

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION

RICHMOND, VIRGINIA

August 19, 1971

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on August 19, 1971, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

On motion of Mr. Fitzpatrick, seconded by Mr. Duckworth, minutes of the meeting of July 15, 1971, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Duckworth, that permits issued from July 15, 1971, to August 18, 1971, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Duckworth, cancellation of permits from July 15, 1971, to August 18, 1971, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Duckworth, seconded by Mr. Hairston, the Commission approved Final Annual Operating and Maintenance Budget for the fiscal year 1971-72 - State of Virginia Toll Revenue Bonds (Series 1954).

On motion of Mr. Crowe, seconded by Mr. Fitzpatrick, the Commission voted to deny request of Henrico County for permission to erect "Welcome to the County of Henrico" signs at appropriate entrances to the county, along State and Interstate routes.

The chairman confirmed appointment, since the last Commission meeting, of the following committee to study the request of the City of Chesapeake for change in designation of the arterial network from Route 17 to Route 168: Mr. Duckworth, Chairman, Mr. Glass and Mr. Janney. Mr. Duckworth said a report would be made by the committee in the near future.

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth, that the Commission confirm letter ballot action on bids received June 29, 1971, on the following project:

Route 460, Project 6460-035-115, C-503

From W. of Co. 219/7 to 0.11 Mi. E. of W. Va. - Va. Line, Mercer County, W. Va. and Giles County, Va. Award of contract to low bidder, Vecellio & Grogan, Inc., Beckley, W. Va.

Bid	\$5,560,585.30
10% for engineering and additional work	556,058.53
Amount chargeable to project	6,116,644.00
(\$5,934,605.00 W. Va. Share, \$182,039.00 Va. Share)	
Advertised and to be awarded by the State of West Virginia.	

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth, that the Commission confirm letter ballot action on bids received July 14, 1971 and July 21, 1971, on the following projects:

Project U000-102-101, C501, B602

0.028 Mi. S. Int. Euclid Ave. - State Street, City of Bristol. Award of contract to low bidder, A. R. Coffey & Sons, Inc., Eagle Rock, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$443,213.90	\$4.00
10% for engineering and additional work	44,321.39	.40
Work by State Forces	2,200.00	
Amount chargeable to project	489,740.00	
Acct. Rec. City of Bristol - \$73,460.95		
\$177,979.00 to be provided for in future Urban Construction Allocations.		

Route 17, Project 6017-036-105, C501

7.100 Mi. S. Int. 14 - 0.204 Mi. N. Int. 14, Gloucester County. Award of contract to low bidder, Higginson-Buchanan, Inc., Chesapeake, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,887,017.58	\$20.00
10% for engineering and additional work	188,701.75	2.00
Work by State Forces	7,430.00	
Right of Way	679,000.00	
Utilities	58,000.00	
Amount chargeable to project	2,820,171.00	

Route 17, Project 6017-059-102,C501

0.463 Mi. N. Int. 17 & 33 (Saluda) - 6.952 Mi. N. Int. 17 & 33 (Saluda), Middlesex County. Award of contract to low bidder, Moore, Kelly & Reddish, Inc., Orange, Va.

Bid	\$1,295,038.30
10% for engineering and additional work	129,503.83
Work by State Forces	4,536.00
Right of Way	305,000.00
Utilities	100,000.00
Amount chargeable to project	1,834,078.00

\$184,078.00 to be provided for in 1972-73 Primary Construction Allocation.

Route 29, Project 6029-062-106,C502

0.206 Mi. N. Amherst-Nelson CL - 0.488 Mi. S. Int. 56/158, Nelson County. Award of contract to low bidder, Laramore Construction Company, Inc., Danville, Va.

	Construction	Right of Way
Bid	\$7,095,275.88	\$550.00
10% for engineering and additional work	109,521.58	55.00
Work by State Forces	7,558.00	
Right of Way	758,300.00	
Utilities	43,300.00	
Amount chargeable to project	1,424,500.00	

\$333,401.00 to be provided for in 1972-73 Primary Construction Allocation.

Route 46, Project 0046-012-103,C502

7.302 Mi. S. Int. 58 - N.C. State Line, Brunswick County. Award of contract to low bidder, Clary's Construction Company, Lawrenceville, Va.

Bid (Regular)	\$678,342.58
10% for engineering and additional work	67,834.25
Right of Way	62,800.00
Utilities	40,500.00
Amount chargeable to project	849,477.00

\$373,808.00 to be provided for in 1972-73 Primary Construction Allocation.

Route 60, Project 0060-121-104,C501,B603

0.016 Mi. N. Int. Minton Dr. - 0.313 Mi. N. Int. Proposed Oyster Point Rd.,  
City of Newport News. Award of contract to low bidder, Williams Paving  
Company, Inc., Norfolk, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,049,692.12	\$15.00
10% for engineering and additional work	204,969.27	1.50
Work by State Forces	11,030.00	
Amount chargeable to project	2,265,708.00	
Acct. Rec. City of Newport News - \$339,856.17		
\$475,852.00 to be provided for in future Urban Construction Allocations.		

Route 83, Project 0083-025-108,C501,B603,B604,B605,B606,B607,B608

0.012 Mi. W. WCL Clintwood - 2.295 Mi. W. Int. 72 (George's Fork), Dickenson  
County. Award of contract to low bidder, Appalachian Construction  
Company, Inc., Wise, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,020,892.76	\$87.00
10% for engineering and additional work	202,089.27	8.70
Work by State Forces	7,900.00	
Right of Way	536,459.00	
Utilities	39,500.00	
Amount chargeable to project	2,806,937.00	

Route 506, Project 0606-029-172,C501,B635

0.373 Mi. S. W. Int. 7 - 2.930 Mi. S. W. Int. 7, Fairfax County. Award of  
contract to low bidder, Moore, Kelly & Reddish, Inc., Orange, Va.

Bid	\$1,210,607.35
10% for engineering and additional work	121,060.73
Amount chargeable to project	1,331,668.00
Acct. Rec. Gulf Reston - \$62,226.12	
\$714,000.00 to be provided for in County's 1972-73 and Subsequent Years Budgets.	

Route 635, Project 0635-002-131,C501,B615,B616,B617,B628

1.761 Mi. E. Int. 692 - 0.146 Mi. S. E. Rt. 250, Albemarle County. Award of contract to low bidder, Central Contracting Co., Inc., Farmville, Va. and The Robert A. Smith Co., Inc., Farmville, Va.

Bid	\$618,242.52
10% for engineering and additional work	61,824.25
Work by State Forces	194.00
Amount chargeable to project	680,261.00

\$284,000.00 to be provided for in County's 1972-73 & Subsequent Years Budgets.

Route 635, Project 0635-013-116,C501,B608

Int. 638 - 0.098 Mi. S. Int. 638, Buchanan County. Award of contract to low bidder, Vecellio & Associates, Inc., Salem, Va.

Bid	\$165,197.70
10% for engineering and additional work	16,519.77
Railroad	2,167.00
Flagging	97.09
Amount chargeable to project	183,982.00

\$85,000.00 to be provided for in County's 1972-73 & Subsequent Years Budgets.

Route 644, Project 0644-012-133,C501,B611,C502

0.374 Mi. S. Int. 639 & 710 - 0.124 Mi. N. 639 & 710, Brunswick County. Award of contract to low bidder, D. W. Lyle Corporation, McKenney, Va.

Bid	\$224,103.20
10% for engineering and additional work	22,410.32
Work by State Forces	194.00
Flagging	4,950.00
Amount chargeable to project	251,658.00

Acct. Rec. SCL RR - \$9,800.00  
\$86,000.00 to be provided for in County's 1972-73 & Subsequent Years Budgets.

Route 652, Project 0652-005-140,C501

Int. 130 - 2.735 Mi. S. Int. 130, Amherst County. Award of contract to low bidder, Wilkins Construction Co., Inc., Amherst, Va.

Bid	\$225,699.50
10% for engineering and additional work	22,569.95
Amount chargeable to project	248,269.00

\$69,000.00 to be provided for in County's 1972-73 & Subsequent Years Budgets.

Route 671, Project 0671-014-129,C501,B611

Bridge & Approaches Slate River at Diana Mills, Buckingham County. Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarks-ville, Va.

Bid	\$243,110.05
10% for engineering and additional work	24,311.00
Amount chargeable to project	267,421.00

\$150,000.00 to be provided for in County's 1972-73 & Subsequent Years Budgets.

Route 710, Project 0710-030-146,C501, FS-704

Int. 55 (Marshall) - 0.225 Mi. E. Int. 624 (Rectortown), Fauquier County. Award of contract to low bidder, Raymond C. Hawkins Construction Co., Inc., Nokesville, Va.

Bid	\$585,351.80
10% for engineering and additional work	58,535.18
Work by State Forces	414.00
Railroad	1,789.70
Flagging	165.00
Amount chargeable to project	646,256.00

\$514,000.00 to be provided for in County's 1972-73 & Subsequent Years Budgets.

Route 1011, Project 1011-015-146,C501

Int. 460 - 0.150 Mi. E. ECL Lynchburg, Campbell County. Award of contract to low bidder, Laramore Construction Company, Inc., Danville, Va.

Bid	\$174,627.51
10% for engineering and additional work	17,462.75
Amount chargeable to project	192,090.00

Route 5, Project BR-5-71

1 Bridge Repair (0005-018-701,M600), Route 5 over Chickahominy River, Charles City and James City Counties. Award of contract to low bidder, J. A. Walder Incorporated, Richmond, Va.

Bid	\$12,550.00
10% for engineering and additional work	1,255.00
Amount chargeable to project	13,805.00
To be financed from Rt. 5 - Project 0005-018-701,M600	

Route 3, Project BR-6-71

Bridge Substructure Repairs (0003-057-0948) - Bridge over Pfankatank River, Mathews and Middlesex Counties. Award of contract to low bidder, Pneumatic Concrete Inc., Birmingham, Ala.

Bid	\$ 91,170.00
10% for engineering and additional work	9,117.00
Amount chargeable to project	100,287.00
To be financed from Fredericksburg District Primary System Maintenance Budget Funds.	

