

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

August 21, 1975

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on August 21, 1975, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Beeton, Crowe, Fralin, Glass, Hall, Hassell, Hooper, Janney, Landes and Roos.

On motion of Mr. Crowe, seconded by Mr. Roos, the minutes of the meeting of July 17, 1975, were approved.

On motion of Mr. Crowe, seconded by Mr. Roos, permits issued from July 17, 1975, to August 20, 1975, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Roos, that cancellation of permits from July 17, 1975, to August 20, 1975, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Beeton, seconded by Mr. Janney, the Commission approved, at the request of the Arlington County Board of Supervisors, the transfer of \$40,000 from transit improvements (bus shelters, etc.) in the County to a pedestrian overpass at Arlington Boulevard and Jackson Street, contingent upon Arlington County providing the remainder of the necessary funds.

On motion of Mr. Roos, seconded by Mr. Beeton, the Commission approved the State of Virginia Toll Revenue Bonds (Series 1954) Final Annual Operating and Maintenance Budget for 1975-76, as attached.

**STATE OF VIRGINIA TOLL REVENUE BONDS
(Series 1954)**

FINAL ANNUAL OPERATING AND MAINTENANCE BUDGET

Hampton Roads Bridge-Tunnel Project

James River Bridge

George P. Coleman Memorial Bridge

Robert O. Norris, Jr. Bridge

FOR FISCAL YEAR SEPT. 1, 1975 THROUGH AUGUST 31, 1976

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

FOR FISCAL YEAR SEPT. 1, 1975 THROUGH AUG. 31, 1976

I. GENERAL EXPENDITURES - ALL PROJECTS

1. <u>Administration</u>		
a. Salaries and Travel Expenses	\$ 75,000	
b. Fees of Consultants, Trustees, Auditors	30,000	
c. Telephone, Telegraph, Postage	15,000	
d. Heat, Light, Water, Rental of Office Machines	29,000	
e. Insurance	1,000	
f. Advertising	<u>5,000</u>	
Sub-Total		\$ 155,000
2. Matching Social Security, Retirement & Health and Life Insurance		
	\$ 165,000	<u>\$ 165,000</u>
TOTAL - GENERAL EXPENDITURES		\$ 320,000

II. HAMPTON ROADS BRIDGE-TUNNEL

1. <u>Administration</u>		
a. Salaries and Travel Expenses	\$ 118,000	
b. Office Supplies	10,000	
c. I.B.M. Tickets (Including Printing, Brink's Service)	45,000	
d. Insurance	70,000	
e. Uniforms	<u>10,000</u>	
Sub-Total		\$ 253,000
2. <u>Toll Plaza - Operation</u>		
a. Salaries and Expenses	\$ 338,000	
b. Heat, Light	4,000	
c. Materials and Supplies	<u>6,000</u>	
Sub-Total		\$ 348,000
3. <u>Toll Plaza - Maintenance</u>		
a. Salaries and Expenses	\$ 37,000	
b. Contract Maintenance	<u>5,000</u>	
Sub-Total		\$ 42,000
4. <u>Tunnel, Vent. & Crash Truck Building - Operations</u>		
a. Salaries	\$ 397,000	
b. Heat, Electric Power, Water & Radio	80,000	
c. Materials and Supplies	<u>15,000</u>	
Sub-Total		\$ 492,000
5. <u>Tunnel, Vent. & Crash Truck Bldgs. - Maintenance</u>		
a. Salaries	\$ 105,000	
b. Materials and Supplies	28,000	
c. Contract Maintenance	<u>1,000</u>	
Sub-Total		\$ 134,000

II. HAMPTON ROADS BRIDGE-TUNNEL (Continued)

6. Motor Vehicles - Operation & Maintenance	\$ 45,000	\$ 45,000
7. <u>Repair Shop and Yard</u>		
a. Salaries	\$ 20,000	
b. Heat, Light, Water, Telephone	5,000	
c. Shop Equipment, Materials & Supplies	<u>10,000</u>	
Sub-Total		\$ 35,000
8. Bus Operation	\$ 40,000	\$ 40,000
9. State Police - (See Mr. A. B. Burs's letter of February 16, 1971)	\$ 70,000	<u>\$ 70,000</u>
TOTAL - HAMPTON ROADS TUNNEL		\$1,459,000

NOTE: Disbursements other than actual expenses such as payments to Chesapeake Bay Bridge & Tunnel District for their portion of combined tickets sold at this facility and cost of labor in connection with maintenance of approach roads and bridges handled on expense refund basis - \$700,000. (This figure not included in total shown above.)

III. JAMES RIVER BRIDGE

1. <u>Administration</u>		
a. Salaries and Travel Expenses	\$ 31,000	
b. Office Supplies, Services	2,000	
c. Printing, IBM Tickets & Brink's Service	28,000	
d. Insurance	2,000	
e. Uniforms	<u>2,000</u>	
Sub-Total		\$ 65,000
2. <u>Toll Plaza - Operation</u>		
a. Salaries and Expenses	\$ 207,000	
b. Heat, Water, Light, Telephone	6,000	
c. Materials & Supplies	<u>2,000</u>	
Sub-Total		\$ 215,000
3. <u>Toll Plaza - Maintenance</u>		
a. Salaries and Expenses	\$ 22,000	
b. Materials and Supplies	7,000	
c. Contract Maintenance	<u>1,000</u>	
Sub-Total		\$ 30,000
4. <u>Repair Shop and Yard</u>	\$ 3,000	\$ 3,000
5. <u>Motor Vehicles - Operation & Maintenance</u>	\$ 5,000	<u>\$ 5,000</u>
TOTAL- JAMES RIVER BRIDGE		\$ 318,000

RECAPITULATION - OPERATION AND MAINTENANCE BUDGET

I.	General Expenditures (Including Matching Social Security, Retirement, Health and Life Insurance)	\$ 320,000
II.	Hampton Roads Bridge-Tunnel	1,459,000
III.	James River Bridge	318,000
IV.	George P. Coleman Memorial Bridge	269,000
V.	Robert O. Norris, Jr. Bridge	<u>110,000</u>
	TOTAL	\$2,476,000

