. N. Sandy Creek, Halifax County. Award of contract to low bidder, H. W. Carter Construction Company, Inc., Chase City, Va.

Bid	\$110,943.90
10% for engineering and additional work	11,094.39
Amount chargeable to project	122,038.00

\$8,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 674, Project 0674-076-149, C501, C502

Int. 660 - Int. 28, Prince William County. Award of contract to low bidder, R. C. Hawkins Construction Company, Nokesville, Va.

Bid	\$363,276.60
10% for engineering and additional work	36,327.66
Work by State Forces	414.00
Amount chargeable to project	400,018.00

\$283,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 676, Project 0676-029-187, C501, B630

0.524 Mi. N. Bridge over Dulles Access Road - Bridge over Dulles Access Road, Fairfax County. Award of contract to low bidder, H & L Price, Inc., Doswell, Va.

Bid	\$458,662.78
10% for engineering and additional work	45,866.27
Amount chargeable to project	504,529.00

\$200,000.00 1968-69 Recreational Access Funds - Authorization No. 4, dated 7-22-70.
\$5,825.00 Acct. Rec. from Fairfax County.
\$298,704.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 716, Project 0716-081-140, C501, B638; C502, B625

Int. 706 - Int. 608 at Cornwall, Rockbridge County. Award of contract to low bidder, Robertson-Fowler Company, Inc., Salem, Va.

Bid	\$383,103.15
10% for engineering and additional work	38,310.31
Work by State Forces	608.30
Amount chargeable to project	422,022.00 (\$119,689 - 140, C501, B638) (\$302,333 - 140, C502, B625)

\$119,689.00 to be provided from Extra-Ordinary Storm Damage Funds - Rockbridge County.
\$302,333.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 739, Project 0739-062-B51, B632

Bridge Repair, Bridge over Tye River, Nelson County. Award of contract to low bidder, McDowall & Wood, Inc., Salem, Va.

Bid	\$37,790.00
10% for engineering and additional work	3,779.00
Work by State Forces	194.00
Amount chargeable to project	41,763.00

To be financed from Federal Emergency Relief Funds.

Route 749, Project 0749-017-149, B617

Bridge over Little Reed Island Creek, Carroll County. Award of contract to low bidder, Pendleton Constr. Corp., Wytheville, Va.

Bid (REGULAR)	\$56,569.60
10% for engineering and additional work	5,656.96
Amount chargeable to project	62,226.00

Route 812, Project 0812-006-139, C501

0.424 Mi. N. Rt. 501 - Int. Rt. 501, Amherst County. Award of contract to low bidder, Plecker Brothers, Inc., Millboro, Va.

Bid	\$123,174.00
10% for engineering and additional work	12,317.40
Amount chargeable to project	135,491.00

\$90,000.00 to be provided from 1969-70 Industrial Access Funds - Authorization No. 14, dated 7-22-70.
\$45,491.00 to be provided from Industrial Access Reserve Fund.

Culpeper District, Schedule SCG-1-70

Entrance, Sidewalk, and Combination Curb & Gutter Replacement, Fairfax County. Award of contract to low bidder, Hercules Construction Corp., Chantilly, Va.

Bid	\$274,782.00
10% for engineering and additional work	27,478.20
Amount chargeable to project	302,260.00

To be financed from Fairfax County's Secondary System Maintenance Budget Funds.

Moved by Judge Weaver, seconded by Mr. Duckworth, that the Commission confirm letter ballot action rejecting bids received on July 22, 1970, on the following projects and authorizing readvertisement of these projects.

Route 1, Project 0001-029-101, C502

0.060 Mi. S. Int. 241 - 0.320 Mi. S. Int. 495 (Capital Beltway), Fairfax County. Low bid - 24.0% over estimate.

Route 50, Project 0050-053-103, C501

0.593 Mi. E. WCL Middleburg - 0.029 Mi. E. WCL Middleburg, Loudoun County. Low bid - 51.3% over estimate.

Route 64, Project 0064-003-108, C501

From: W. Va. S.L. To: .451 Mi. W. Int. 661 (W. Callaghan) & From: 1.475 Mi. E. Int. 60 (E. Callaghan) To: .987 Mi. E. ECL Covington, Alleghany County & City of Covington. Low bid - 20.4% over estimate.

Route 220, Project 0599-128-101, RW201

0.011 Mi. S. Int. 24 (Elm Ave.) - 0.238 Mi. S. Rt. 220 (Franklin Rd.) City of Roanoke. Low bid - 12.3% over estimate.

Route 495, Project 0495-029-102, C504

George Washington Memorial Parkway Interchange - Cabin John Bridge, Fairfax County. Low bid - 24.2% over estimate.

Route 603, Project 0603-081-138, C501, B616, B617, B618, B631, B636, B637

Int. 608 - 3.465 Mi. E. Int. 605, Rockbridge County. Low bid - 13.2% over estimate.

Route 729, Project 0729-023-128, C501, B616

Drainage Structure & Approaches Muddy Run, Culpeper County. Low bid - 19.6% over estimate.

Routes 1, 17 & 3, Project BR-6-70

Patching & Epoxy Surfacing of 2 Bridges over Rappahannock River, City of Fredericksburg & Stafford County. Low bid - 25.3% over estimate.

Routes 11, 39, 56, 42 & 60, Project BR-7-70

Patching & Epoxy Surfacing of 7 Bridge Decks, Staunton District. Low bid - 178.3% over estimate.

MOTION CARRIED.

On motion of Mr. Eakin, seconded by Mr. Fitzpatrick, the Commission voted to award the contract on the following project.