Routes 64 and 95, Project G-1-71

Longitudinal Grooving of Concrete Pavement - Location: Rt. 64 E. of Richmond & Rt. 95 N. of Richmond, Henrico County. Award of contract to low bidder, Central Atlantic Contractors, Inc., Cockeysville, Md.

Bid	\$27,730.00
10% for engineering and additional work	2,773.00
Amount chargeable to project	30,503.00
To be financed from Richmond District Interstate System Maintenance Budget Funds.	

Route 64, Project TS-1-71

Reworking & Seeding Slopes- Louisa Co. Line - 1.7 Mi. W. of Rt. 522, Goochland County. Award of contract to low bidder, Penn Line Service, Inc., Scottdale, Pa.

Bid	\$38,544.00
10% for engineering and additional work	3,854.40
Amount chargeable to project	42,398.00
To be financed from Richmond District Interstate System Maintenance Budget Funds.	

Route 77, Project WS-06-23-110-862

Truck Weighing Station - 1.06 Mi. S. of Rt. 21/52 (Near Bland), Bland County. Award of contract to low bidder, Richard E. Phillippi, Inc., Wytheville, Va.

Bid	\$84,800.00
10% for engineering and additional work	8,480.00
Amount chargeable to project	93,280.00

Route 17, Project Borings-I-71(0017-046-102,PE101)

Borings - James River Bridge - Second Crossing, City of Newport News & Isle of Wight County. Award of contract to low bidder, Maryland Foundation Testing Company, Timonium, Md.

Bid	\$54,800.00
10% for engineering and additional work	5,480.00
Amount chargeable to project	60,280.00

\$50,280.00 to be provided from Revenue Bond Funds, James River Bridge Reserve Maintenance.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth, that the Commission confirm letter ballot action rejecting bids received on July 27, 1971, on the following projects and authorizing readvertisement of these projects:

Route 120, Project 0120-000-107,C501,B606

Bridge & Approaches over Pimmit Run, Arlington County. Low bid - 38.9% over estimate.

Route 626, Project 0626-029-153,C501,B616

0.032 Mi. N. E. Int. 1 - Int. 629, Fairfax County. Low bid - 18.8% over estimate.

Route 95, Project PR-I-71

From: 1.7 Mi. S. of Rt. 54 SBL To: Rt. 73 SBL and From: Francis Road NBL To: 4.5 Mi. N. of Francis Road NBL, Hanover & Henrico Counties. Low bid - 45.0% over estimate.

MOTION CARRIED



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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Location and Design Public Hearing was held in the Virginia Department of Highways District Office Auditorium, Fredericksburg, Virginia, on May 18, 1971, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 17 from 2.965 miles east of the Caroline - Spotsylvania County Line to 1.859 miles west of the Caroline - Spotsylvania County Line in Caroline and Spotsylvania Counties, State Project 6017-016-105, C-501; 6017-088-102, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Design Public Hearing was held in the Prince Edward County Courthouse, Farmville, Virginia, on March 24, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 15/460 from 0.149 mile west of the West Corporate Limits of Farmville to 1.068 miles east of the West Corporate Limits of Farmville in the Town of Farmville, State Project 0450-144-102, PE-101, C-501, B-601, and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Location and Design Public Hearing was held in the Council Chambers of the Franklin Municipal Building, Franklin, Virginia, on June 29, 1971, at 7:30 p.m., for the purpose of considering the proposed construction of College Drive from the intersection of Route 671 (Armory Drive) to the intersection of Route 58 (Clay Street) in the City of Franklin, State Project U000-145-103, PE-101, C-501, RW-201, and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Location and Design Public Hearing was held in the Board of Supervisors Meeting Room at Gloucester County Courthouse, Gloucester, Virginia, on February 10, 1971, at 10:00 a.m., for the purpose of considering the location and design of the proposed bridge and approaches at northwest branch of Sarah Creek on Route 641 (Tidemill Road) in Gloucester County, State Project 0641-036-101, C-501, B-601, and

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

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

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

MOTION CARRIED

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

WHEREAS, Route 46 in Brunswick County has been altered and reconstructed as shown on plans for Project 0046-012-103, C-501; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and two sections of the old road are to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.39 mile of the old location of Route 46, shown in blue and designated as Sections 1 and 2 on the plat dated April 5, 1971, Project 0046-012-103, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.91 mile of the old location of Route 46, shown in red and designated as Sections 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

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Location and Design Public Hearing was held in the Council Chambers of the Waynesboro Municipal Building, Waynesboro, Virginia, on May 6, 1971, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 664 (Lyndhurst Road) from 0.507 mile south of the intersection of Route 632 to the intersection of Route 631 in Augusta County, State Project 0664-007-165, C-501, B-633, and

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

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

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

MOTION CARRIED

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

WHEREAS, Section 46.1-328 of the Code of Virginia of 1950, as amended, provides in part that upon application by the governing body of any county contiguous to an incorporated city or town, the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, permit the operation of passenger buses of a total outside width in excess of 96 inches but not exceeding 102 inches, on certain highways or parts thereof designated by the Commission; and

WHEREAS, Section 46.1-330 of the Code of Virginia of 1950, as amended, provides that the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, permit the operation of passenger buses in excess of 35 feet but not exceeding 40 feet, on certain highways or parts thereof designated by the Commission; and

WHEREAS, the County of Fairfax has requested the State Highway Commission to permit the operation of buses with a width of 102 inches and a length of 40 feet on certain secondary roads in Fairfax County in connection with the Shirley Highway Express Bus-on-Freeway Project.

NOW, THEREFORE, BE IT RESOLVED, that the operation of buses up to 102 inches in width and 40 feet in length is authorized for those streets and roads in Fairfax County listed on the thirteen attached sheets.

MOTION CARRIED

DESCRIPTION OF PROPOSED ROUTE

HAYFIELD FARMS - WASHINGTON LINE  
ROUTE 20

TO WASHINGTON

From proposed terminal on Helmsdale Lane at Telegraph Road,  
continue on Helmsdale Lane to Kingsbury Road  
right on Kingsbury Road to Broadmoor Street  
left on Broadmoor Street and continue to Telegraph Road  
right on Telegraph Road to Rose Hill Drive  
left on Rose Hill Drive to Franconia Road  
left on Franconia Road to Van Dorn Street  
right on Van Dorn Street to Duke Street  
left on Duke Street to ramp to Shirley Highway  
right on Shirley Highway to ramp to Seminary Road, bear  
right on ramp to Seminary Road, then  
left on Seminary Road and immediate  
right on ramp to reversible roadway,  
continue via reversible roadway on Shirley Highway to Center Span Bridge  
via Center Span Bridge to reversible roadway exit to 14th St. S.W.  
north of Center Span Bridge, bear  
right on 14th Street S.W. and continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between K Street and  
Eye Street, N.W.

FROM WASHINGTON

From bus staging area on H Street, N.W. between 16th Street and  
Vermont Avenue, N.W.,  
continue via H Street to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave. N.W.  
left on Penna. Ave. N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway  
north of Center Span Bridge, bear  
left to reversible roadway and  
continue via Center Span Bridge, thence via reversible roadway to  
ramp to Seminary Road  
right on Seminary Road, then left to ramp to Shirley Highway,  
thence via Shirley Highway to ramp to Route 236 E/B  
right on ramp to Route 236 to Van Dorn Street  
right on Van Dorn Street to Franconia Road  
left on Franconia Road to Rose Hill Drive  
right on Rose Hill Drive to Telegraph Road  
right on Telegraph Road to Helmsdale Lane  
left on Helmsdale Lane to Kingsbury Road  
right on Kingsbury Road to Broadmoor Street  
left on Broadmoor Street and continue to Telegraph Road  
right on Telegraph Road to Helmsdale Lane and terminal.

ALEXANDRIA - WASHINGTON LINE

ROUTE 66

TO WASHINGTON

From proposed terminal on Braddock Road at Van Dorn Street  
right on Van Dorn Street to Menokin Drive  
left on Menokin Drive to King Street service roadway  
right on King Street service roadway and continue to exit roadway to  
King Street, thence to Quaker Lane  
left on Quaker Lane to Preston Road  
right on Preston Road to Martha Custis Drive  
right on Martha Custis Drive to Valley Drive  
left on Valley Drive to Martha Custis Drive  
left on Martha Custis Drive to Gunston Road  
right on Gunston Road to Shirlington Rotary  
right on ramp to Shirley Highway, continue on Shirley Highway to  
entrance to reversible roadway, bear left and continue  
via reversible roadway on Shirley Highway to Center Span Bridge  
via Center Span Bridge to reversible roadway exit to 14th Street,  
S.W. north of Center Span Bridge, bear right on 14th Street,  
S.W. and continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street, N.W. to I Street, N.W.  
right on I Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between K Street and Eye St. N.W.

FROM WASHINGTON

From bus staging area on E Street, N.W. between 16th Street and  
Vermont Avenue, N.W., continue via H Street, N.W. to 18th  
Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Avenue, N.W.  
left on Penna. Avenue, N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway north  
of Center Span Bridge, bear left to reversible roadway and  
continue via Center Span Bridge, thence via reversible roadway to exit  
just north of Shirlington, bear right to Shirley Highway  
to ramp to Shirlington Rotary  
left on Shirlington Rotary to Gunston Road  
right on Gunston Road to Martha Custis Drive  
left on Martha Custis Drive to Valley Drive  
right on Valley Drive to Martha Custis Drive  
right on Martha Custis Drive to Preston Road  
left on Preston Road to Quaker Lane  
left on Quaker Lane to King Street  
right on King Street to Dearing Street  
left on Dearing Street to King Street service roadway  
right on King Street service roadway to Menokin Drive  
left on Menokin Drive to Van Dorn Street  
right on Van Dorn Street to Braddock Road  
left on Braddock Road and Terminal.

LINCOLNIA - WASHINGTON LINE

ROUTE 70

TO WASHINGTON, D.C.