Month	Gen. Acct.	Matching SS & Retire. Health & Life Ins.	Hampton Roads Tunnel	Jones River Bridge	Geo. F. Coleman Br.	Robt. O. Morris, Jr. Br.	Total
Sept.	\$ 13,000	\$ 14,000	\$ 120,000	\$ 27,000	\$ 23,000	\$ 9,000	\$ 206,000
Oct.	13,000	14,000	120,000	27,000	23,000	9,000	206,000
Nov.	13,000	14,000	120,000	27,000	23,000	9,000	206,000
Dec.	13,000	14,000	120,000	27,000	23,000	9,000	206,000
Jan.	13,000	14,000	120,000	27,000	23,000	10,000	207,000
Feb.	13,000	14,000	120,000	27,000	23,000	9,000	206,000
Mar.	13,000	14,000	120,000	27,000	23,000	9,000	206,000
Apr.	13,000	14,000	120,000	27,000	23,000	9,000	206,000
May	13,000	14,000	120,000	27,000	23,000	9,000	206,000
June	13,000	14,000	120,000	27,000	23,000	9,000	206,000
July	13,000	14,000	120,000	27,000	23,000	10,000	207,000
Aug.	12,000	11,000	139,000	21,000	16,000	9,000	208,000
TOTAL	\$135,000	\$163,000	\$1,459,000	\$318,000	\$269,000	\$110,000	\$2,476,000

RATE OF DEPOSITS TO RESERVE MAINTENANCE FUND

Sept.	\$ 700,000
Oct.	700,000
Nov.	700,000
Dec.	700,000
Jan.	700,000
Feb.	700,000
March	700,000
April	700,000
May	700,000
June	700,000
July	700,000
Aug.	700,000
TOTAL	\$8,400,000

For Prepaid Insurance

To be transferred from Revenue Fund as budgeted to Reserve Maintenance Fund as follows:

Each Month (Sept. thru July)	\$77,000
Month of August	1,000
TOTAL	\$80,000 (This amount included in Operating & Maintenance Budget figures)

8-21-75

Moved by Mr. Crowe, seconded by Mr. Roos,
that the Commission confirm letter ballot action on bids received July 15
and 16, 1975, on the following projects:

Newtown Road, Project U000-122-103, C-501

0.208 Mi. N. Int. Va. Beach Toll Rd. (Rte. 44) - 0.011 Mi. S. Int. Va. Beach
Blvd. (Rte. 58), Cities of Norfolk and Virginia Beach. Award of contract to
low bidder, Va.-Carolina Contractors, Inc., Norfolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$ 633,788.80	\$273,370.00
10% for engineering and additional work	63,378.88	27,337.00
Work by State Forces	10,560.00	
Amount chargeable to project	1,008,435.00	
Acct. Rec. - Hampton Roads Sanitation District -	\$300,707.00	
Acct. Rec. - City of Norfolk -	\$53,079.58	
Acct. Rec. - City of Virginia Beach -	\$53,079.58	

Routes 33, 95 and 295, Projects 0033-043-108, RW-201 CONTR. I; 0095-043-105,
RW-202 CONTR. I; 0295-043-103, RW-202 CONTR. I; RW-203 CONTR. I; RW-204
CONTR. I

Demolition of Buildings - From: Int. 250 To: 0.066 Mi. S. Int. 64 and
From: 2.324 Mi. N. Int. 5 To: 0.528 Mi. N. Int. 64 and From: Int. 95
To: 250, Henrico County. Award of contract to low bidder, J. E. Liesfeld,
Contractor, Richmond, Virginia.

	<u>Right of Way</u>
Bid	\$14,260.00
10% for engineering and additional work	1,426.00
Amount chargeable to project	15,686.00

Route 33, Project 0033-059-104, C-502

5.408 Mi. E. Int. 3 & 33 - 2.203 Mi. E. Int. 3 & 33, Middlesex County.
Award of contract to low bidder, Mega Contractors, Inc., Richmond, Virginia.

Bid	\$594,894.04
10% for engineering and additional work	59,489.40
Work by State Forces	6,785.90
Amount chargeable to project	661,169.00

Route 64, Project 0064-002-102, L-806

Drilled Well - EBL - 2.0 Mi. W. Int. 250 (Near Yancey Mill), Albemarle County. Award of contract to low bidder, D. S. Nash, Appomattox, Virginia.

Bid	\$6,000.00
10% for engineering and additional work	600.00
Amount chargeable to project	6,600.00

\$6,600.00 to be provided for in 1976-77 Interstate Construction Allocations.

Route 64, Project 0064-003-104, G-303, B-660

5.788 Mi. W. Alleghany-Rockbridge C. L. - 1.579 Mi. W. Alleghany-Rockbridge C. L., Alleghany County. Award of contract to low bidder, Robertson-Fowler Co., Inc., Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$6,273,055.80	\$24,717.50
10% for engineering and additional work	627,305.58	2,471.75
Work by State Forces	153,432.00	
Amount chargeable to project	7,080,983.00	

Route 64, Project 0064-122-108, L-801

2.265 Mi. Planting - S. End Hampton Roads Tunnel - 2.265 Mi. E. S. End Hampton Roads Tunnel, City of Norfolk. Award of contract to low bidder, The Gilmore Plant & Bulb Co., Inc., Julian, North Carolina.

Bid	\$274,371.00
10% for engineering and additional work	27,437.10
Amount chargeable to project	301,808.00

Route 66, Project 0066-000-102, RW-201 CONTR. 9

Demolition of Buildings and Removal of Debris and Rubble - 0.359 Mi. E. of W. Int. 29/211 (Sycamore St.) - 0.369 Mi. E. Patrick Henry Dr., Arlington County. Award of contract to low bidder, Gil Fisher Demolition, Inc., Silver Spring, Maryland.

	<u>Right of Way</u>
Bid	\$2,850.00
10% for engineering and additional work	285.00
Amount chargeable to project	3,135.00

Route 77, Project 0077-017-101, 6-305, B-621, B-622, B-635, B-637

1.900 Mi. S. Int. 58 - 0.027 Mi. N. Int. 58, Carroll County. Award of contract to low bidder, H. B. Rowa & Company, Inc., Mount Airy, North Carolina.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,827,803.63	\$1.00
10% for engineering and additional work	282,780.36	.10
Work by State Forces	9,476.00	
Amount chargeable to project	3,120,061.00	

\$1,287,073.00 to be provided for in 1976-77 Interstate Construction Allocation.