Route 95, Project 0095-000-101, C603, B613, B614, B615, B616, B617, B618, B619, B620, B621, B622, B624, B625, B647, B648, B649, B650, B651, B652

0.754 Mi. N. Rt. 120 (Globe Road) - 1.191 Mi. S. of 14th St. Br. at Va.-D.C. Line, Arlington County. Award of contract to low bidders, Warren Bros. Co., Div. of Ashland Oil Inc., Richmond, Va.; Wilen N. Jackson Company, Roanoke, Va.; Moore Brothers Company, Inc., Verona, Va.; Moore Brothers Company, Verona, Va.; and Talbott-Marks Company, Inc., Clarksville, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$49,056,231.00	\$2,513,571.00
10% for engineering and additional work	4,905,623.10	251,357.10
Work by State Forces	326.00	
Corps of Engineers	250.00	
Amount chargeable to project	58,727,358.00	
Acct. Rec. Co. of Arlington	\$451,690.26	
\$59,962,428.00 to be provided for in future Interstate Construction Allocations.		

that Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,

WHEREAS, \$150,000 Reserve Maintenance Funds in the State of Virginia Toll Revenue Bond Account with the Virginia National Bank, Trustee, has been previously invested in U. S. Treasury 6-3/8% notes maturing on August 15, 1970, and

WHEREAS, monthly deposits from current income to be deposited to this account in accordance with the current year budget are estimated to be sufficient to meet foreseeable expenditures from this account, and the amount to be received from the above maturities is not expected to be needed for this purpose, now, therefore,

BE IT RESOLVED by the State Highway Commission that the said \$150,000 be reinvested in 7-1/2% U. S. Treasury notes due February 15, 1972, at 99.95 in accordance with advice of availability of these from the Trustee, dated July 30, 1970, and as approved by the Consulting Engineers.

MOTION CARRIED.

that Moved by Mr. Hairston, seconded by Mr. Duckworth,

WHEREAS, on or about the 6th day of May, 1970, Pavement Seals, Incorporated, entered into a contract with the Virginia State Highway Commission for the construction in connection with Slurry Seal Schedule SS-5-70 in the Bristol District at a cost of \$85,275.00; and

WHEREAS, on this project it was necessary to extend the length of the project and increase the amount of slurry seal which will result in an overrun in the total contract of approximately twenty-four percent (24%); and

WHEREAS, a work order has or will be issued which will increase the scope of the contract beyond twenty percent (20%) of the original contract; and

WHEREAS, Section 104.02 of the Virginia Department of Highways Road and Bridge Specifications requires a supplemental agreement when the original contract is increased by more than twenty percent (20%); and

WHEREAS, the abovementioned contractor has indicated that he is willing to make the necessary changes at the contract unit prices set forth in the original contract.

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commissioner is hereby authorized to enter into on behalf of this Commission a supplemental agreement with Pavement Seals, Inc., on the abovementioned project for the necessary additional work at the unit prices set forth in the original contract at an approximate cost of \$20,000.

MOTION CARRIED.

Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,
that

WHEREAS, under authority of Section 33-26 of the 1950 Code of Virginia, as amended, the Highway Commission may add such additional roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, as a result of their building program, certain road adjustments are necessary due to new construction on Route 314 within the grounds of the Virginia Polytechnic Institute; and

WHEREAS, certain new driveways have been constructed to meet with highway specifications for addition to the Primary System, and it is also necessary that several sections of present Route 314 obliterated by new construction be abandoned:

THEREFORE, BE IT RESOLVED that sections of newly constructed driveways totaling 1.250 miles be added to the Primary System of Highways and designated as a part of Route 314 within the grounds of the Virginia Polytechnic Institute, as indicated in orange on the layout plat dated June 19, 1970.

BE IT FURTHER RESOLVED, that under authority of Section 33-76.5 of the 1950 Code of Virginia, sections of existing Route 314 totaling 0.176 mile within the grounds of the Virginia Polytechnic Institute, be abandoned as a part of the Primary System as indicated in yellow on the plat dated June 19, 1970.

MOTION CARRIED.

that Moved by Mr. Hairston, seconded by Judge Weaver,

WHEREAS, under authority of Section 33-36.4 of the Code of Virginia of 1950, as amended, request is made by the Town of Wytheville for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Wytheville on additional streets totaling 0.28 mile and meeting standards required by the aforementioned section of the Code effective beginning July 1, 1970, for the quarterly payment due after September 30, 1970. The additional streets and mileage eligible for payment are described as follows:

14th Street	- Monroe St. to North St. -----	0.07 Mile
20th Street	- North St. to Spiller St. -----	0.07 Mile
3rd Street	- Ridge Road to Min. View Drive -----	0.07 Mile
3rd Street	- Umberger St. to 0.07 mile N. -----	0.07 Mile

The above additions, totaling 0.28 mile, will increase the total mileage in the Town of Wytheville from 42.52 miles to 42.80 miles of approved streets.

MOTION CARRIED.

that Moved by Mr. Fitzpatrick, seconded by Mr. Glass,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on June 17, 1970 at 10 a. m., in the Pembroke Elementary School Auditorium, Pembroke, Virginia, for the purpose of considering the proposed location and design of Route 460 from 0.510 mile west of the West Corporate Limits of Pembroke to 2.266 miles east of the East Corporate Limits of Pembroke, in Giles County and the Town of Pembroke, State Project 6460-036-113, C501, Federal Project F-023-1 (33), 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 planned 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 said location and design public hearing by the Department engineers. This improvement generally consists of the addition of parallel lanes to expand the existing two-lane facility to four lanes.

MOTION CARRIED.