From present terminal in Orlean's Village on Southland Avenue between King Louis Drive and Frenchman's Court, thence "U" turn on Southland Avenue and counter clockwise thru parking lot, then

right on Southland Avenue to Route 236  
left on Route 236 to Beauregard Street  
left and continue on Beauregard Street to Sanger Avenue  
right on Sanger Avenue to Van Dorn Street  
left on Van Dorn Street to ramp to Kenmore Avenue  
right on Kenmore Avenue to Seminary Road  
right on Seminary Road to ramp to reversible roadway  
right on ramp to reversible roadway  
continue via reversible roadway on Shirley Highway to Center Span Bridge, via Center Span Bridge to reversible roadway exit to 14th Street, S.W., north of Center Span Bridge, bear right on 14th Street, S.W. and  
continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between K Street and Eye Street, N.W.

FROM WASHINGTON, D.C.

From bus staging area on H Street, N.W. between 18th Street and Vermont Avenue, N.W., continue via H Street, to 18th Street, N.W.

right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave. N.W.  
left on Penna. Ave., N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway north of Center Span Bridge, bear left to reversible roadway and  
continue via Center Span Bridge, thence via reversible roadway to ramp to Seminary Road  
right on Seminary Road, then left and around interchange to Seminary Road E/B via Seminary Road to Kenmore Avenue  
right on Kenmore Avenue to Van Dorn Street  
left on Van Dorn Street to Sanger Avenue  
right on Sanger Avenue to Beauregard Street  
left on Beauregard Street to Route 236  
right on Route 236 to Southland Avenue  
right on Southland Avenue to terminal between King Louis Drive and Frenchman's Court.

CARRISER

N.V.T.C.

U.M.T.A.

SHIRLEY DUKE - WASHINGTON LINE

ROUTE 80

TO WASHINGTON

From terminal on Jordan Street at Duke Street, continue on Jordan Street to Seminary Road  
left on Seminary Road to Beauregard Street  
right on Beauregard Street to entrance to Southern Towers Apartments, thence clockwise via service roadways to exit to Seminary Road  
left on Seminary to interchange at Shizley Highway  
left to bus ramp to reversible roadway, continue via reversible roadway on Shirley Highway to Center Span Bridge via Center Span Bridge to reversible roadway exit to 14th Street, S.W. north of Center Span Bridge, bear right on 14th Street, S.W. and continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between K Street and Eye St. N.W.

FROM WASHINGTON

From bus staging area on H Street, N.W. between 16th Street and Vermont Avenue, N.W., continue via H Street to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave., N.W.  
left on Penna. Ave., N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway north of Center Span Bridge, bear left to reversible roadway and turn  
continue via Center Span Bridge, thence via reversible to ramp to Seminary Road  
right on Seminary Road to entrance to Southern Towers Apartments, thence counter clockwise via service roadways to Beauregard Street  
left on Beauregard Street to Seminary Road  
left on Seminary Road to Jordan Street  
right on Jordan Street to Duke Street and terminal

CARRIAGE

N.V.T.C.

U.M.W.A.



COLUMBIA PIKE - WASHINGTON LINE

ROUTE 160

TO WASHINGTON, D.C.

From terminal at Heritage Drive and roadway at Heritage Mall Shopping Center,  
continue in a counter clockwise direction via Shopping Center roadways  
to Heritage Drive  
left on Heritage Drive to Route 236  
right on Route 236 to Shirley Highway and ramp to Washington, D.C.  
left on Shirley Highway to ramp to Seminary Road, bear right on ramp  
to Seminary Road, then left on Seminary Road and immediate right  
on reversible roadway,  
continue via reversible roadway on Shirley Highway to Center Span Bridge  
via Center Span Bridge to reversible roadway exit to 14th Street,  
S.W. north of Center Span Bridge, bear right on 14th Street,  
S.W. and continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand, between K Street and Eye Street, N.W.

FROM WASHINGTON, D.C.

From bus staging area on H Street, N.W., between 16th Street and Vermont Ave., N.W.  
continue via H Street to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave. N.W.  
left on Penna. Ave., N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway north of  
Center Span Bridge, bear left to reversible roadway and co  
continue via Center Span Bridge, thence via reversible roadway to ramp to  
Seminary Road  
right on Seminary Road, then left to ramp to Shirley Highway, thence  
via Shirley Highway to ramp to Route 236 W/B  
right on Route 236 to Heritage Drive  
left on Heritage Drive to Heritage Mall Shopping Center.  
right on roadway and terminal

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CAJOD:EN

N.V.T.C.

U.M.T.A.

KING'S PARK - WASHINGTON LINE  
ROUTE 17G

TO WASHINGTON, D.C.

From terminal at Braddock and Pickett Roads, thence via Pickett Road, thence via Pickett Road to Twinbrook Road

right on Twinbrook Road to Braddock Road  
left on Braddock Road to Rolling Road  
right on Rolling Road to Parliament Drive  
left on Parliament Drive to South Hampton Drive  
left on South Hampton Drive to Braddock Road  
right on Braddock Road to ramp to Route 495  
right on Route 495 to Shirley Highway and ramp to Washington, D.C.  
left on Shirley Highway to Turkeycock bus ramp  
right on bus ramp to reversible roadway,  
continue via reversible roadway on Shirley Highway to Center Span Bridge  
via Center Span Bridge to reversible roadway exit to 14th Street,  
S.W. north of Center Span Bridge, bear

right on 14th Street, S.W. and  
continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between X Street and Eye St. N.W.

FROM WASHINGTON, D.C.

From bus staging area on H Street, N.W. between 16th Street and Vermont Avenue, N.W.,

continue via H Street, N.W. to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave. N.W.  
left on Penna. Ave. N.W. to 14th Street, N.W.  
right on 14th Street to entrance to reversible roadway north  
of Center Span Bridge, bear

left to reversible roadway and  
continue via Center Span Bridge, thence  
via reversible roadway to Turkeycock ramp

right on Turkeycock ramp to Shirley Highway  
continue on Shirley Highway to ramp to Route 495  
right on Route 495 to ramp to Braddock Road, thence  
via Braddock Road to South Hampton Drive

left on South Hampton Drive to Parliament Drive  
right on Parliament Drive to Rolling Road  
right on Rolling Road to Braddock Road  
left on Braddock Road to Twinbrook Road  
right on Twinbrook Road to Pickett Road  
left on Pickett Road to terminal at Braddock Road

SPRINGFIELD - WASHINGTON LINE  
ROUTE 18G

TO WASHINGTON, D.C.

From terminal at Keene Mill Road and Greely Boulevard,  
continue via Greely Boulevard to Carrleigh Parkway  
left on Carrleigh Parkway to Keene Mill Road  
right on Keene Mill Road to Rolling Road  
left on Rolling Road to Greely Boulevard  
left on Greely Boulevard to Keene Mill Road  
right on Keene Mill Road to Shirley Highway and ramp  
to Washington, D.C.  
left on Shirley Highway to Turkeycock bus ramp  
right on bus ramp to reversible roadway  
continue via reversible roadway on Shirley Highway to Center Span Bridge  
via Center Span Bridge to reversible roadway exit to 14th Street,  
N.W. north of Center Span Bridge, bear  
right on 14th Street, S.W. and  
continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 16th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between K Street  
and Eye Street, N.W.

FROM WASHINGTON, D.C.

From bus staging area on H Street, N.W. between 16th Street and  
Vermont Avenue, N.W.  
continue via H Street to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave. N.W.  
left on Penna. Ave. N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway  
north of Center Span Bridge, bear  
left to reversible roadway and  
continue via Center Span Bridge, thence  
via reversible roadway to Turkeycock ramp  
right on Turkeycock ramp to Shirley Highway  
continue on Shirley Highway to ramp to Keene Mill Road  
right on Keene Mill Road to Greely Boulevard  
continue via Greely Boulevard to Carrleigh Parkway  
left on Carrleigh Parkway to Keene Mill Road  
right on Keene Mill Road to Rolling Road  
left on Rolling Road to Greely Boulevard  
left on Greely Boulevard to Keene Mill Road and terminal.

HUNTINGTON STATION - WASHINGTON LINE  
ROUTE 196

TO WASHINGTON, D.C.

From terminal on Huntington Avenue at U.S. # 1 Highway  
continue via Huntington Avenue to Telegraph Road  
right on Telegraph Road to Duke Street ramp W/B, thence  
via Duke Street to Quaker Lane  
right on Quaker Lane to Seminary Road  
left on Seminary Road to ramp to reversible roadway  
continue via reversible roadway on Shirley Highway to Center Span Bridge  
via Center Span Bridge to reversible roadway exit to 14th Street,  
S.W. north of Center Span Bridge, bear  
right on 14th Street, S.W. and  
continue to H Street, N.W.  
left on H Street, N.W. to 18th Street, N.W.  
right on 18th Street to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street to terminal stand between K Street and Eye Street, N.W.

FROM WASHINGTON, D.C.

From bus staging area on H Street, N.W. between 16th Street and  
Vermont Avenue, N.W.  
continue via H Street to 18th Street, N.W.  
right on 18th Street, N.W. to L Street, N.W.  
right on L Street, N.W. to 17th Street, N.W.  
right on 17th Street, N.W. to Eye Street, N.W.  
left on Eye Street, N.W. to 15th Street, N.W.  
right on 15th Street, N.W. to Penna. Ave. N.W.  
left on Penna. Ave. N.W. to 14th Street, N.W.  
right on 14th Street, N.W. to entrance to reversible roadway  
north of Center Span Bridge, bear  
left to reversible roadway and  
continue via Center Span Bridge, then  
via reversible roadway to ramp to Seminary Road  
right on Seminary Road then around interchange to Seminary Road E/B  
thence via Seminary Road to Quaker Lane  
right on Quaker Lane to Duke Street  
left on Duke Street to ramp to Telegraph Road  
right on Telegraph Road to Huntington Avenue  
left on Huntington Avenue to U.S. # 1 Highway and terminal.

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Carrier

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N.V.T.C.

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U.M.F.A.

KING'S PARK - WASHINGTON LINE

MID-DAY SERVICE

ROUTE 176 LOCAL

TO WASHINGTON, D.C.