Route 81, Project 0081-007-105, L-801

Rest Area Bldg. and Related Items - Lt. & Rt. 81, Approx. 4.6 Mi. S. of Rockingham C. L., Augusta County. Award of contract to low bidder, J. S. Mathers, Inc., Waynesboro, Virginia.

Bid	\$731,846.46
10% for engineering and additional work	73,184.64
Work by State Forces	3,190.00
Amount chargeable to project	808,221.00

\$161,127.00 to be provided for in 1976-77 and 1977-78 Interstate Construction Allocations.

Route 81, Project 0081-060-109, L-801

Drilled Well - 1.0 Mi. W. Roanoke-Montgomery C. L., Montgomery County. Award of contract to low bidder, D. S. Nash, Appomattox, Virginia.

Bid	\$6,000.00
10% for engineering and additional work	600.00
Amount chargeable to project	6,600.00

Route 81, Project 0081-081-110, L-801

Waste Water Recycle Facility - SBL Approximately 6.4 Mi. South of Rockbridge-Augusta County Line (Near Fairfield), Rockbridge County. Award of contract to low bidder, T. O. Leadbetter, Ashland, Virginia.

Bid	\$192,350.00
10% for engineering and additional work	19,235.00
Amount chargeable to project	211,585.00

\$211,585.00 to be provided for in 1976-77 and 1977-78 Interstate Construction Allocations.

Route 95, Project 0095-016-702, M-800

Drilled Well - Caroline County Rest Area (North 652), Caroline County.
Award of contract to low bidder, Sydnor Hydrodynamics, Inc., Richmond,
Virginia.

Bid	\$ 9,615.00
10% for engineering and additional work	961.50
Amount chargeable to project	10,577.00

To be financed from Maintenance Engineer's Reserve Fund.

Route 617, Project 0095-029-6237, 6247

Bridge Repairs - EBL and WBL over Rte. 95, Fairfax County. Award of contract
to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

Bid	\$122,726.50
10% for engineering and additional work	12,272.65
Amount chargeable to project	139,999.00

To be financed from Culpeper District Interstate Maintenance Replacement Funds

Route 95, Project 0095-076-2005

Repair of Bridge over Powells Creek (SBL), Prince William County. Award of
contract to low bidder, Chantilly Construction Corp., Chantilly, Virginia.

Bid	\$83,453.00
10% for engineering and additional work	8,345.30
Amount chargeable to project	91,798.00

To be financed from the Culpeper Interstate Maintenance Replacement Fund.

Route 172, Project 0172-147-102, C-501

Drainage Structure - Under Rte. 172, Town of Poquoson. Award of contract to
low bidder, Dudley S. Waltrip & Sons, Inc., Williamsburg, Virginia.

Bid	\$42,569.60
10% for engineering and additional work	4,256.96
Work by State Forces	2,254.00
Amount chargeable to project	49,081.00

Acct. Rec. Town of Poquoson - \$7,362.08

Route 419, Project 0419-129-106, C-501, B-601

Rte. 1431 (Lynchburg Turnpike) - Rte. 11 (Apperson Drive), City of Salem.
Award of contract to low bidder, E. F. Blankenship Company, Salem, Virginia.

Bid (Alternate)	\$1,298,745.45
10% for engineering and additional work	129,874.54
Work by State Forces	29,882.00
Railroad	31,154.00
Flagging	7,674.00
Amount chargeable to project	1,497,130.00

Acct. Rec. - City of Salem - \$224,569.50

\$119,561.00 to be provided for in Future Urban Construction Funds.

Route 460, Project 0460-013-107, C-502, B-609

Parking Structure - Town of Grundy, Buchanan County. Award of contract to low bidder, Wiley N. Jackson Co., Roanoke, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$782,054.20	\$12,500.00
10% for engineering and additional work	78,205.42	1,250.00
Work by State Forces	3,470.00	
Amount chargeable to project	877,420.00	

Acct. Rec. Town of Grundy - \$130,000.00 per Town resolution adopted 4-11-74.

Route 601, Project 0601-042-179, C-501, C-503, B-615

0.573 Mi. N. Int. 738 - 0.991 Mi. S. Int. 684, Hanover County. Award of contract to low bidder, Evans & Nash Construction Company, Appomattox, Virginia.

Bid	\$314,091.80
10% for engineering and additional work	31,409.18
Work by State Forces	36,027.20
Amount chargeable to project	381,528.00

\$139,000.00 to be provided for in 1976-77 and Subsequent Years' Budgets.

Route 636, Project 0636-029-AG8-002; AG6-039

Bridge and Approaches over Accotink Cr., Fairfax County. Award of contract to low bidder, Chantilly Constr. Corp., Chantilly, Virginia.

Bid	\$237,435.00
10% for engineering and additional work	23,743.50
Work by State Forces	11,600.00
Amount chargeable to project	272,779.00

Route 649, Project 0649-014-130, C-501, B-612

0.331 Mi. W. Slate River - 0.355 Mi. E. Slate River, Buckingham County. Award of contract to low bidder, J. Lawson Jones Construction Company, Inc., Clarksville, Virginia.

Bid	\$345,900.55
10% for engineering and additional work	34,590.05
Work by State Forces	10,304.00
Utilities	539.10
Amount chargeable to project	391,334.00

\$34,000.00 to be provided for in 1976-77 and Subsequent Years' Budgets.

Route 653, Project 0653-070-148, C-501, B-620

Bridge and Approaches South Mayo River, Patrick County. Award of contract to low bidder, B & F Company, Salem, Virginia.

Bid	\$229,531.00
10% for engineering and additional work	22,953.10
Work by State Forces	3,520.00
Amount chargeable to project	256,004.00

Route 669, Project 0669-066-125, C-501, B-608

0.138 Mi. N. Henrys & Barnes Cr. - 0.147 Mi. S. Henrys & Barnes Cr., Northumberland County. Award of contract to low bidder, Abernathy Construction Corp., Farmville, Virginia.

Bid (Alternate)	\$183,326.60
10% for engineering and additional work	18,332.66
Work by State Forces	1,465.00
Utilities	450.00
Amount chargeable to project	203,574.00

Route 680, Project 0680-009-160, C-501, B-621

Bridge and Approaches over Fork Big Otter River, Bedford County. Award of contract to low bidder, Robertson Construction Co., Inc., Salem, Virginia.