Moved by Mr. Eakin, seconded by Mr. Glass,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on June 10, 1970, at 10 a. m. , in the Aldersgate United Methodist Church, Charlottesville, Virginia, for the purpose of considering the proposed location and design of Route 631 (Rio Road) from 0.042 mile southeast of the North Corporate Limits of Charlottesville to the intersection of Route 29, in Albemarle County, State Project 0631-002-128, C501, B620 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 planned 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 proposed project be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers.

MOTION CARRIED.

that Moved by Mr. Eakin, seconded by Mr. Hairston,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on July 8, 1970, at 10 a. m. , in the Fauquier High School Auditorium, Warrenton, Virginia, for the purpose of considering the proposed location and design of Route 211 from the Rappahannock-Culpeper County Line to 0.474 mile northeast of the West Corporate Limits of Warrenton, in Culpeper and Fauquier Counties and the Town of Warrenton, State Projects 6211-023-101, PE101; 6211-030-101, PE101 and 6211-156-101, PE101, and

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

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

BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers. This improvement generally consists of the addition of parallel lanes to expand the existing two-lane facility to four lanes.

MOTION CARRIED.

that Moved by Judge Weaver, seconded by Mr. Duckworth,

WHEREAS, the Commonwealth is the owner of certain lands in Arlington County located on the easterly side of Lynn Street just north of its connection with Arlington Boulevard, Route 50, acquired in connection with State Highway Project 0050-000-101, C501, RW201, which lands are deemed no longer necessary for the uses of the State Highway System and which are to be sold and conveyed in accordance with the terms of a resolution by this Commission, duly entered upon the minutes of its meeting of August 18, 1966; and

WHEREAS, a street extension and entrance to the property known as Arlington Towers has heretofore been constructed in conjunction with said project and provides essential means of ingress and egress for said Arlington Towers; and

WHEREAS, it is desirable that said street extension and entrance become a part of the system of streets and highways of Arlington County.

NOW, THEREFORE, in accordance with the provisions of Section 2.1-6 of the 1950 Code of Virginia, as amended, the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying by quitclaim unto Arlington County an easement for street and road purposes over, upon and through the aforesaid lands of the Commonwealth at the location of the said street extension or entrance, which said easement shall be limited in vertical extent above the surface of the roadway heretofore constructed as aforesaid and also limited in vertical extent beneath the surface of the roadway so as to provide the necessary support for the said roadway only, all as deemed requisite and desirable by the Commissioner.

MOTION CARRIED.

Moved by Mr. Eakin, seconded by Mr. Hairston,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 28 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on June 23, 1970, at 10 a. m., in the Stephen Foster Intermediate School, 2500 Collingwood Road, Fairfax County, Virginia, for the purpose of considering the proposed location and design of Route 626 (Sherwood Hall Lane) from 0.032 mile northeast of the intersection with Route 1 (Richmond Highway) to the intersection with Route 629 (Fort Hunt Road), in Fairfax County, State Project 0626-029-159, C501, B616, 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 planned 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,

Nottoway County Line to 2.974 miles west of the Dinwiddie-Nottoway County Line, in Dinwiddie and Nottoway Counties, State Projects 6460-026-104, C503; 6460-026-104, C504; 6460-026-104, C505; and 6460-067-103, C501; and

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

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

WHEREAS, as a result of information received at and since the public hearing, a section of Project 6460-026-104, C504, from 11.290 miles east of the Dinwiddie-Nottoway County Line to 9.50 miles east of the Dinwiddie-Nottoway County Line (Plan Station 905) is under further study by the Department engineers, now, therefore,

BE IT RESOLVED, that the location and major design features of the proposed Route 460 from 9.50 miles east of the Dinwiddie-Nottoway County Line (Plan Station 905) to 2.974 miles west of the Dinwiddie-Nottoway County Line be approved in accordance with the plan as proposed and presented by the Department engineers at said location and design public hearing. This proposed improvement generally consists of the addition of parallel lanes to expand the existing two-lane facility to four lanes.

BE IT FURTHER RESOLVED that the section of proposed Route 460 from 11.290 miles east of the Dinwiddie-Nottoway County Line to 9.50 miles east of the Dinwiddie-Nottoway County Line (Plan Station 905) is excluded from this action of the Commission.

BE IT FURTHER RESOLVED, that the section of Project 6460-067-103, C501 from the intersection of Route 689 to its western terminus (Plan Station 1375) be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended and in accordance with Highway Commission Policy.

MOTION CARRIED.

that Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,

WHEREAS, in accordance with Section 128 of Title 23 - Highways, United States Code and PPM 20-8, a combined location and design public hearing was held in the Council Chambers of the City Hall, Norfolk, Virginia, on June 10, 1970, concerning the construction of International Terminal Boulevard, Projects U000-122-106, PE101 and U000-122-107, PE101, from 0.192 mile west of Hampton Boulevard to Route I-564 (Interchange with Route I-564) in the City of Norfolk; 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 improvement as planned and their statements being duly recorded; and

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

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

MOTION CARRIED.

that Moved by Mr. Hairston, seconded by Judge Weaver,

WHEREAS, in accordance with Section 128 of Title 23 - Highways, United States Code and PPM 20-8, a design public hearing was held in the Norton Municipal Building in Norton, Virginia, on June 17, 1970, concerning the construction of Route 74, Project 0074-146-101, PE101, RW201, C501, B601, from the intersection of Route 23 (Park Avenue) to 0.022 mile north of west intersection of Alternate Route 58 (Kentucky Avenue) in the City of Norton; 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 improvement as planned and their statements being duly recorded; and

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

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

MOTION CARRIED.