Appendix "A"

Page 9

From terminal at Braddock and Pickett Roads, thence  
via Pickett Road to Twinbrook Road  
right on Twinbrook Road to Braddock Road  
left on Braddock Road to Rolling Road  
right on Rolling Road to Parliament Drive  
left on Parliament Drive to South Hampton Drive  
left on South Hampton Drive to Braddock Road  
right on Braddock Road to Route 236  
right on Route 236 to Landmark Flyway  
via Landmark Flyway, then  
left on circulation roadway of Shopping Center,  
continues, then left on exit roadway to Duke Street  
right on Duke Street to Shirley Highway ramp N/B  
continues on Shirley Highway to ramp to Shirlington Rotary,  
then counter clockwise around Shirlington Rotary  
to So. 28th Street  
right on So. 28th Street to So. Quincy Street  
left on So. Quincy Street to So. 31st Street, bear  
right on So. 31st Street to So. Randolph Street  
right on So. Randolph Street to So. 28th Street  
right on So. 28th Street to Shirlington Rotary  
right on Shirlington Rotary to Shirley Highway ramp N/B, then  
via Shirley Highway, 14th Street Bridge and same route  
to Farragut Square terminal at 17th and K Streets, N.W.  
as outlined in express route.

FROM WASHINGTON, D.C.

From Farragut Square terminal at 17th and K Streets, N.W., thence  
same route as outlined for express route  
via 14th street Bridge and regular Shirley Highway  
to Shirlington Rotary ramp  
left on Shirlington Rotary to So. 28th Street  
right on So. 28th Street to So. Quincy Street  
left on So. Quincy Street to So. 31st Street, bear  
right on So. 31st Street to So. Randolph Street  
right on So. Randolph Street to So. 28th Street  
right on So. 28th Street to Shirlington Rotary  
right on Shirlington Rotary to Shirley Highway ramp S/B, thence  
via Shirley Highway to Duke Street ramp E/B  
right on Duke Street (Rt. 236) to Landmark Flyway via Landmark  
Flyway then left on circulation roadway of Shopping Center  
continues, then left on exit roadway to Duke Street  
right on Duke Street (Route 236) to Braddock Road  
left on Braddock Road to South Hampton Drive  
left on South Hampton Drive to Parliament Drive to  
Parliament Drive  
right on Parliament Drive to Rolling Road  
right on Rolling Road to Braddock Road  
left on Braddock Road to Twinbrook Road  
right on Twinbrook Road to Pickett Road  
left on Pickett Road to Braddock Road and terminal.

Carrier

N.V.T.C.

U.M.T.A.

WEST SPRINGFIELD - WASHINGTON LINE  
MID-DAY SERVICE  
ROUTE 18C LOCAL  
TO WASHINGTON, D.C.

From terminal at Keene Mill and Greely Boulevard,  
continue via Greely Boulevard to Carrleigh Parkway,  
left on Carrleigh Parkway to Keene Mill Road  
right on Keene Mill Road to Rolling Road  
left on Rolling Road to Greely Boulevard  
left on Greely Boulevard to Keene Mill Road  
right on Keene Mill Road to Backlick Road  
left on Backlick Road to Edsall Road  
right on Edsall Road to Beryle Road  
right on Beryle Road to Sheldon Drive  
left on Sheldon Drive to Indian Run Parkway  
left on Indian Run Parkway to Edsall Road  
left on Edsall Road to Shirley Highway ramp N/B  
via Shirley Highway to Duke Street ramp  
right on Duke Street to Landmark Flyway  
via Landmark Flyway, then left on circulation  
roadway of Shopping Center,  
continue, then left on exit roadway to Duke Street  
right on Duke Street to Shirley Highway ramp N/B,  
continue on Shirley Highway to ramp to Shirlington Rotary,  
then counter clockwise around Shirlington Rotary  
to So. 28th Street  
right on So. 28th Street to So. Quincy Street  
left on So. Quincy Street to So. 31st Street,  
bear right on So. 31st Street to So. Randolph Street,  
right on So. Randolph Street to So. 28th Street  
right on So. 28th Street to Shirlington Rotary  
right on Shirlington Rotary to Shirley Highway ramp N/B  
then via Shirley Highway, 14th Street Bridge  
and same route to Farragut Square terminal at  
.17th and K Streets as outlined in express route.

Carrier

N.V.T.C.

U.M.T.A.

ROUTE 13C - LOCAL (continued)

FROM WASHINGTON, D.C.

From Farragut Square terminal at 17th and K Streets, N.W.,  
thence same route as outlined for express route  
via 14th Street Bridge but regular Shirley Highway  
ramp to Shirlington Rotary  
left on Shirlington Rotary to So. 28th Street  
right on So. 28th Street to So. Quincy Street  
left on So. Quincy Street to So. 31st Street, bear  
right on So. 31st Street to So. Randolph Street,  
right on So. Randolph Street to So. 28th Street,  
right on So. 28th Street to Shirlington Rotary  
right on Shirlington Rotary to Shirley Highway ramp S/B,  
thence via Shirley Highway to Duke Street ramp E/B  
right on Duke Street (Rt. 236) to Landmark Flyway  
via Landmark Flyway, then left on circulation roadway  
of Shopping Center,  
continue, then left on exit roadway to Duke Street  
right on Duke Street to Shirley Highway ramp S/B  
right on Shirley Highway to Edsall Road ramp E/B  
right on Edsall Road to Beryle Road  
right on Beryle Road to Sheldon Drive  
left on Sheldon Drive to Indian Run Parkway  
left on Indian Run Parkway to Edsall Road  
left on Edsall Road to Backlick Road  
left on Backlick Road to Keene Mill Road  
right on Keene Mill Road to Greely Boulevard  
right on Greely Boulevard to Carrleigh Parkway  
left on Carrleigh Parkway to Keene Mill Road  
right on Keene Mill Road to Rolling Road  
left on Rolling Road to Greely Boulevard  
left on Greely Boulevard to Keene Mill Road and terminal

CARRIER

N.V.T.C.

U.M.T.A.

ALEXANDRIA - ARLINGTON MID-DAY LOOP

ROUTE 1A

CLOCKWISE LOOP

VIA Clark Street to 23rd Street  
Right on 23rd Street to Jefferson Davis Highway  
Left on Jefferson Davis Highway to South Glebe Road  
Right on South Glebe Road to Mt. Vernon Avenue  
Left on Mt. Vernon Avenue to Braddock Road  
Left on Braddock Road to West Street  
Right on West Street to Pendleton Street  
Left on Pendleton Street to Washington Street  
Right on Washington Street to Duke Street  
Right on Duke Street to Oasis Lane (State Rt. 713)  
Right on Oasis Lane (State Rt. 713) to Beauregard Street  
Right on Beauregard Street to Seminary Road  
Left on Seminary Road to Carlyn Spring Road  
Right on Carlyn Spring Road to Columbia Pike  
Right on Columbia Pike to Walter Reed Drive  
Right on Walter Reed Drive to South Kenmore Street  
Left on South Kenmore Street to Shirlington Road  
Right on Shirlington Road to Arlington Mill Drive  
Right on Arlington Mill Drive to South Randolph Street  
Left on South Randolph Street to South 28th Street  
Left on South 28th Street to Shirlington Rotary  
Right on Rotary to Gunston Road  
Right on Gunston Road to Martha Custis Drive  
Left on Martha Custis Drive to Valley Drive  
Left on Valley Drive to West Glebe Road  
Left on West Glebe Road to South Glebe Road  
Left on South Glebe Road to South 27th Street  
Right on South 27th Street to South Wayne Street  
Left on South Wayne Street to South 26th Street  
Right on South 26th Street to South 28th Street  
Right on South 28th Street to South Meade Street  
Right on South Meade Street to South Glebe Road  
Left on South Glebe Road to Jefferson Davis Highway  
Left on Jefferson Davis Highway to South 20th Street  
Right on South 20th Street to Clark Street  
Right on Clark Street to Layover Point

CARRIER

N.V.T.C.

U.M.T.A.



ALEXANDRIA - ARLINGTON MID-DAY LOOP  
ROUTE 1B

COUNTER CLOCKWISE LOOP

VIA Clark Street to 23rd Street  
Right on 23rd Street to Jefferson Davis Highway  
Left on Jefferson Davis Highway to South Glebe Road  
Right on South Glebe Road to South Meade Street  
Right on South Meade Street to South 28th Street  
Left on South 28th Street to South 26th Street  
Left on South 26th Street to South Wayne Street  
Left on South Wayne Street to South 27th Street  
Right on South 27th Street to South Glebe Road  
Left on South Glebe Road to West Glebe Road  
Right on West Glebe Road to Valley Drive  
Right on Valley Drive to Martha Custis Drive  
Right on Martha Custis Drive to Gunston Road  
Right on Gunston Road to Shirlington Rotary  
Right around Rotary to South 28th Street  
Right on South 28th Street to South Randolph Street  
Right on South Randolph Street to Arlington Mill Drive  
Right on Arlington Mill Drive to Shirlington Road  
Left on Shirlington Road to South Kenmore Street  
Left on South Kenmore Street to Walter Reed Drive  
Right on Walter Reed Drive to Columbia Pike  
Left on Columbia Pike to Carlyn Spring Road  
Left on Carlyn Spring Road to Seminary Road  
Left on Seminary Road to Beauregard Street  
Right on Beauregard Street to Oasis Lane (State Rt. 713)  
Left on Oasis Lane (State Rt. 713) to Duke Street  
Left on Duke Street to Washington Street  
Left on Washington Street to Pendleton Street  
Left on Pendleton Street to West Street  
Right on West Street to Braddock Road  
Left on Braddock Road to Mt. Vernon Avenue  
Right on Mt. Vernon Avenue to South Glebe Road  
Right on South Glebe Road to Jefferson Davis Highway  
Left on Jefferson Davis Highway to South 20th Street  
Right on South 20th Street to South Clark Street  
Right on South Clark Street to Layover Point

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Carrier

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N.V.T.C.

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U.M.T.A.