Bid	\$194,716.50
10% for engineering and additional work	19,471.65
Work by State Forces	1,320.00
Amount chargeable to project	215,508.00

Project 5507-108-102, C-501

Traffic Signal System - Downtown Business District, City of Danville.
Award of contract to low bidder, Sperry Rand Corp., Sperry Systems
Management, Great Neck, New York.

Bid	\$410,131.30
10% for engineering and additional work	41,013.13
Amount chargeable to project	451,144.00
Acct. Rec. City of Danville -	\$67,671.66

Project MR-1-75

Various Locations, James City County. Award of contract to low bidder,
Chickahominy, Inc., Williamsburg, Virginia.

Bid	\$81,942.00
10% for engineering and additional work	8,194.20
Amount chargeable to project	90,136.00
To be financed 100% by James City County.	

Staunton District, Plant Mix, Schedule 805-75 (Contract Item 8-D-5)

Award of contract to low bidder, M. A. Layman & Sons, Inc., Harrisonburg,
Virginia.

Bid	\$57,986.25
10% for engineering and additional work	5,798.62
Amount chargeable to project	63,785.00
To be financed from Staunton District Primary Maintenance Replacement and Rockingham County Secondary Funds.	

Staunton District, Plant Mix, Schedule 806-75 (Contract Item 8-E-5)

Award of contract to low bidder, Virginia Asphalt Paving Company, Inc.,
Roanoke, Virginia.

Bid	\$73,843.80
10% for engineering and additional work	7,384.38
Amount chargeable to project	81,228.00
To be financed from Staunton District Interstate and Primary Maintenance Replacement and Shenandoah County Secondary Funds.	

Bⁿ Sanitary Sewer System and Domestic Water System

Fredericksburg District Office Lot on Rte. 607 Approx. 3/4 Mi. N. of Int. Route 607 and Rte. 218, Stafford County. Award of contract to low bidder, R. L. Rider & Company, Warrenton, Virginia.

Bid (Capital Outlay)	\$51,861.00
10% for engineering and additional work	5,186.10
Amount chargeable to project	57,047.00

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Hall,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Great Bridge High School Auditorium, 441 Battlefield Boulevard South, Great Bridge, Virginia, on December 17, 1974, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 168 (Battlefield Boulevard) from 0.113 mile north of the intersection of Albemarle Drive to 0.043 mile south of the intersection of Johnstown Road in the City of Chesapeake, State Project 0168-131-103, C-501; Federal Project U-403-1(); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the location 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. Beeton, seconded by Mr. Glass,

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Lorton Elementary School, 8101 Lorton Road, Lorton, Virginia, on October 10, 1974, at 7:30 p.m., for the purpose of considering the proposed bridge and approaches over Pohick Creek on Route 641 from 0.076 mile southwest of Pohick Creek to 0.085 mile northeast of Pohick Creek in Fairfax County, State Project D641-029-209, C-501, B-646; 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 provide an SS5 structure in lieu of the one proposed.

MOTION CARRIED

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

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

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

WHEREAS, the City Council of Hampton by resolution has requested the Virginia Department of Highways and Transportation to transfer a section of Route 169 to "Other Streets" status within the City;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the deletion of mileage for payment on the Primary Route Extensions within the City of Hampton be approved as follows, effective July 1, 1975:

Primary Extension Deletion

Route 169 - From its intersection with Route 351 (Pembroke Avenue); thence northerly along Mallory Street; easterly along Buckroe Avenue; southerly along Resort Boulevard; westerly along Point Comfort Avenue to Route 169 (Mallory Street) - Length 0.79 Mile

The Primary Extension mileage due to this deletion decreases by 0.79 mile, from 49.864 miles to 49.074 miles effective July 1, 1975, for the quarterly payments due after September 30, 1975; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for the additions subject to payment on "Other Streets" to the City of Hampton, due to the Primary Extension deletion be approved as follows, effective July 1, 1975, for the quarterly payments due after September 30, 1975:

"Other Streets" Additions

Mallory Street - From Pembroke Avenue to Buckroe Avenue	0.13 Mile
Buckroe Avenue - From Mallory Street to Resort Boulevard	0.21 Mile
Resort Boulevard - From Buckroe Avenue to Fort Comfort Avenue	0.21 Mile
Fort Comfort Avenue - From Resort Boulevard to Mallory Street	0.24 Mile

These additions, due to the primary changes, totaling 0.79 mile, increase the "Other Streets" mileage in the City of Hampton from 299.96 miles to 300.75 miles of approved streets subject to payment.

NOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Roos,
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 on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets, totaling 2.12 miles, and meeting required standards under the aforementioned section of the Code, effective July 1, 1975, for the quarterly payments due after September 30, 1975. The additional streets and mileage eligible for payment are described as follows:

Broce Drive	- From Stonegate Drive to Progress Street	0.14 Mile
Heather Drive	- From Capistrano Street to Plymouth Street	0.07 Mile
Plymouth Street	- From Heather Drive to Manchester Street	0.09 Mile
Tall Oaks Drive	- From Cambridge Road East to Dead End	0.30 Mile
Monticello Lane	- From Tall Oaks Drive to Mt. Vernon Lane	0.13 Mile
Mt. Vernon Lane	- From Monticello Lane West to Dead End	0.11 Mile
Linwood Lane	- From Glade Road South thence West to Dead End	0.26 Mile
Industrial		
Park Road	- From Route 460 to Ramble Road	0.08 Mile
Lora Lane	- From 0.10 mile West of Falcun Drive to University City Boulevard	0.13 Mile
University		
City Boulevard	- From Lora Lane South to Dead End	0.08 Mile
University		
City Boulevard	- From North Dead End to beginning of 4 lanes	0.36 Mile
University		
City Boulevard	- From Prices Fork Road to End 4 lanes North	0.27 Mile
Glade Road	- From University City Boulevard to Old Glade Road	0.10 Mile

These additions, totaling 2.12 miles, increase the total mileage in the Town of Blacksburg from 66.50 miles to 68.62 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Roos,
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 Martinsville for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Martinsville on additional streets, totaling 0.60 mile, and meeting required standards under the aforementioned section of the Code, effective July 1, 1975, for the quarterly payments due after September 30, 1975. The additional streets and mileage eligible for payment are described as follows:

Sellers Street	- From Salem Street to 208' Southward	0.04 Mile
C Street	- From 230' West of 3rd Street to 4th Street	0.02 Mile
Olympia Street	- From 210' West of Beaver Street West to End of Pavement	0.09 Mile
Garden Lane	- From 424' North of Chatham Road to End of Curb and Gutter	0.07 Mile
Union Street	- From New Dale Street Southeast to End of Pavement	0.17 Mile

Middle Street	- From Hickory Street to 146' Southward	0.03 Mile
Westover Lane	- From Sam Lions Trail East to End of Pavement	0.16 Mile
Sycamore Street	- From North of Elwood Street at End of Pavement to South of Elwood Street at End of Pavement	0.02 Mile

These additions, totaling 0.60 mile, increase the total mileage in the City of Martinsville from 79.12 miles to 79.72 miles of approved streets subject to payment.