Moved by Mr. Janney, seconded by Mr. Hairston,
that

WHEREAS, in accordance with the provisions of Section 125 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-9, a location public hearing was held in the Spotsylvania County Courthouse, Spotsylvania, Virginia, on June 17, 1970, at 10 a. m., for the purpose of considering the proposed location of Route 208 from 0.06 mile south of the south end of the bridge over Ta River (South of Post Oak) to 1.20 mile east of the intersection of Route 613 (Spotsylvania), in Spotsylvania County, State Project 0208-088-106, PE101, 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 location as planned and their statements being duly recorded, and

WHEREAS, the economic, social and environmental effects of the proposed location 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 for this project be approved along Line B as proposed and presented at said location public hearing by the Department engineers. This proposed location is generally along the existing Route 208 corridor with minor relocations at Post Oak, Snell and Spotsylvania Courthouse.

MOTION CARRIED.

Moved by Mr. Duckworth, seconded by Judge Weaver,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a design public hearing was held in the Council Room of the Town Hall, Smithfield, Virginia, on June 25, 1970 at 1:30 p. m., for the purpose of considering the proposed design of Route 10 from 3.882 miles north of the North Corporate Limits of Smithfield to 2.315 miles south of the South Corporate Limits of Smithfield, referred to as the Smithfield By-pass, in Isle of Wight County, State Project 7010-046-101, PE101, C501, Federal Project F-028-1 (6), 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 design of the project, and their statements being duly recorded, and

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

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

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Glass,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on July 8, 1970 at 10 a. m., in the State Police Administration Headquarters Building located on Route 60, in Chesterfield County, Virginia, for the purpose of considering the proposed location and design of Route 60 from 0.089 mile west of the intersection of Route 150 (Chippenham Parkway) to 0.606 mile west of the intersection of Route 150, with related adjustments of Route 687 (Starview Lane) and Route 781 (Granite Springs Road), in Chesterfield County, State Projects 0080-020-103, C501; 0687-020-158, C501 and 0781-020-154, C501, and

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

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

BE IT RESOLVED that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers. These projects are necessary in connection with the planned development of "Cloverleaf Mall", a regional shopping center, and the cost of the proposed highway improvements and adjustments herein referred to will be borne by the developer of said shopping center.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Mr. Glass,
that

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 Washington County has by resolution requested the use of industrial access funds to improve a portion of Route 1007 and an access road to provide proper access to the new facility being planned by Reynolds Metals Company, one-half mile southwest of Route 11 and 0.28 mile northeast of the ECL of Bristol in Washington County, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$100,000 from the industrial access fund for 1970-71 be allocated for the purpose of improving a portion of Route 1007 and building an access road to the new facility being

planned by Reynolds Metals Company, one-half mile southwest of Route 11 and 0.28 mile northeast of the ECL of Bristol in Washington County, Project 1007-005-161-C501, B620, B621, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Mr. Fitzpatrick,
that

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 Smyth County has by resolution requested the use of industrial access funds to provide access to the new facility to be built by Appalachian Roundwood, Incorporated, just north of Route 11 and east of Marion in Smyth County, estimated to cost \$7,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$7,000 from the industrial access fund for 1970-71 be allocated for the purpose of providing access to the new facility to be constructed by Appalachian Roundwood, Incorporated, just north of Route 11 and east of Marion in Smyth County, Project 0775-086-143, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED.

Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,
that

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 City Council of the City of Newport News has by resolution requested the use of industrial access funds to assist in providing access to the new facility of Bendix Corporation, being constructed approximately 1,800 feet east of Jefferson Avenue (Route 143) in the City of Newport News, estimated to cost \$80,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$80,000 from the industrial access fund for 1970-71 be allocated for the purpose of assisting in the construction of proper access to the Bendix Corporation's facility, being constructed approximately 1,800 feet east of Jefferson Avenue (Route 143) in the City of Newport News, Project 9999-121-101, C501, contingent upon the City's entering into an agreement with the Department of Highways to provide at the City's cost the necessary right of way, the adjustment of utilities, the grading and draining of the project, and its proportionate share of the engineering cost involved in the preparation of plans and inspection on the project.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Mr. Eakin,
that

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 Lee County has by resolution requested the use of industrial access funds to provide access to the new facility which was constructed by the Development Corporation for

Lee County and is being occupied by Miss Virginia, Incorporated, just east of Route 724 near Ewing in Lee County, estimated to cost \$3,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$3,000 from the industrial access fund for 1970-71 be allocated for the purpose of constructing an access road to the new facility which was built by the Development Corporation for Lee County and is being occupied by Miss Virginia, Incorporated, just east of Route 724 near Ewing in Lee County, Project 0860-052-128, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,
that

WHEREAS, as a result of traffic studies it is recommended by our highway engineers that U. S. Route 13 be rerouted over Interstate Route 64 between Northampton Boulevard in the City of Norfolk and a point near Bowers Hill in the City of Chesapeake; and that present U. S. Route 13 between these points be designated as Business U. S. Route 13; and

WHEREAS, the recommended Route designations are acceptable by the city authorities representing the Cities of Virginia Beach, Norfolk and Chesapeake; and

WHEREAS, the U. S. Route Numbering Committee of AASHO has heretofore given approval for overlapping U. S. Route 13 over Interstate 64, and the U. S. Route 13 Business Route designation;

NOW, THEREFORE, BE IT RESOLVED that U. S. Route 13 be rerouted over Interstate Route 64, beginning at the interchange at Northampton Boulevard in the City of Norfolk and extending southwesterly to the interchange near Bowers Hill in the City of Chesapeake.

BE IT FURTHER RESOLVED that present U. S. Route 13 between the two aforementioned points of intersection with the interchanges of Interstate Route 64 be designated as U. S. Route 13 - Business.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Mr. Fitzpatrick,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on July 28, 1970, at 10 a. m., in the Clintwood Elementary School Auditorium, Clintwood, Virginia, for the purpose of considering the proposed location and design of Route 83 from 0.012 mile west of the West Corporate Limits of Clintwood to 2.43 miles west of the intersection of Route 72 (Georges Fork) in Dickenson County, State Project 0083-025-108, 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 planned 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 said location and design public hearing by the Department engineers.