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Falls Church 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 City of Falls Church on additional streets totaling 0.22 mile and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additional streets and mileage eligible for payment are described as follows:

ADDITIONS

Welcome Drive	Waldorf Street North to End	0.17 Mile
Nanjemoy Ct.	End of cul-de-sac - East	0.01 Mile
James Thurber Ct.	Maple Avenue North to End	0.05 Mile
Garden Ct.	Maple Avenue North to End	0.05 Mile

These additions, totaling 0.22 mile, will increase the total mileage in the City of Falls Church from 26.08 miles to 26.30 miles of approved streets.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Harrisonburg 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 City of Harrisonburg on additional streets totaling 1.50 miles and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additional streets and mileage eligible for payment are described as follows:

### ADDITIONS

Cedar Street	970' N. W. of West Ave. to S. Dogwood Dr.	0.07 Mile
S. Dogwood Dr.	Sunset Heights Sub-div. line S. W. to South Ave.	0.13 Mile
S. Dogwood Dr.	Cedar St. to dead end Southwest	0.10 Mile
S. Dogwood Dr.	790' North of Dixie Ave. to 175' South of W. Water St.	0.11 Mile
Fourth St.	Stuart St. to Grant St.	0.05 Mile
Hartman Dr.	370' South of W. Gay St. to W. Wolfe St.	0.10 Mile
Laurel St.	Central Ave. to Dead End East	0.20 Mile
Lynden Place	Southampton Dr. to Dead End North	0.07 Mile
Maryland Ave.	Elmwood Dr. to 260'	0.05 Mile
Myers Ave.	Paul St. to 230' South	0.04 Mile
Southampton Dr.	150' West of Central Ave. West to Dead End	0.08 Mile
Suter St.	Jefferson St. to 555' East	0.11 Mile
West Ave.	950' West of S. High St. to S. Dogwood Dr.	0.07 Mile
Lee Ave.	Fourth St. to Seventh St.	0.25 Mile
Sixth St.	Lee Ave. to Stuart St.	0.07 Mile

The above additions, totaling 1.50 miles, will increase the total mileage in the City of Harrisonburg from 45.72 miles to 47.22 miles of approved streets.

### MOTION CARRIED

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

WHEREAS, under provisions set forth under Chapter 705, Acts of Assembly 1954, the Richmond-Petersburg Turnpike Authority, a political subdivision of the Commonwealth of Virginia, is operated as a toll facility from a point north of the corporate limits of the City of Richmond to a point south of the corporate limits of the City of Petersburg, and presently designated as Interstate Route 95; and

WHEREAS, under the general grant of powers applicable to Section 33.1-319 of the 1950 Code of Virginia, as amended, the Richmond-Petersburg Turnpike Authority is authorized and empowered to determine locations, limit and control of such points of ingress and egress from the toll facility as may be necessary to insure proper operation, subject to approval by the Highway Commission, and

WHEREAS, as it now develops, the Turnpike Authority has proposed minor modifications and improvements in traffic operation on interchange Ramp-B of Exit 15 at Route 161 (Hermitage Road) and Ramp-B of Exit 15 at Route 1 north, and

WHEREAS, the existing facility is not conducive to safe travel and increased traffic at the functional interchanges,

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission is hereby mutually in agreement with the proposed alignment and construction plans submitted by the Richmond-Petersburg Turnpike Authority for aforementioned modifications and improvements at Exits 15 and 16.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Norfolk for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards; also for a deletion of street mileage no longer eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Norfolk on additional streets totaling 1.81 miles and deletions of 0.65 mile for a net addition of 1.16 miles and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additions and deletion subject for payment are described on attached tabulation Sheets No. 1-3, dated June 24, 1971. See Pages 100-102.

The additions, totaling 1.81 miles, and deletions, totaling 0.65 mile, will increase the total mileage in the City of Norfolk from 619.46 miles to 620.62 miles of approved streets.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Blacksburg 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 Blacksburg on additional streets totaling 3.74 miles and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additional streets and mileage eligible for payment are described and listed on attached tabulation Sheets No. 1-4, dated July 12, 1971. See Pages 103-106

These street additions, totaling 3.74 miles, will increase the total mileage in the Town of Blacksburg from 36.70 miles to 40.44 miles of approved streets.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Chesapeake 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 City of Chesapeake on additional streets totaling 0.18 mile and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additional streets and mileage eligible for payment are described as follows:

ADDITIONS

Kay Avenue	100' E. Pelham St. to Southport Ave.	0.02 Mile
Georgetown Blvd.	120' S. Coachman Dr. to 119' N. Lloyd Dr.	0.16 Mile

These additions, totaling 0.18 mile, will increase the total mileage in the City of Chesapeake from 451.41 miles to 451.59 miles of approved streets.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Botetourt, Brunswick, Hanover and Rockbridge 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 33.1-150 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 1 of old location Route 600  
from Sta. 19+25 to old Rte. 606,  
Proj. 0606-011-123, C-501 -----0.03 Mile
- BRUNSWICK COUNTY - Section 2 of old location of Route  
606, between Route 642 and 0.19  
mile east of Route 642, Project  
0085-012-101, P-403 -----0.19 Mile
- HANOVER COUNTY - Route 1128, from 0.05 Mile Southeast  
of Route 360 to 0.10 Mile Southeast  
of Route 360, Project 0360-042-102,  
C-501 -----0.05 Mile
- Section 2 of old location Rte. 646  
from new connection Rte. 646 to Rte.  
54, Budget Item 5310 -----0.06 Mile
- Section 2 of old location Rte. 693  
between Rte. 619 and Rte. 606, Budget  
Item 5020 -----0.13 Mile
- ROCKBRIDGE COUNTY - Route 657 - Beginning 1.70 mile north  
of Route 770 to 2.20 mile north of  
Route 770 -----0.50 Mile
- Section 17 of old location Rte. 606  
from Sta. 60+20 westerly 0.11 Mi.,  
Proj. 0606-081-141, C-501 -----0.11 Mile

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a Design Public Hearing was held in the Wachapreague Fire House, Wachapreague, Virginia, on June 22, 1971, at 2:00 p.m., for the purpose of considering the proposed design of Route 180 from the intersection of Route 13 (at Keller) to 0.056 mile west of the West Corporate Limits of Wachapreague in Accomack County, State Project D180-001-101, C-501, and

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

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

WHEREAS, the property owners involved requested some minor shifts in alignment,

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's Engineers, amended to shift the second tangent twenty-five feet to the south and reduce the proposed one degree and thirty minute curve near the intersection of Route 605 to a one degree curve.

MOTION CARRIED

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

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

WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Newport News for such payments; and

WHEREAS, the construction of a relocation of Route 60 within the City of Newport News renders it necessary to amend the selection of such streets;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the addition and deletion of mileage for payment on the primary route extensions within the City of Newport News be approved as follows, effective July 1, 1971:

Primary Addition

U. S. Route 60  
(Warwick Boulevard)

- From: Old Courthouse Way  
To: Old Courthouse Way

Length for payment: 0.82 mile

Primary Deletion

Old Courthouse Way  
(Old Route 60)

- From: Tabbs Lane and south intersection  
with Route 60  
To: North intersection Route 60

Length deleted: 0.87 mile

The primary extension mileage due to this relocation addition of 0.82 mile and deletion of the old route along Warwick Boulevard of 0.87 mile, decreases a net length of 0.05 mile the City's primary extension total mileage from 59.07 miles to 59.02 miles effective July 1, 1971, for the quarterly payment due after September 30, 1971.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Alexandria 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 City of Alexandria on additional streets totaling 0.12 mile and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additional streets and mileage eligible for payment are described as follows:



ADDITIONS

Col. Ellis Avenue	From a point 670' East of St. Stephens Rd. to a point 151' East	0.03 Mile
North Fort Worth Drive	From a point 234' East of St. Stephens Rd. to a point 350' East	0.07 Mile
Colonial Avenue	First Street - 124' North	0.02 Mile

These Additions, totaling 0.12 mile, will increase the total mileage in the City of Alexandria from 173.63 miles to 173.75 miles of approved streets.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 126 of Title 23 - Highways, United States Code and PPM 2D-8, a Location and Design Public Hearing was held in the King George County Courthouse, King George, Virginia, on June 22, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 625 from 0.082 mile south of Kings Mill Creek to 0.164 mile north of Kings Mill Creek in King George County, State Project 0625-048-T19, C-501, B-602, and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's Engineers, amended to revise the vertical alignment to reduce property damage.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth, that the Commission confirm letter ballot action concurring in award of contract by the City of Richmond on bids received July 29, 1971, on the following project:

Route 161, Project 0161-127-102, C-501

Reconstruction of Belt Boulevard (Route 161) from Old Midlothian Turnpike to 150'+ South of Crutchfield Road, City of Richmond. Award of contract to low bidder, P. E. Eubank & Company, Richmond, Va.

Bid	\$28,253.80
10% for engineering and additional work	2,825.38
Work by State Forces	280.00
Amount chargeable to project	31,359.00
Acct. Rec. City of Richmond -	\$4,703.88

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth, that the Commission confirm letter ballot action on bids received August 11, 1971, on the following project:

Various Routes, Project UBI-1-71

Underwater Bridge Inspection - Various Locations, Richmond, Suffolk and Fredericksburg Districts. Award of contract to low bidder, Masonry Resurfacing and Construction Company of Virginia, Inc., Battery Park, Va.

Bid	\$21,700.00
10% for engineering and additional work	2,170.00
Amount chargeable to project	23,870.00
To be financed from Bridge Inspection Program Account No. 2142.	