MOTION CARRIED

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

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

WHEREAS, a reassessment has been made of Ashland's population by the United States Treasury Department and reviewed for accuracy by the United States Bureau of Census establishing a population of 3,976; and

WHEREAS, an evaluation of this increase over the 1970 population of 2,934 was made by the Town to be reasonably accurate predicated upon a review of their utility billings and the accelerated commercial, residential and apartment growth since 1970; and

WHEREAS, the Town has requested recognition of this status and that the control and jurisdiction of the highways and streets be turned over to them effective July 1, 1975;

NOW, THEREFORE, BE IT RESOLVED, that under the authority of Section 33.1-41 of the Code of Virginia, as amended, the Town of Ashland be made eligible to receive maintenance payments on the Primary Route Extension within the Town, effective July 1, 1975, for the quarterly payments due after September 30, 1975, as follows:

State Route 54 - Beginning at the East Corporate Limits of Ashland; thence westerly and northwesterly along England and Thompson Streets to the North Corporate Limits of Ashland, length 1.51 miles; and

BE IT FURTHER RESOLVED, that under authority of Section 33.1-43 of the Code of Virginia, as amended, the Town of Ashland be made eligible to receive maintenance payments on streets other than extensions of the Primary System and meeting the required standards, a total of 14.07 miles and described on attached tabulation sheets numbered 1 through 4, dated July 1, 1975, effective July 1, 1975, for the quarterly payments due after September 30, 1975.

MOTION CARRIED

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

SHEET 1 OF 4
 July 1, 1975

MUNICIPALITY Ashland (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 14.97

SUBMITTED BY THE CITY OR TOWN (Date 11/21/73) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/6/72)

NAME OF STREET	FROM (if within very list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lc available for peak hour Tra.
						Rt. (Yes or No)	Lt.(Yes or No)			
Wesley St.	Thompson St.	James St.	30	16	0.64	No	No	Gravel	BIT. ST.	2
John Street	Thompson St.	Snead St.	30	16	0.38	No	NS	Gravel	BIT. ST.	2
Henry Clay Rd	Thompson St.	N. Center St.	30	16	0.69	No	No	Gravel	BIT. ST.	2
Chapman St.	Thompson St.	NCL	30	16	0.39	No	No	Gravel	BIT. ST.	2
Dewey St.	Thompson St.	John Street	30	16	0.21	No	No	Gravel	BIT. ST.	2
Snead Street	Hanover Ave.	NCL	33	16	0.66	No.	No	Gravel	BIT. ST.	2
James Street	Francis St.	NCL	33	16	1.07	No	No	Gravel	BIT. ST.	2
W. Patrick St	Center St.	James St.	35	16	0.23	No	No	Gravel	BIT. ST.	2
Duncan St.	Thompson St.	Early St.	30	16	0.65	No	No	Gravel	BIT. ST.	2
Hanover Ave.	Thompson St.	NCL	40	30	0.46	No	No	Gravel	BIT. ST.	2
Cox Lane	Center St.	Duncan St.	30	16	0.10	No	No	Gravel	BIT. ST.	2
Stebbins St.	James St.	Center St.	30	16	0.21	No	No	Gravel	BIT. ST.	2
Howard St.	James St.	Center St.	30	16	0.21	No	No	Gravel	BIT. ST.	2

SIGNED *[Signature]*

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 1,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

SHEET 2 OF 4
July 1, 1975

MUNICIPALITY Ashland (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 14.87

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/6/72)

NAME OF STREET	FROM	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traf
						BT. (Yes or No)	LT.			
Race Course St.	Dale Ave.	Center Street	40	16	0.28	No	No	Gravel	BIT. ST.	2
W. Francis St.	Dale Ave.	Center Street	30	16	0.28	No	No	Gravel	BIT. ST.	2
Dale Avenue	Race Course St.	W. Francis St.	30	16	0.06	No	No	Gravel	BIT. ST.	2
Early Street	Duncan St.	Center Street	30	16	0.10	No	No	Gravel	BIT. ST.	2
S. Center St.	England St.	SCL	50	32	0.72	No	No	Gravel	BIT. ST.	2
N. Center St.	England St.	W. Patrick St.	50	32	0.42	No	No	Gravel	BIT. ST.	2
E. Francis St.	Center St.	Maple Street	30	16	0.18	No	No	Gravel	BIT. ST.	2
New Street	Center St.	Virginia St.	40	16	0.11	No	No	Gravel	BIT. ST.L.	1
McKurgo St.	Center St.	0.18 Mi. East Maple Street	30	16	0.34	No	No	Gravel	BIT. ST.	2
Arlington St.	Center McKurgo St.	Maple Street	30	16	0.16	No	No	Gravel	BIT. ST.	2
Arlington St.	Taylor St.	Randolph St.	30	16	0.11	No	No	Gravel	BIT. ST.	2
Maiden St.	Center St.	Maple St.	30	14	0.15	No	No	Gravel	BIT. ST.	2
Park Street	W. Patrick St.	0.06 Mi. North W. Patrick St.	30	16	0.06	No	No	Gravel	BIT. ST.	2

SIGNED

A. M. Clark, Jr.

Dept. of Highways Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 31.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

SHEET 3 OF
3
July 1, 1973

MUNICIPALITY Ashland (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 14.07