MOTION CARRIED.

Moved by Mr. Fitzpatrick, seconded by Mr. Janney,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on July 22, 1970, at 10 a. m., in the Cave Spring First Aid and Rescue Squad Building, 3920 Brambleton Avenue, Roanoke, Virginia, for the purpose of considering the the proposed location and design of Route 682 (Grandin Road) Bridge and Approaches over Mudlick Creek, in Roanoke County and the City of Roanoke, State Project 0682-080-149, C601; 0682-080-150, B633, Federal Project S - 947 (), 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 planned 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 said location and design public hearing by the Department engineers.

MOTION CARRIED.

Moved by Mr. Eakin, seconded by Judge Weaver,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 28 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on July 15, 1970, at 8 p. m., in the Jamestown Elementary School, 3700 North Delaware Street, Arlington, Virginia, for the purpose of considering the proposed location and design of Route 120 (North Glebe Road) from 0.061 mile east of the intersection of Upland Street to 0.418 mile west of the intersection of Route 309, in Arlington County, State Project 0120-000-105, PE101, C501, 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 planned 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 designated as Scheme II as proposed and presented at said location and design public hearing by the Department engineers, with modification to eliminate the proposed right-turn lanes between North Upland Street and Chesterbrook Road.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Judge Weaver,
that

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the Town of Vienna for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Vienna on additional streets totaling 0.54 mile and meeting standards required by the aforementioned section of the Code effective beginning July 1, 1970, for the quarterly payment due after September 30, 1970. The additional streets and mileage eligible for payment are described as follows:

Locust Street	- Cottage St. to Courthouse Rd. - - -	0.09 Mile
Park Street, N.W.	- S.E. Albea Ct. to N.W. Albea Ct. - - - - -	0.10 Mile
Albea Court	- Park St to 0.05 Mi. N.E. to end - - - - -	0.05 Mile
Jean Place	- Glyndon St. to 0.03 Mi. S.W. to end - - - - -	0.03 Mile
Holloway Court	- Broadleaf Dr. to 0.09 ML S.E. - -	0.09 Mile
Broadleaf Terr.	- Abandoned Cul-de-sac to Glyndon St., S.W. - - - - -	0.09 Mile
Blair	- Lawyers Road to Nutley Rd., S.W. - - - - -	0.09 Mile

The above additions, totaling 0.54 mile, will increase the total mileage in the Town of Vienna from 50.60 miles to 51.14 miles of approved streets.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Judge Weaver,
that

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the Town of Abingdon for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Abingdon on additional streets totaling 0.92 mile and meeting standards required by the aforementioned section of the Code effective beginning July 1, 1970, for the quarterly payment due after September 30, 1970.

The additional streets and mileage eligible for payment are described as follows:

McBroom St.	- Corp. Limits to Ash St. - - - - -	0.11 Mile
Hagy St.	- Present Pax to Fugate St. - - - - -	0.04 Mile
Williams St.	- Present Pax to Sutton St. - - - - -	0.03 Mile
Sutton St.	- Woolwine Pl. to 0.06 Mi. E. end - - -	0.06 Mile
Bradley St.	- Fuller St. to Grant St. - - - - -	0.12 Mile
Cook St.	- Oakland St. to Rt. 75 - - - - -	0.11 Mile
Court St.	- Park St. to Railroad St. - - - - -	0.04 Mile
Phillips St.	- Patton St. to Locust St. - - - - -	0.11 Mile
Locust St.	- Phillips St. to Poplar St. - - - - -	0.04 Mile
Patton St.	- Main St. to Ash St. - - - - -	0.19 Mile
Hayter St.	- Jamison St. to 0.07 Mi. S. end - - -	0.07 Mile

The above additions, totaling 0.92 mile, will increase the total mileage in the Town of Abingdon from 18.64 miles to 19.56 miles of approved streets.

MOTION CARRIED.

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth,
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 Section 33-76.7 of the Code of Virginia of 1960, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

Culpeper County	- Secondary Rt. 9109, from a point on Rt. 3, 0.05 mi. S.E. Rt. 647 running S.W. 0.05 mi. - - - - -	0.05 Mile
Fauquier County	- Section 3A of old location, Rt. 663 from Station 252+25 northwesterly 0.05 mi., Project 0663-030-147, C501, B617 - - - - -	0.05 Mile
Henry County	- Section 1 of old location, Rt. 674 from Station 81+50 to Rt. 603, Project 0674-044-168, C501 - - - - -	0.02 Mile

Shenandoah County - Section 1 of old location, Rt. 605
from Station 33+65 to Rt. 679,
Project 0605-085-150, C501 - - - - 0.28 Mile

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Duckworth,
that

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 Hanover County has by resolution requested the use of industrial access funds for the purpose of improving a portion of Route 779 and extending same to provide proper access to the new facility to be constructed by Safeway Stores, Incorporated, just south of Ashland and 0.75 mile west of Route 1 in Hanover County, estimated to cost \$100,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$100,000 from the 1970-71 industrial access fund be allocated for the purpose of improving a portion of Route 779 and an extension thereto to provide proper access to the new facility to be constructed by Safeway Stores, Incorporated, just south of Ashland and west of Route 1, Project 0779-042-188, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED.

that Moved by Mr. Duckworth, seconded by Mr. Fitzpatrick,

WHEREAS, the final operations budget of the Norfolk-Virginia Beach Toll Road for the calendar year 1970 was approved by the State Highway Commission at its meeting on November 20, 1969, in the total amount of \$263,000, this budget having been previously approved by the Consulting Engineers, and

WHEREAS, effective July 1, 1970, a 10% increase in salaries for the employees of this facility was approved by the Governor, which, for the period of July 1 to December 31, 1970, will increase the operating expense of this toll facility approximately \$14,000, and

WHEREAS, the State Highway Commission endorses the increases granted by the Governor for the toll facilities' employees and desires that the operating budget be increased proportionately to finance this, now, therefore,

BE IT RESOLVED that the 1970 budget be amended from \$263,000 to \$277,000.