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 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 0.52 mile and meeting standards required by the aforementioned section of the Code effective July 1, 1971, for the quarterly payment due after September 30, 1971. The additional streets and mileage eligible for payment are described as follows:

Lee St.	Church St. (St. Rt. 640) West 557'	0.11 Mile
Reservoir St.	24th St. to 26th St.	0.12 Mile
Reservoir St.	West from end of exist. pav. to 5th St.	0.03 Mile
Reservoir St.	3rd St. to 5th St.	0.08 Mile
5th St.	Reservoir St. to Ridge St.	0.07 Mile
Fulton St.	30th St. - West Corp. Limit	0.03 Mile
Jefferson St.	West 177' from 14th St.	0.03 Mile
18th St.	North 242' from Spiller St.	0.05 Mile

These additions, totaling 0.52 mile, will increase the total mileage in the Town of Wytheville from 42.80 miles to 43.32 miles of approved streets.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 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 Amherst County has by resolution requested the use of industrial access funds to provide proper access to the expanding facility of J. M. Bell Foundry, Incorporated, to be located off Route 130 west of Route 29, estimated to cost \$40,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$40,000 from the industrial access fund for 1971-72 be allocated for the purpose of constructing an access road to the expanding facility of J. M. Bell Foundry, Incorporated, to be located off Route 130 in Amherst County, Project 1324-005-142, C-501, 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, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 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 Chesapeake has by resolution requested the use of industrial access funds to construct an access road from Cavalier Boulevard to the proposed plant of Bruce Paneling and Molding Division of Cooke Industries, Incorporated, in the City of Chesapeake, estimated to cost \$62,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$62,000 from the industrial access fund for 1971-72 be allocated for the purpose of constructing 2,400 feet of road to serve the new facility of Bruce Paneling and Molding Division of Cooke Industries, Incorporated, in the City of Chesapeake, Project 9999-131-103, C-501, 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. Eakin, seconded by Mr. Fitzpatrick,

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 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 Town Council of Vienna and the Board of Supervisors of Fairfax County have requested a supplemental allocation from the industrial access fund to assist in the development of Follin Lane from Maple Avenue (Route 123) to the expanding facility of Page Communications Engineers, Incorporated, and the new facility of Vega Precision Laboratories, Incorporated, located in the Vienna Industrial Park in the Town of Vienna; and

WHEREAS, this Commission on August 15, 1968, did allocate \$100,000 to the initial facility, Page Communications Engineers, Incorporated; and

WHEREAS, more detailed engineering studies have indicated that the estimated cost of the construction involved in this access will exceed \$150,000; and

WHEREAS, the Town of Vienna has by resolution agreed to provide the necessary engineering, right of way, storm drainage, and adjustment of utilities for a two-lane roadway at no cost to the Commonwealth; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the industrial access fund for 1971-72 be allocated to supplement the original allocation of \$100,000 in order to provide proper access to the expanding facility of Page Communications Engineers, Incorporated, and the new facility of Vega Precision Laboratories, Incorporated, in the Vienna Industrial Park in the Town of Vienna in Fairfax County, Project 9999-153-101, C-501, contingent upon the restrictions as set forth in this Commission's resolution of August 15, 1968.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 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 Henrico County has by resolution requested the use of industrial access funds to assist in providing access to the new facility of the Richmond Corrugated Box Company's facility, to be constructed just north of Eubank Road and west of Lewis Road in eastern Henrico County near Byrd Airport, estimated to cost \$23,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$23,000 from the industrial access fund for 1971-72 be allocated to assist in providing access to the new facility of the Richmond Corrugated Box Company, just north of Eubank Road and west of Lewis Road in eastern Henrico County, Project 1962-043-117, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, this Commission on December 19, 1968, under the provisions of Section 33.1-221 of the Code of Virginia, allocated \$40,000 from the industrial access fund to improve Route 731, Project 0731-005-132, C-501, contingent upon (1) advice from the Amherst Industrial Corporation that it had entered into a firm contract for the occupancy of the shell building being constructed, and (2) the necessary right of way and adjustment of utilities being furnished at no cost to the industrial access fund; and

WHEREAS, the Board of Supervisors of Amherst County has advised that the Continental Telephone Service Corporation has purchased the Appalachian Power Company's shell building located in the Amherst Industrial Development Park for the purpose of a headquarters and service building; and

WHEREAS, it is the opinion of this Commission that such a type of facility does not constitute a manufacturing, processing, research and development, or a type of facility which is basically manufacturing in nature; and

WHEREAS, it has been the intent of this Commission to restrict the use of industrial access funds to the purpose of assisting in providing access only to the aforementioned types of facilities.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Supervisors of Amherst County be advised that the use of industrial access funds for the improvement of Route 731 cannot be justified and that the allocation is being withdrawn.

AND BE IT FURTHER RESOLVED that every effort is to be made to improve Route 731 to a condition satisfactory for its present usage at the earliest possible time.

AND BE IT ALSO FURTHER RESOLVED, that, if at a later date manufacturing, processing, research and development, or other types of facilities being basically manufacturing in nature are located within this development, this Commission will give consideration to assisting in the strengthening and improvement of Route 731 and extensions thereto by the use of industrial access funds.

MOTION CARRIED

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is ". . . in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds . . ."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Wise County has by resolution requested the use of recreational access funds to provide access to the Phillips Creek Beach Park, estimated to cost \$100,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access.

NOW, THEREFORE, BE IT RESOLVED, that \$100,000 from the recreational access fund for 1970-71 be allocated to provide access to the Phillips Creek Beach Park in Wise County, Project 0834-097-135, C-501, B-611.

MOTION CARRIED

Moved by Mr. Hairton , seconded by Mr. Eskin  
that

WHEREAS, in connection with the John W. Flanagan Reservoir - Found River, a Government Project, in Dickenson County, certain portions of Secondary Routes 607, 611, 614, 615, 617, 631, 683, 686, and 693, were inundated; and

WHEREAS, the portions of said routes were relocated and the new roads serve the same citizens as the old roads, which were constructed in lieu thereof, and have been approved by the State Highway Commissioner; and

WHEREAS, the United States of America desires to secure a deed for the land comprising the right of way of the portions of said old routes in exchange for a deed of easement for the land comprising the said relocated routes; and

WHEREAS, the County Board of Supervisors of Dickenson County, at their regular meetings, abandoned the portions of the said inundated routes as follows:

Meeting of June 1, 1964 - Abandoned 0.80 mile of Route 607 from Route 693 to 1.4 mile west of Route 691;

Meeting of December 31, 1970 - Abandoned 0.41 mile of Route 611 from 1.68 mile south of Route 683 to 1.33 mile south of Route 683;

Meeting of October 2, 1967 - Abandoned 0.90 mile of Route 614 from Station 9+50 to 0.90 mile east;

Meeting of February 6, 1961 - Abandoned 1.30 mile of Route 615 from Route 614 to 1.3 mile north of Route 614;

Meetings of February 6, 1961, and March 5, 1971 - Abandoned 0.80 mile of Route 617 from dead end to 0.10 mile southeast of dead end, also from Route 614 to dead end;

Meetings of June 6, 1966, and December 31, 1970 - Abandoned 2.14 miles of Route 631 from Isom Bridge to Station 65+00, and from 1.77 mile west of Route 619 to 0.30 mile west of Route 619;

Meetings of February 6, 1961, and March 5, 1971 - Abandoned 0.70 mile of Route 683 from Route 615 to 0.30 mile north of Route 615 and from 1.00 mile south of Route 611 to 1.40 mile south of Route 611;

Meetings of February 6, 1961, and March 5, 1971 - Abandoned 1.30 mile of Route 686 from Route 615 to 0.20 mile northeast of Route 615, and from 0.60 mile south of Route 611 to 1.70 mile south of Route 611;

Meetings of June 1, 1964, and September 7, 1965 - Abandoned 11.50 miles of Route 693 from Route 614 to 3.80 miles north of Route 83, and from Route 83 to 3.8 miles north of Route 83; and



WHEREAS, the State Highway Commissioner has certified in writing that the said sections of Routes 607, 611, 614, 615, 617, 631, 683, 686, and 693, as abandoned by the County Board of Supervisors of Dickenson County, do not constitute sections of the public roads and are deemed by him no longer necessary for the uses of the State Highway System; and

WHEREAS, the United States of America also desires a flowage easement over portions of Routes 614, 615, 617, 621, 683, 686, 631, 619, and 649 as follows:

Route 614 - From a point on the 1396-foot contour at the center of Route 614, then running generally in a northerly and/or southeasterly direction 490 feet, more or less, to a point on the 1451-foot contour, also from a point on the 1396-foot contour at the center of Route 614, running generally for a distance of approximately 300 feet to a point on the north right of way line of relocated Route 614;

Route 615 - From a point on the 1396-foot contour in the center of Old Route 615 and running generally in a southeasterly direction for a distance of approximately 370 feet to a point on the 1451-foot contour;

Route 617 - From a point on the 1396-foot contour in the center of Old Route 617, and running generally in a southeasterly direction for a distance of approximately 500 feet to a point on the 1451-foot contour;

Route 621 - From a point at the intersection of Old Routes 621 and 631, then running generally in a southeasterly direction a distance of approximately 115 feet to a point on the north right of way line of relocated Route 621, also from a point on the 1451-foot contour in the center of Old Route 621 and running in a southwesterly direction for a distance of approximately 100 feet across Georges Fork to another point on the 1451-foot contour;

Route 683 - From a point on the 1396-foot contour in the center of Old Route 683, then running generally in a northwesterly direction 2,290 feet to a point on the 1451-foot contour;

Route 686 - From a point on the 1396-foot contour in the center of Old Route 686, then running generally in a southwesterly direction a distance of approximately 520 feet to a point on the 1451-foot contour;

Route 631 - From a point in the center of Route 631 on Laurel Branch, then running generally in a northwesterly direction for a distance of approximately 100 feet to a point on the 1451-foot contour; also from a point in the center of Route 631 at Station 40+50, and running generally in a northeasterly direction a distance of approximately 400 feet to Station 44+50, also from a point in the center of Route 631 at Station 38+50, then running generally in a south southwesterly direction a distance of 3,400 feet to a point at Station 12+00; also from a point in the center of Route 631 at Station 3+62.5 near Georges Fork, and running generally in a northeasterly direction a distance of approximately 220 feet to a point on the 1451-foot contour; also from a point in the center of Route 631 at survey Station 0+00 near Georges Fork, and running generally in a southwesterly direction a distance of approximately 450

feet; thence in a northwesterly direction a distance of approximately 2,000 feet to a point on the 1451-foot contour; also from a point on the 1451-foot contour, and running generally in a westerly direction 25 feet to another point on the 1451-foot contour; also from a point on the center of Route 631 on the 1451-foot contour, and running generally in a southerly direction, crossing Pine Creek, a distance of approximately 25 feet to another point on the 1451-foot contour; and from a point on the 1451-foot contour, and running generally in a southeasterly direction a distance of approximately 300 feet to another point on the 1451-foot contour;

Route 619 - From a point in the center of Route 619 at Station 29+50, and running generally in a northerly direction a distance of approximately 300 feet to a point on the 1451-foot contour;

Route 649 - From a point in the center of Route 649 on the 1451-foot contour, and running generally in a southwesterly direction for a distance of approximately 580 feet to another point on the 1451-foot contour; also from a point in the center of Route 649 on the 1451-foot contour, and running generally in a southerly direction, crossing Crabnest River for a distance of approximately 180 feet to another point on the 1451-foot contour;

(For a more complete description of the land covered in the flowage easement, reference is made to deed dated the 3rd day of May, 1971, as prepared by the United States Government.)