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/6/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Ls available for peak hour traffic	
						BT.	LT.				
						(Yes or No)					
Myrtle St.	Duncan St.	Center St.	50	20	0.10	No	No	Gravel	BIT. ST.	2	
Myrtle St.	Center St.	Route 1	30	16	0.66	No	No	Gravel	BIT. ST.	2	
Lee Street	Center St.	Maple Street	30	16	0.15	No	No	Gravel	BIT. ST.	2	
Robinson St.	Center St.	Taylor Street	30	16	0.28	No	No	Gravel	BIT. ST.	2	
Virginia St.	England St.	E. Francis St.	30	16	0.51	No	No	Gravel	BIT. ST.	2	
Maple Street	England St.	Dead End	30	16	0.40	No	No	Gravel	BIT. ST.	2	
Maple Street	E. Francis St.	SE Go- Rd. RCL	50	18	0.12	No	No	Gravel	BIT. ST.	2	
Thomas Street	England St.	Robinson St.	30	16	0.04	No	No	Gravel	BIT. ST.	2	
Taylor St.	Caroline St.	Pleasant St.	30	16	0.60	No	No	Gravel	BIT. ST.	2	
Pleasant St.	Taylor St.	Route 1	30	16	0.17	No	No	Gravel	BIT. ST.	2	
Sandolph St.	England St.	O.11 Mi. Sou. Annington St.	30	16	0.35	No	No	Gravel	BIT. ST.	2	
Short Street	Myrtle St.	O.11 Mi. Sou. Myrtle Street	30	16	0.11	No	No	Gravel	BIT. ST.	2	
College Ave.	Center St.	Route 1	30	16	0.50	No	No	Gravel	BIT. ST.	2	

SIGNED *[Signature]*

Form U-1 (7-1-72)

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

SHEET 4 OF 4
 July 1, 1972

MUNICIPALITY Ashland, (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 16.07

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/6/72)

NAME OF STREET	FROM TO		R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
	(if widths vary list each change)					RT.	LT.			
Caroline St.	Henry St.	Route 1	30	16	0.33	No	No	Gravel	BIT. ST.	2
Patrick St.	Center St.	Henry St.	30	16	0.15	No	No	Gravel	BIT. ST.	2
Smith St.	Center St.	Henry St.	30	16	0.15	No	No	Gravel	BIT. ST.	2
Henry St.	England St.	CL	30	16	0.48	No	No	Gravel	BIT. ST.	2
Calhoun St.	England St.	Caroline Ave. St.	30	16	0.17	No	No	Gravel	BIT. ST.	2
Louisiana St	England St.	Caroline Ave. St.	30	16	0.17	No	No	Gravel	BIT. ST.	2

1.42
 SIGNED R. M. Clark, Jr.
 Dept. of Highways Engineer

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

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

WHEREAS, the Highway and Transportation Commission has selected certain streets within the Corporate Limits of the Town of Christiansburg for such payment; and

WHEREAS, due to annexation by the Town of Christiansburg effective January 1, 1975, and through mutual agreement between the Town and the Highway and Transportation Department, the Town will take over maintenance of the streets within the area annexed from Montgomery County, effective July 1, 1975; and

WHEREAS, the Town of Christiansburg has requested that these streets be included with those eligible for maintenance payment;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, quarterly payments on 0.54 mile of the Primary Route Extension within the area annexed by the Town of Christiansburg, be included in the Town's mileage for maintenance payments. The additional mileage eligible for payment is described as follows:

Route 11 (Roanoke Street) - From Route 734 (Tower Road) to New East Corporate Limits, length 0.27 mile

Route 114 (Pepper's Ferry Road) - From Route 460 (N. Franklin Street) to New West Corporate Limits, length 0.27 mile.

The above mileage for the Town of Christiansburg, due to annexation of the Primary Route Extension, is increased by 0.54 mile to a new total of 8.86 miles eligible for maintenance payments effective July 1, 1975, for the quarterly payments due after September 30, 1975; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments be made to the Town of Christiansburg on additions of "Other Streets" annexed by the Town, totaling 4.76 miles and meeting standards required by this section of the Code, effective July 1, 1975, for the quarterly payments due after September 30, 1975. The additional mileage of "Other Streets" eligible for payment is described on attached tabulation sheet dated July 1, 1975.

These street additions, totaling 4.76 miles, will increase the total mileage of "Other Streets" eligible for maintenance payments in the Town of Christiansburg from 39.29 miles to 44.05 miles of approved streets.

MOTION CARRIED

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

MUNICIPALITY Town of Christiansburg

TOTAL ADDITIONAL MILEAGE REQUESTED 9.52 Less Mil

SUBMITTED BY THE CITY OR TOWN (Date 6/21/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6/29/75)

NAME OF STREET	FROM (If address vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Y or No)	L.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
1. Rt. 734 Town Rd.	Route 11 Roanoke Street	<i>In Range East to Rt. 78 Dead End</i>	30'	18'	0.25	No	No		S.T.	2
2. Rt. 727 Simmons Rd. N.W.	Route 11 Roanoke Street - Dead End	<i>Northwest to</i>	30'	18'	0.69	No	No		S.T.	2
3. Rt. 727 Simmons Rd. S.E.	Route 11 Roanoke Street - Fairview St.	Rt. 802	30'	18'	0.20	No	No		S.T.	2
4. Rt. 743 Hawess St.	Rt. 727 Simmons Road - Teal Street	Rt. 810	30'	16'	0.18	No	No		A.T.	2
5. Rt. 805 Electric Way	Rt. 727 Simmons Road - <i>South End</i>	<i>Bull Road</i>	30'	18'	0.27	No	No		S.T.	2
6. Rt. 818 Hubbell Drive	Rt. 805 Electric Way - Dead End	<i>North to</i>	30'	30'	0.06	No	No		P.Mix	2
7. Rt. 802 Fairview Street	Rt. 805 Electric Way - Roanoke St.		40'	24'	0.16	No	No		P.Mix	2
8. Rt. 615 S. Franklin St.	.15 Mi. W. Rt. 727 Simmons Road - Simmons Road	.25 Mi. S. Rt. 727	30'	18'	0.40	No	No		S.T.	2
9. Rt. 1110 Overland Dr.	Rt. 615 S. Franklin St. - S. Franklin St.	Rt. 615	40'	20'	0.47	No	No		S.T.	2
10. Rt. 646 Palmer St.	Rt. 460 N. Franklin St. - N. Franklin St.	Rt. 460	30'	22'	0.28	No	No		Flt. Mix	2
11. Rt. 792 Cambria St.	Old W.C.L. - N. Franklin St.	0.57 Mi. W. Rt. 460	30'	20'	0.23	No	No		Flt. Mix	2
					<i>Total</i>	<i>4.76 Miles</i>				

Hardsurfaced streets, presently maintained by the Virginia Department of Highways and Transportation, and annexed by Christiansburg, 1/1/75.