MOTION CARRIED.

that Moved by Mr. Hairston, seconded by Mr. Duckworth,

WHEREAS, on the 26th day of March, 1970, J. Lawson Jones Construction Company, Incorporated, entered into a contract with the State Highway Commission for the construction in connection with Project 0811-040-130, B619 a drainage structure in Greensville County at a cost of \$24,267.60; and

WHEREAS, it was decided to extend the length of the culvert and additionally it was found necessary to excavate two feet of unsuitable material in the foundation and backfill with aggregate material Number 26; and

WHEREAS, the additional cost of the work exceeds the cost of the contract by more than twenty percent (20%); and

WHEREAS, the final cost of the project will be increased by approximately \$5,700.00 or approximately twenty-three percent (23%); and

WHEREAS, Section 104.02 of the Virginia Department of Highways Road and Bridge Specifications requires a supplemental agreement be executed with the contractor when the original contract is increased more than twenty percent (20%); and

NOW, THEREFORE, BE IT RESOLVED that the State Highway Commissioner is hereby authorized to enter into on behalf of this Commission an agreement with the contractor to have the work performed at the same established contract unit price for the additional minor structure excavation and at the established unit price under Work Order Number One (1) for the bedding material.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Hairston,
that

WHEREAS, estimated revenue from State sources for the fiscal year 1969-70 totaled \$228,940,000, from which was deducted appropriations for other State agencies totaling \$15,027,195, leaving net anticipated revenue from State sources totaling \$213,912,805; and

WHEREAS, as of the close of business for the year ended June 30, 1970, actual collections credited to highway funds from State sources totaled \$236,694,413.05; from which was deducted amended appropriations to other State agencies totaling \$15,953,203.28, leaving net State revenue available for highways in the amount of \$220,741,209.77, resulting in a balance of unappropriated revenue in the amount of \$6,828,404.77; and

WHEREAS, unexpended balances in various operating appropriations of the Department totaled \$819,424.70 at the end of the year to be added to this unappropriated revenue; however, deductions to be financed from this were (1) \$760,187.89 deficit brought forward from the prior year, 1968-69; and (2) overexpenditure of various operating funds of the Department during the year totaling \$1,086,263.37, leaving a balance of unappropriated surplus totaling \$5,801,398.21; and

WHEREAS, in agreement with resolution adopted by the State Highway Commission at its August, 1969, meeting that the Department repair the damages caused by Hurricane Camille to the extent reasonable and justified, carrying the cost as a deficit until the end of the fiscal year; this cost to be paid from State funds is now estimated to considerably exceed the above unappropriated fund balance, now, therefore,

BE IT RESOLVED by the State Highway Commission that this unappropriated balance of \$5,801,398.21 be allocated to the Flood Damage Reserve in the Department's accounts for financing to the extent possible the deficit occasioned by Hurricane Camille repairs.

MOTION CARRIED.

Moved by Mr. Hairston, seconded by Mr. Fitzpatrick,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and Policy and Procedure Memorandum 20-8, a combined location and design public hearing was held on June 16, 1970 at 10 a. m. , in the Tazewell Junior High School Auditorium, Tazewell, Virginia, for the purpose of considering the proposed location and design of Route 19-460 from 3.49 miles west of the West Corporate Limits of Tazewell to 0.673 mile east of the intersection of Route 460 (Claypool Hill), in Tazewell County, State Projects 6019-092-106, C501; 0019-092-104, C501 and 0019-092-105, C501 Federal Project APD-021-1 (), and

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

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

BE IT RESOLVED that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers. This proposed improvement generally consists of the addition of parallel lanes to expand the existing two-lane facility to four lanes.

MOTION CARRIED.

Moved by Judge Weaver , seconded by Mr. Duckworth ,
that

WHEREAS, in connection with Route 64, State Highway Project 0064-127-101, SM-201, the Commonwealth acquired from Herman F. Blake Incorporated, by Certificate No. C-6341, as recorded in Deed Book 626-C, Page 52, settled by an Agreement after Certificate; Anca Temple Shrine, by Certificate No. C-6478, as recorded in Deed Book 626-A, Page 27, settled by an Agreement after Certificate; City of Richmond and Heirs at Law of Belle Stewart Bryan, by Certificate No. C-6393, as recorded in Deed Book 625-B, Page 780, condemnation case for which has been completed; and from Richmond Holding Corporation, by Certificate No. C-6651, as recorded in Deed Book 626-C, Page 84, settled by an Agreement after Certificate; these instruments are of record in the Office of the Clerk of the Chancery Court of the City of Richmond, certain lands for the construction of the aforementioned route and project; and