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, the conveyance of said land, comprising the right of way, so certified, to the United States of America is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed of quitclaim for same, and a deed for the flowage easement, accordingly, in exchange for a deed for the lands comprising the right of way of the said relocated routes.

Motion Carried.

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

WHEREAS, the Commonwealth is the apparent owner of the old right of way of Old Nine Mile Road (Route 33); and

WHEREAS, the new location of Route 33, State Highway Project 1069-CW-1, relocated a portion of the said route from a point 34 feet opposite approximate survey Station 149+25 (centerline Route 33) to a point 34 feet opposite approximate survey Station 153+15 (centerline Route 33) serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the owners of the adjoining lands, in order to more fully develop their lands, have requested that the lands comprising the right of way of the old location be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands of the old right of way from a point 34 feet opposite approximate survey Station 149+25 (centerline Route 33) to a point 34 feet opposite approximate survey Station 153+15 (centerline Route 33) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the said section of the old route from a point 34 feet opposite approximate survey Station 149+25 (centerline Route 33) to a point 34 feet opposite approximate survey Station 153+15 (centerline Route 33) is hereby declared abandoned, and in accordance with the provisions of Section 33.1-149, being of the same code, the conveyance of the said land, so abandoned and so certified, to the owners of record of the adjoining lands is approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth quitclaim deeds conveying same for considerations satisfactory to the State Right of Way Engineer, and subject to such restrictions as he may deem requisite.

Motion Carried.

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

WHEREAS, in connection with Route 301, State Highway Project 7301-016-101, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from E. Pauline Myers by deed dated December 1, 1967, as recorded in Deed Book 168, Page 85, in the Office of the Clerk of the Circuit Court of Caroline County; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, so acquired, lying on the east side of the northbound lane centerline of Route 301 from the lands now or formerly belonging to Joseph M. Johnson Estate and Willcie Baylor at a point approximately 58 feet opposite approximate survey Station 676+21 (centerline N.B.L. Route 301); thence continuing along the east proposed right of way and limited access line of Route 301 and/or the east right of way line of a 30-foot right of way to the lands now or formerly belonging to Bessie M. Hoye at a point approximately 76 feet opposite approximate survey Station 677+81 (centerline N.B.L. Route 301) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment 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 to execute a deed in the name of the Commonwealth, conveying same, without warranty, to the former owner for a consideration satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, in connection with Route 42, State Highway Project 2482-06, the Commonwealth acquired certain lands from Broadway Milling Company Incorporated by deed dated November 22, 1954, as recorded in Deed Book 246, Page 447, in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, in order to more fully develop their remaining lands, the adjoining landowners of record have requested that any unneeded right of way lying between Route 42 and Route 1420 (West Avenue) be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the south existing right of way line of the connection of Route 42 with Route 1420 (West Avenue) and the south revised proposed right of way line (3-31-71) of the connection of Route 42 with Route 1420 (West Avenue) from a point 40 feet opposite survey Station 587+34.44 (centerline Route 42) to a point 40.66 feet opposite survey Station 587+61.78 (centerline Route 42) 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, the conveyance of the said parcel of land, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same without warranty to the adjoining landowners of record at a price satisfactory with the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, in connection with Route 58, State Highway Project 0058-038-103, RW-201, certain lands, a portion of which lies outside the normal right of way, were acquired from the Heirs at Law of Kilby Anders by Certificate No. C-16814 dated September 24, 1969, as recorded in Deed Book 143, Page 820, in the Office of the Clerk of the Circuit Court of Grayson County, case for which is concluded; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying southwest of and adjacent to the southwest normal right of way line of Route 58 from a point 155 feet opposite survey Station 69+15 (centerline W.B.L. Route 58) to a point 158 feet opposite survey Station 70+55 (centerline W.B.L. Route 58) is not needed for the uses of the State Highway System, and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment 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 to execute a quitclaim deed in the name of the Commonwealth conveying same to the adjoining landowners of record for a consideration satisfactory to the State Right of Way Engineer.

Motion Carried.

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

WHEREAS, in connection with Route 15, State Highway Project 1073-C, in Fauquier County, now in the Town of Warrenton, the Commonwealth acquired from Edwin B. King and Mary S. P. King, by deed dated July 18, 1936, as recorded in Deed Book 143, Page 419; and from Thomas Lee Evans by Certificate No. 243 dated May 16, 1936, same for which is completed, certain lands for the construction of the said project; and

WHEREAS, the connection between Routes 15/29 with Route 17 was altered in connection with Route 15, State Highway Project 0015-156-101, KW-201, and serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining owner of record has requested that any of the previously acquired land no longer needed be conveyed to him in order for him to more fully develop his lands, in partial exchange for land needed from him; and

WHEREAS, at a regular meeting of the Town Council of the Town of Warrenton, held on June 1, 1971, a resolution was adopted abandoning those segments of the former connection between Routes 15/29 and Route 17, which were not required for the new connection, and also abandoned that portion of old Route C-689 that was incorporated in and made a part of the original connection between Routes 15/29 and Route 17; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the north and east existing right of way lines and north and east revised proposed right of way lines (7-16-71) from a point 53 feet opposite survey Station 141+25 (construction centerline Routes 15/29) to a point 33 feet opposite survey Station 141+66.29 (centerline Route 17) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the said section of the old connection of Routes 15/29 and Route 17 lying between the north and east existing right of way lines and the revised proposed north and east proposed right of way lines from a point 53 feet opposite survey Station 141+25 (construction centerline Routes 15/29) to a point 33 feet opposite survey Station 141+66.29 (centerline Route 17) is hereby declared abandoned, and in accordance with Section 33.1-149 of the same code, the sale of said land and right of way, so abandoned and so certified, to the owner of record of the

adjoining land, in partial exchange and at a price satisfactory to the State Right of Way Engineer, is hereby approved and the State Highway Commissioner is authorized to execute a deed, conveying same without warranty, in the name of the Commonwealth, subject to such restrictions he may deem requisite.

**Motion Carried.**

The chairman reported the presentation to the Virginia Department of Highways by the Virginia Society of Professional Engineers of the "Government Professional Development Award" for the year 1971, "for its record of advancement and improvement of the engineering profession through development and use of forward-looking engineering employment practices in accord with professional standards." Mr. Fugate said the professional engineers in the Department are proud of this award.

The chairman stated the last week in September had been designated HIGHWAY WEEK. He said Governor Holton had issued a statement calling on the citizens of Virginia to observe this week as Highway Week and that he had just received a letter from Mr. George T. Bell, Special Assistant to President Nixon, enclosing a copy of a proclamation of the President designating the last week in September as Highway Week nationally. Mr. Fugate said Highway Week is sponsored by the American Association of State Highway Officials and each state highway department is encouraged to conduct special programs acquainting the citizens of the state with highway needs and the prosecution of the highway program in the state. He asked that Commission members enter into the observance of Highway Week in any way they felt they could contribute as members of the Highway Commission.

Mr. Fitzpatrick extended congratulations to the engineers of the Department on achieving the award of the Virginia Society of Professional Engineers.

Mr. Fitzpatrick reported to the Commission on violations of permits by movers of 12 foot wide mobile homes and asked that the committee meet following adjournment of the Commission meeting so that they might consider a policy to be recommended for adoption by the Commission in regard to these violations.

He said a policy to govern hauling of poles and piling in excess of seventy-five feet in length would be recommended to the Commission at its September meeting.

Mr. Crowe stated he had heard comments by responsible citizens in regard to inadequate signing on the Interstate System for food, lodging, gas, etc. In some cases these facilities were not found within a reasonable distance after exiting from the Interstate System, due possibly to lack of directional signing (left or right) after leaving the Interstate.

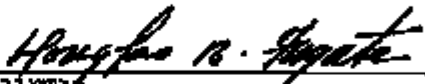
B-19-71

Mr. Duckworth felt there was insufficient signing in advance of exits to main primary routes.

Mr. Fugate asked Mr. Mills, Traffic and Safety Engineer, to look into these matters.

The meeting was adjourned at 11:10 a.m.

Approved:

  
Chairman

Attested:

  
Secretary

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

MUNICIPALITY Norfolk

TOTAL ADDITIONAL MILEAGE REQUESTED 1.81

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-24-71)

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 BASE	REMARKS
Brennan Avenue	West End	Cul-De-Sac East <i>of Brennan Ave</i>	50'	30'	530'	0.10	Asp.	Asp.	West Ventosa - July, 1961 M.B. 23, p. 29
Taylor's Lane	Fisherman's Rd.	- N. Terminus	50'	30'	240'	0.04	Asp.	Asp.	Willow Terrace Sec. Eight April 1969 M.B. 25, p. 48
Rosefield Dr.	Chasapeake Blvd.	- Cul-De-Sac East	50'	30'	485'	0.09	Asp.	Asp.	Oakmont North, Sec. Five Dec. 1969, M.B. 25, p. 50
Rosefield Ct.	<i>North</i> Terminus	<i>South</i> - S. Terminus	50'	30'	720'	0.14	Asp.	Asp.	Oakmont North, Sec. Five Dec. 1969, M.B. 25, p. 50
Prince Avenue	Jane's Place	- Georgetown Road	50'	36'	280'	0.05	Asp.	Asp.	Lake Terrace Homes Pt. 4 April 1966, M.B. 22, p. 103
Georgetown Rd.	Prince Ave.	Greenwich Avenue <i>.02 M.W.</i>	50'	36'	<del>1896'</del> <i>990'</i>	<del>0.21</del> <i>0.19</i>	Asp.	Asp.	University Terrace Apts. Aug. 1968, M.B. 24, p. 57
Wellington Ct.	Wellington Ave.	<i>West to</i> Cul-De-Sac	50'	30'	400'	0.08	Asp.	Asp.	Wellington Court Aug. 1968, M.B. 24, p. 54
Mellwood Ct.	Edward St.	- Mellwood Court	50'	30'	1225'	0.23	Asp.	Asp.	Shadywood Nov. 1968, M.B. 24, p. 61
Stoney Pt. S.	Newtown Rd.	- Stone Pt. North	50'	30'	1450'	0.27	Asp.	Asp.	New Towne South Sec. One Feb. 1968, M.B. 24, p. 23
Stoney Pt. N.	John Hanscock Lane	- Stoney Pt. S.	50'	30'	1020'	0.19	Asp.	Asp.	New Towne South Sec. One Feb. 1968, M.B. 24, p. 23
Stamwix Square	Stoney Pt. S.	- Stoney Pt. N.	50'	30'	770'	0.15	Asp.	Asp.	New Towne South Sec. One Feb. 1968, M.B. 24, p. 23
Ethan Allen Ln.	Newtown Rd.	- Stamwix Sq. <i>.04 miles east of</i>	50'	30'	390'	0.07	Asp.	Asp.	New Towne South Sec. One Feb. 1968, M.B. 24, p. 23
Bay Avenue	Ocella Avenue	- Tidewater Drive	50'	24'	580'	0.11	Asp.	Asp.	Ocean View Annex Co. July 1910, M.B. 10, p. 961

SIGNED



Dept. of Highways' Engineer



STATUTE OF THE COMMONWEALTH OF VIRGINIA  
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
 SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Norfolk

TOTAL ADDITIONAL MILEAGE REQUESTED 3.87  
1.81

SUBMITTED BY THE CITY OR TOWN (Date 5-10-71) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-24-71)

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 BASE	REMARKS
Madoc Avenue	Beaumont St. - <u>330' w. BEAUMONT ST.</u>		70' 50'	30'	334' 550'	0.06 - 0.10		Asp.	Willow Terrace Sec. 6 Feb. 1962, M.B. 19, p. 14
West Avenue	Hayes St. - Summit Avenue		40'	24'	220'	0.04		S.T.	Villa Park Dec. 1915, M.B. 13, p. 69

SIGNED [Signature]  
 Dept. of Highways' Engineer

PERMISSIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-55.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Norfolk  
DELETION TOTAL ADDITIONAL MILEAGE REQUESTED .65

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-21-71) (Resubmitted: 6-24-71)

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
Hornsby Avenue	Chesapeake Blvd.	Military Hwy.	30'	16'	0.36		stone	st.	Page 118 1964
Lamb Avenue	Chesapeake Blvd.	Military Hwy.	30'	16'	0.29		stone	st.	Page 118 1964

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

MUNICIPALITY Town of Blackeburg

TOTAL ADDITIONAL MILEAGE REQUESTED 3.824 mi. 3.74

SUBMITTED BY THE CITY OR TOWN (Date 3/22/64) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7/2-74)

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
Kentwood Dr.	Cohee Rd.	north to end last request	40'	33'	222'	C.S.	S.T.	Prior 1950
Reynolds St.	Palmer Dr.	west to end maintenance	50'	33'	658'	C.S.	S.T.	Since 1950
Penn Street	Eakin St.	to Hemlock Dr.	40'	24'	400'	C.S.	S.T.	Prior 1950
Mountain View	Main St.	to Penn St.	40'	18'	662'	C.S.	S.T.	Prior 1950
Prospect St.	Washington St.	to Clay St.	40'	22'	414'	C.S.	S.T.	Prior 1950
Penn Street	Washington St.	to Clay St.	33'	22'	313'	C.S.	S.T.	Prior 1950
Piedmont St.	Lee St.	to Washington St.	30'	18'	304'	C.S.	S.T.	Prior 1950
Unnamed #1	Washington St.	to end way.	50'	30'	1097'	C.S.	S.T.	Prior 1950
Unnamed #2	Alleghany St.	to Piedmont ext.	50'	30'	306'	C.S.	S.T.	Since 1950
Unnamed #2	Alleghany St.	to Piedmont ext.	50'	30'	332'	C.S.	S.T.	Since 1950
Piedmont Ext.	Unnamed St. #1	to #2	50'	30'	948'	C.S.	S.T.	Since 1950
Apperson Dr.	Harding Ave.	to Elliott Dr.	50'	30'	1130'	C.S.	S.T.	Since 1950
Mason Drive	Apperson Dr.	to E.C.L.	50'	30'	592'	C.S.	S.T.	Since 1950
Elliott Dr.	End previous maintenance	to end to street	50'	32'	290'	C.S.	S.T.	Since 1950

SIGNED

Dept. of Highways' Engineer

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

MUNICIPALITY Town of Blacksburg

TOTAL ADDITIONAL MILEAGE REQUESTED 5.82± mi. 3.74

SUBMITTED BY THE CITY OR TOWN (Date 5/22) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-2-20)

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
Northview Dr.	Dickerson La. east to end		54'	35'	227'	C.S.	S.T.	Since 1950
Lucas Drive	Dickerson <sup>La.</sup> to Turner St.		54'	35'	420'	C.S.	S.T.	Since 1950
Turner St.	McConkey <sup>St.</sup> to Owens St.		40'	30'	359'	C.S.	B.C.	Prior 1950
Turner St.	Owens St. to 157' south of Franklin Drive		50'	32'	415'	C.S.	B.C.	Prior 1950
Turner St.	157' south of Franklin Dr. to Heartbeats		54'	35'	471'	C.S.	S.T.	Since 1950
Tee Street	Giles Rd. east/north to end		30'	18'	453'	C.S.	S.T.	Prior 1950
Price Street	North Street no. to end pay		35'	18'	400'	C.S.	S.T.	Prior 1950
Montgomery St.	Virginia <sup>St.</sup> to McDonald St.		35'	16'	300'	C.S.	S.T.	Prior 1950
Northview Dr.	Giles <sup>Rd.</sup> to North Main St.		35'	33'	536'	C.S.	S.T.	Prior 1950
El Dorado La	Giles <sup>Rd.</sup> west to end		50'	30'	560'	C.S.	S.T.	Since 1950
Bennett St.	Jackson <sup>St.</sup> to Harding Ave.		30'	16'	341'	C.S.	S.T.	Prior 1950
Bennett St.	Wilson <sup>Ave.</sup> to Harding Ave.		30'	16'	223'	C.S.	S.T.	Prior 1950
Owens St	End previous maintenance to end pavement		50'	35'	454'	C.S.	S.T.	Since 1950

SIGNED

*L.R. Collins*  
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-31.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Town of Blacksburg  
TOTAL ADDITIONAL MILEAGE REQUESTED 3.921 mi. 3.77

SUBMITTED BY THE CITY OR TOWN (Date 3/22/52) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/2-77)

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
Woodland Dr.	Pepper <sup>St.</sup> to end		50'	31'	636'	0.12	C.S.	S.T.	Since 1950
Webb St.	Alley to Kabrich St.		50'	30'	285'	0.05	L.S.	S.T.	Since 1950
Draper Rd.	College <sup>Ave.</sup> to Jackson <sup>St.</sup>		50'	38'	284'	0.05	C.S.	B.C.	Since 1950
Wall Street	Oley <sup>St.</sup> to Kent Street		30'	16'	324'	0.06	C.S.	S.T.	Prior 1950
Clay Street	Main <sup>St.</sup> to Draper <sup>Rd.</sup>		50'	34'	267'	0.05	C.S.	B.C.	Prior 1950
Edgewood La	Preston <sup>Ave.</sup> to Gracelyn Ct.		40'	22'	348'	0.07	C.S.	B.C.	Prior 1950
Milhurst <sup>St.</sup>	Allandale Ct to Edgewood <sup>Dr.</sup>		30'	20'	287'	0.05	C.S.	S.T.	Prior 1950
Draper Rd.	Country Club to Airport <sup>Dr.</sup>		30'	18'	1840'	0.35	C.S.	B.C.	Prior 1950
Dunton Dr.	.10 mi. east of Airport to end of street		32'	16'	578'	0.11	C.S.	S.T.	Prior 1950
Faystone Dr.	Main <sup>St.</sup> west to end and pavement		44'	19'	378'	0.07	C.S.	S.T.	Prior 1950
Sunrise Dr.	Grissom Lane to 330' east 330' east Grissom to end <del>and pavement</del>		40'	18'	330'	0.13	C.S.	S.T.	Prior 1950
<del>Pepper Dr.</del>	<del>and pavement</del>		<del>50'</del>	<del>34'</del>	<del>570'</del>	<del>0.10</del>	<del>C.S.</del>	<del>S.T.</del>	<i>This Street outside</i> Since 1950 <i>City limits</i>
Kennedy Ave.	End of previous request north to end of street		50'	30'	388'	0.07	C.S.	S.T.	Since 1950

SIGNED P. L. Carls  
Dept. of Highways' Engineer

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

MUNICIPALITY Town of Blacksburg  
 TOTAL ADDITIONAL MILEAGE REQUESTED ~~3.921~~ 3.74

SUBMITTED BY THE CITY OR TOWN (Date 2/22/26) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-12-26)

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
Eheert St.	Praeton Ave. west to end of street		40'	17'	277'	0.056	C.S.	S.T.	Prior 1950
Center Street	Houston Street south to end last request		40'	20'	100'	0.02	C.S.	S.T.	Prior 1950

SIGNED [Signature]  
 Dept. of Highways' Engineer