WHEREAS, by agreement between the Commonwealth of Virginia and the Richmond-Petersburg Turnpike Authority, dated November 20, 1963, and modified by letter dated July 14, 1964, from Walter E. Rogers of the Law Office of Williams, Mallon and Christian, the Commonwealth agreed to acquire certain lands for later conveyance to the Richmond-Petersburg Turnpike Authority; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on both sides of the centerline of Ramp "A" from the west right of way line of the Richmond-Petersburg Turnpike (Route 95) at approximate survey Station "A" 13+53 (centerline Ramp "A") to the beginning of Route 64 at survey Station "A" 21+00 (centerline Ramp "A", the end of the turnpike project); also lying on both sides of the centerline of Ramp "B" from the end of Connection Project 0064-127-070, SM-201, at survey Station "B" 27+50 (centerline Ramp "B") to a point on the east right of way line of the Richmond-Petersburg Turnpike at approximate survey Station "B" 32+80 (centerline Ramp "B"); thence lying on the east side of the survey centerline and adjacent to the east right of way line of the Richmond-Petersburg Turnpike from the last named station to the south right of way line of Bellevue Avenue at approximate survey Station "B" 33+40 (centerline Ramp "B"); thence from the north right of way line of Bellevue Avenue at approximate survey Station "B" 34+24 (centerline Ramp "B") to the east right of way line of the Richmond-Petersburg Turnpike (Route 95) at approximate survey Station "B" 36+70 (centerline Ramp "B"); thence lying on the east side of and adjacent to the east right of way line of the Richmond-Petersburg Turnpike from the last named station to a point opposite approximate survey Station "B" 44+54 (centerline Ramp "B") 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 33-76.6 of the 1950 Code of Virginia, as amended, the conveyance of the said land to the Richmond-Petersburg Turnpike Authority is hereby approved, subject to the approval of the Governor, pursuant to the provisions of Section 33-255.29 of the 1950 Code of Virginia, as amended, and 1954 Acts of Assembly, Chapter 705, and for a consideration satisfactory to the State Highway Commission and the Richmond-Petersburg Turnpike Authority.

Motion carried.

Moved by Mr. Hairston, seconded by Judge Weaver,
that

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Richmond for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards; also for deletions of street mileages no longer eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33-35.4 of the code of Virginia, as amended, mileage adjustments for 2.22 miles of additions and 0.46 mile of deletions for a net addition of 1.76 miles of streets subject to payment at the rate of \$1,100 per mile annually are hereby approved for payment to the City of Richmond. The additions and deletions subject for payment are described on attached tabulations dated April 27, 1970 and June 26, 1970.

The additions totaling 2.22 miles and deletions, totaling 0.46 mile, will increase the total mileage in the City of Richmond from 692.95 miles to 694.71 miles of approved streets, effective July 1, 1970, for the quarterly payment due after September 30, 1970.

MOTION CARRIED.

April 27, 1970

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

CORRECTED AS OF DECEMBER 31, 1969

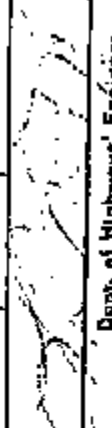
MUNICIPALITY RICHMOND, VIRGINIA

TOTAL ADDITIONAL MILEAGE REQUESTED TO BE DELETED 0.46 MILE

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Coutts St.	St. James St.	2nd St.	35'	20'	535	.10	Gravel	Oil & Gravel	Closed by Ord. 69-16-26
Johnson St.	Lacrosse Ave.	Anniston St.	49'	18'	256	.05	"	"	Ord. 69-283-222
Orange St.	St. Johns St.	130' West	33'	25'	130	.02	"	Spall	Ord. 69-16-26
Orange St.	St. James St.	1st Street	30'	20'	270	.05	"	Oil & Gravel	"
Prentiss St.	Leigh St.	Pulliam St.	30'	18'	210	.04	"	"	Ord. 70-40-61
Pulliam St.	Prentiss St.	155' East	35'	20'	155	.03	"	6" Conc	Ord. 70-40-61
Pulliam St.	Prentiss St.	130' North	30'	29'	130	.02	"	Oil & Gravel	Ord. 70-40-61
Pulliam St.	130' N. Prentiss	Leigh St.	30'	30'	435'	.08	Sand	Spall	Ord. 70-40-61
St. Johns St.	Hill St.	Orange St.	64'	39'	150	.03	Gravel	Oil & Gravel	Ord. 69-16-26
Taylor St.	Baker St.	Chamberlayne Avenue	34'	18'	100	.02	"	"	Ord. 69-185-160
6th Street	Brass St.	85' South	66'	41'	85	.02	Spall	"	Ord. 69-112-180
		TOTAL				0.46	MILE		

SIGNED



Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

CORRECTED AS OF DECEMBER 31, 1969

MUNICIPALITY RICHMOND, VIRGINIA

TOTAL ADDITIONAL MILEAGE REQUESTED 0.37 MILE

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Admiral St.	Lombardy St.	Currie St.	50'	34'	175	.03	Gravel	Oil & Gravel	Resurfaced
Balfour St.	Haig St.	216' South	50'	32'	216	.04	"	Asphalt	Reconstruction
Colorado Ave.	Meade St.	Randolph St.	50'	36'	250	.05	"	"	"
Jacqueline Ct.	Jacquelin St.	Cul-De-Sac	50'	32'	140	.03	"	"	New Construction
Kansas Avenue	Texas Avenue	"	50'	32'	300	.05	"	"	New Construction
Nelson St.	Hatcher St.	135' East	50'	31'	135	.03	"	"	New Construction
Roxbury Rd.	Patterson Ave.	90' North	50'	32'	90	.02	"	Oil & Gravel	Resurfaced
Spotsylvania St.	Spotsylvania St.	Accommodation St.	50'	32'	197	.04	"	Asphalt	New Construction
Vinton St.	Blue Ridge Ave.	1942 C.L.	50'	32'	67	.01	"	"	New Construction
Winchell St.	"	"	50'	32'	60	.01	"	"	New Construction
27th Street	14th Street	14th St.	50'	32'	335	.06	"	"	New Construction
		TOTAL				0.37	MILE		

SIGNED



Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

June 25, 1970

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED 1.85 Miles

SUBMITTED BY THE CITY ~~ENGINEER~~ (Date 6-25-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (IF widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	TYPE OF SURFACE	TYPE OF BASE	REMARKS
German School Extended	Warwick Rd.	Rt. 60	66	24 & 37	0.55	S.T.	Aggr.	Rt. 60A
Saratoga Rd.	(Charlottesville Rd) Rt. 704	0.04 S. Yuma Rd.	50	24	0.31	S.T.	Aggr.	
Yuma Rd.	(Chapman Rd) Rt. 1898	0.04 S.E. Saratoga Rd.	50	24	0.15	S.T.	Aggr.	
Selma Dr.	Bryce Lane	0.06 E. Bryce Lane	50	36	0.06	S.T.	Aggr.	Delta Heights
Elkton Rd.	Bryce Lane	0.05 E. Bryce Lane	50	36	0.05	S.T.	Aggr.	Delta Heights
Troy Rd.	Troy Ct.	0.03 E. Limestone Dr.	50	30	0.24	S.T.	Aggr.	South Garden, Sec. A
Troy Ct.	Troy Rd.	0.04 N. Troy Rd.	50	30	0.04	S.T.	Aggr.	South Garden, Sec. A
Limestone Dr.	Troy Rd.	0.04 N. Troy Rd.	50	30	0.04	S.T.	Aggr.	South Garden, Sec. A
Foxhill Rd.	Owenby Lake	0.05 N. Troy Rd.	50	30	0.11	S.T.	Aggr.	South Garden, Sec. A
Hobby Hill Rd.	Margate Dr.	0.09 W. Margate Dr.	50	22	0.09	S.T.	Aggr.	Twin Valley Farms
Winford Lane	Huntland R.	0.06 W. Huntland Rd.	50	30	0.06	S.T.	Aggr.	Claremont
Warwick Rd.	Rt. 60	Everglades Dr. 0.10 W.	50	24	0.09	S.T.	Aggr.	Cloverdale
Everglades Dr.	Warwick Rd.	0.10 W. Warwick Rd.	50	24	0.10	S.T.	Aggr.	Cloverdale

S.T. - Surface Treatment

SIGNED

Dep't. of Highways' Engineer

June 25, 1970

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY City of Richmond

TOTAL ADDITIONAL MILEAGE REQUESTED 1.85 Miles

SUBMITTED BY THE CITY ENGINEER (Date 6-25-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF ROAD SURFACE	TYPE OF BASE	REMARKS
Worthington Rd.	Bolton Rd.	- Bramwell Rd.	30	18	0.07	S.T.	Aggr.	Clinton Court

SIGNED _____

Dept. of Highways' Engineer

On motion of Judge Weaver, seconded by Mr. Duckworth, the Commission voted to award the contract on the following project.

Routs 64, Project G-1-70

0.5 Mi. E. Parham Rd. - 0.7 Mi. E. Parham Rd., Henrico County. Award of contract to low bidder, Concut, Inc., Chicago, Illinois

Bid	\$4,800.00
10% for engineering and additional work	480.00
Amount chargeable to project	5,280.00

To be financed from Richmond District's Interstate System Maintenance Funds.

On motion of Mr. Fitzpatrick, seconded by Mr. Duckworth, the Commission accepted the following report of the Commission Committee on Permits and approved changes recommended therein:

At its meeting of July 16, 1970, the Commission heard a request for review of the policy on overweight permits which became effective July 1, 1970, and referred the request to this committee.

The committee has met with the hauling interests making the request and has again conferred with its consultants and attorneys and wishes to make the following recommendations:

1. Since it appears desirable that there be a uniform fee for both single trip permits and blanket permits, it is recommended that both permits be issued for a fee of \$5 and that the policy be changed accordingly.

It is further recommended that fees assessed for blanket permits since July 1, 1970, be adjusted to conform with the above recommendations.

2. Since it appears that the policy is more restrictive in gross load for certain four and five axle tractor-trailer combinations than was the former policy, and since it also appears that this will result in a hardship on some permit applicants, it is recommended that the loads permitted by the former policy for these vehicles be continued in effect so long as such vehicles may be in use, but that any new equipment purchased shall be required to conform to the new policy.

3. Since it also appears that the new policy is more restrictive for the movement of self-propelled truck cranes than the former policy, it is recommended that such movements be continued under the former policy until January 1, 1971. Provided, however, that if by that date there has been commenced a determination of routing systems over which such loads may be allowed to move in conformance with the new policy; such routing systems to be determined by authorization of the Department of Highways and at the expense of the applicant, then the former policy shall remain in effect for a reasonable time as determined by the Highway Commission. Reports on the progress of development of such systems shall be made bi-monthly to the Highway Commission.

4. The hauling interests also asked for a review of the self-propelled scraper regulations in the new policy and this regulation has been reviewed, but no change is recommended.

5. It is further recommended that the policy on overweight permits as amended by the above recommendations be made effective immediately.

Since the regulation of issuance of permits is one of the continuing duties of the Commission and there are from time to time many matters which arise which should be given study and clarification, the chairman asked that the Committee on Permits remain in being, to be used when the Commission needs it for this purpose.

The chairman called attention to two highway meetings from which he felt the members of the Commission might derive benefit and asked that they contact Mr. Eure in regard to reservations if they could attend. These meetings were: Southeastern Association of State Highway Officials, at Mobile Alabama, October 4-7, 1970; and American Association of State Highway Officials, at Houston, Texas, November 10-18, 1970.

8-20-70

The meeting was adjourned at 11:35 a. m.

Approved:

Henry Lee W. Fugate
Chairman

Attested:

[Signature]
Secretary