SIGNED D. R. Collins
Dept. of H.T.

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

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

WHEREAS, the Highway and Transportation Commission has selected certain streets within the Corporate Limits of the City of Norton for such payment; and

WHEREAS, due to annexation by the City of Norton, effective January 1, 1975, and through mutual agreement between the City and the Highway and Transportation Department, the City will take over maintenance of the streets within the area annexed from Wise County, effective July 1, 1975; and

WHEREAS, the City of Norton has requested that these streets be included with those eligible for maintenance payment;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, quarterly payments on 0.55 mile of the Primary Route Extension within the area annexed by the City of Norton, be included in the City's mileage for maintenance payments. The additional mileage eligible for payment is described as follows:

U. S. Route 23 and
Alt. Route 58 (Park Avenue) - From Old South Corporate Limits Norton to New South Corporate Limits Norton, length 0.55 mile.

The above mileage for the City of Norton, due to annexation of the Primary Route Extension, is increased by 0.55 mile to a new total of 6.97 miles eligible for maintenance payments effective July 1, 1975, for the quarterly payments due after September 30, 1975; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, quarterly payments be made to the City of Norton on additions of "Other Streets" annexed by the City, totaling 4.15 miles and meeting standards required by this section of the Code, effective July 1, 1975, for the quarterly payments due after September 30, 1975. The additional mileage of "Other Streets" eligible for payment is described as follows:

Route 619 - From Old South Corporate Limits Norton to New South Corporate Limits Norton, length 2.20 miles.

Route 610 - From 0.21 mile East of West Intersection of Route 621 to New North Corporate Limits Norton, length, 1.95 miles.

These street additions, totaling 4.15 miles, will increase the total mileage of "Other Streets" eligible for maintenance payments in the City of Norton from 11.43 miles to 15.58 miles of approved streets.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Southwestern Elementary School in Chesapeake, Virginia, on May 22, 1975, at 7:30 p.m., for the purpose of considering the proposed Bowers Hill Interchange of Routes 13, 58, 460 and 17-A from 1.592 miles east of the East Corporate Limits of Suffolk to 0.320 mile east of the existing intersection of Business Route 13/460 and Route 264 in the City of Chesapeake, State Project 6013-131-102, C-501; Federal Project M-5403(7); 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, modified to provide better circulation of local traffic and more nearly conform to the citizens' wishes; and

BE IT FURTHER RESOLVED, that this project, as described above including all necessary ramps, loops, connections, etc., be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia as amended, and in accordance with Highway and Transportation Commission policy.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Chuckatuck Middle School, Suffolk, Virginia, on June 26, 1975, at 7:00 p.m., for the purpose of considering the proposed improvement of Route 628 (Crittenden Road) from the intersection of Route 125 to 0.116 mile west of the intersection of Route 17 in the City of Suffolk, State Project 0628-061-179, C-501; Federal Project S-830(); 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. Crowe, seconded by Mr. Fralin,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of industrial access funds to assist in providing adequate access to the new facilities of several industries located in the Leadbetter Industrial Park in Hanover County, estimated to cost \$80,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$80,000 from the industrial access fund for 1975-76 be allocated to assist in providing adequate access to the new facilities of Medical Electronics Corporation; Interioractions; Hill Construction & Design; V.I.P. Industries; Autotest Electronics Company, Incorporated; "Butch" Moody; Ashland Properties, Incorporated; Campbell & Associates, Incorporated; and Richmond Printed Tape & Label Company, located in the Leadbetter Industrial Park in Hanover County, Project OB09-042-187, C-505, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 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 Pennington Gap and the Board of Supervisors of Lee County have by resolutions requested the use of industrial access funds to provide access to the new facility of Virginia Manufacturing, Incorporated, located within the Pennington Gap Industrial Park in the Town of Pennington Gap in Lee County, estimated to cost \$15,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$15,000 from the 1975-76 industrial access fund be allocated to provide access to the new facility of Virginia Manufacturing, Incorporated, located within the Pennington Gap Industrial Park in the Town of Pennington Gap in Lee County, Project 1109-281-126, C-502, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

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

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

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

WHEREAS, due to the construction of Interstate Route 64 in Willoughby Spit area of the City of Norfolk the routing of Routes 60 and 168 needs to be revised;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the deletion from Primary Extension maintenance mileage of Routes 60 and 168 along West Ocean View Avenue from 15th View Street to the entrance of Hampton Roads Bridge Tunnel - Length 0.08 Mile;

The one way routings for Routes 60 and 168 are as follows:

Westbound Routing from 4th View Street, along its present routing (Ocean View Avenue) to 15th View Street; thence along 15th View Street and Interstate Route 64 to the MCL Norfolk.

Eastbound Routing from MCL Norfolk along Interstate Route 64 to 4th View Street, and along 4th View Street to its intersection with Ocean View Avenue (present Routes 60 and 168). The Primary Extension mileage due to this deletion decreases by 0.08 mile, from 76.78 miles to 76.70 miles effective July 1, 1975, for the quarterly payments due after September 30, 1975; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustment for the addition of Ocean View Avenue from 4th View Street to 0.08 mile west of 15th View Street, due to one way routing of Routes 60 and 168, be approved for payment effective July 1, 1975, for the quarterly payments due after September 30, 1975 - Length 2.04 Miles

This addition, due to Primary Extension changes, totaling 2.04 miles, increases the "Other Streets" mileage in the City of Norfolk from 637.71 miles to 639.75 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Roos,
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 Poquoson for maintenance payments on an additional street meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Poquoson on an additional street, length 0.12 mile, which meets required standards under the aforementioned section of the Code, effective July 1, 1975, for the quarterly payments due after September 30, 1975. The additional street mileage eligible for payment is described as follows:

Mingee Street - From Brown's Neck Road South to End 0.12 Mile

This addition of 0.12 mile increases the total mileage in the City of Poquoson from 28.83 miles to 28.95 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 220 in Roanoke County has been altered and reconstructed as shown on plans for Project 6220-080-105, C-501; and

WHEREAS, two sections of the old road are no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof, and one section of the old road is to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.06 mile of old Route 220, shown in yellow and designated as Sections 1 and 3 on the plat dated November 6, 1974, Project 6220-080-105, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.25 mile of old Route 220, shown in red and designated as Section 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Chesterfield and New Kent 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:

CHESTERFIELD COUNTY	- Section 1 of old location Route 732 from Route 616 southerly 0.06 mile, Project 0616-020-164, C-501	0.06 Mile
NEW KENT COUNTY	- Section 4 of old location Route 632 from Station 42+10 to Station 53+50, Project 0632-063-117, C-501	0.23 Mile

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 460, State Highway Project 1915-03-04-05-06, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from T. R. Megginson and Erville C. Megginson by deed dated July 2, 1952 as recorded in Deed Book 239, Page 547 in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, the adjoining landowner has requested that the excess land lying outside the south proposed right of way line of Route 460 be conveyed to her; and

WHEREAS, the State Highway and Transportation Commissioner has certified that the land lying south of and adjacent to the south proposed right of way line of Route 460 from a point approximately 60 feet opposite approximate Station 150+25 (Office Revised Centerline E.B.L.) to a point approximately 60 feet opposite approximate Station 153+00 (Office Revised Centerline E.B.L.) 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 § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowner 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. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 1011, State Highway Project 1011-015-146, C-501, the Commonwealth acquired certain lands from Dorothy Falwell Adie and John William Falwell, Jr. by deed dated May 5, 1971 and recorded in Deed Book 438, Page 198 in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, a section of Route 1011 was relocated in a western direction from a point opposite approximate survey Station 15+73 (centerline Route 1011) to a point opposite approximate survey Station 24+20 (centerline Route 1011); and

WHEREAS, the land lying between the east proposed right of way line of Route 1011 and the west right of way line of existing Route 1011 (now Route 1015) is large enough for independent development; and

WHEREAS, in order to secure the best offer, we propose to sell this land by the receipt of sealed bids, with the right reserved to reject any and all bids, and provided the high bid received is not satisfactory to the Department, we propose to negotiate a sale for the land with anyone willing to pay a consideration satisfactory to this Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the east proposed right of way line of Route 1011 and the west right of way line of existing Route 1011 (now Route 1015) from a point 35 feet opposite survey Station 17+50 (centerline Route 1011) to a point 35 feet opposite survey Station 23+50 (centerline Route 1011) 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 § 33.1-154 of the 1950 Code of Virginia, as amended, the sale of said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed to convey same, without warranty, subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 1011, State Highway Project 1011-015-146, C-501, the Commonwealth acquired certain lands from Kavanaugh Industries, Inc. by deed dated May 26, 1971 and recorded in Deed Book 439, Page 529 in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, a section of Route 1011 was relocated in northeastern direction from a point opposite approximate survey Station 27+78 (centerline Route 1011) to a point opposite approximate survey Station 37+55 (centerline Route 1011); and

WHEREAS, the land lying between the southwest proposed right of way line of Route 1011 and the northeast right of way line of existing Route 1011 (now Route 1013) is large enough for independent development; and

WHEREAS, in order to secure the best offer, we propose to sell this land by the receipt of sealed bids, with the right reserved to reject any and all bids, and provided the high bid received is not satisfactory to the Department, we propose to negotiate a sale for the land with anyone willing to pay a consideration satisfactory to this Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southwest proposed right of way line of Route 1011 and the northeast right of way line of existing Route 1011 (now Route 1013) from a point 35 feet opposite survey Station 29+50 (centerline Route 1011) to a point 40 feet opposite survey Station 36+15 (centerline Route 1011) 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 § 33.1-154 of the 1950 Code of Virginia, as amended, the sale of said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed to convey same, without warranty, subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 211, State Highway Project 6211-069-104, RW-201, the Commonwealth acquired certain land from Ray M. Dodson and Sybil W. Dodson, by deed dated September 5, 1968 as recorded in Deed Book 230, Page 345; and from Leland H. Pittman and Helen F. Pittman by deed dated October 15, 1970 as recorded in Deed Book 244, Page 542. These deeds are recorded in the Office of the Clerk of the Circuit Court of Page County; and

WHEREAS, the plans are being revised to show that a portion of the land so acquired is no longer needed and is large enough for independent development; and

WHEREAS, in order to secure the best offer, the land is to be advertised for sale by the receipt of sealed bids with the right reserved to reject any and all bids and provided the high bid received is not satisfactory to the Department, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the north side of and adjacent to the north proposed and/or revised proposed right of way line from a point 65 feet opposite approximate survey Station 599+10 to a point 65 feet opposite approximate survey Station 605+45 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 land in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia as amended, to the person or persons making an offer satisfactory to this Department, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, the Commonwealth did acquire 130.06 acres, more or less, land, from Colon L. Hall, et al, by deed dated March 25, 1953 as recorded in Deed Book 1099, Page 466 in the Office of the Clerk of the Circuit Court of Norfolk County, now the City of Chesapeake, for use as Convict Camp No. 22 and Butts Station Area Headquarters; and

WHEREAS, by various deeds, Butts Station Area Headquarters and parts of Convict Camp No. 22, totaling 22.823 acres, more or less, land have been or are to be conveyed to the City of Chesapeake for municipal purposes; and

WHEREAS, the City of Chesapeake has requested that the Commonwealth convey to them an additional 11.765 acres, more or less, land lying adjacent to the land previously acquired; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 11.765 acres, more or less, land of Convict Camp No. 22 lying south of the south existing property line of the City of Chesapeake and beginning approximately 700 feet west of the west existing right of way line of Route 720 (Greenbrier Road) 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 § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said 11.765 acres, more or less, land to the City of Chesapeake is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the City at a price satisfactory to the State Right of Way Engineer.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 64, State Highway Project G064-122-070, RM-201, the Commonwealth acquired certain lands from Vernard Julian Johnson and Joyce L. Johnson by deed dated November 7, 1963 as recorded in Deed Book 959, Page 273 and from Joe Willie Campbell and Jacquelyn M. Campbell by deed dated October 8, 1963 as recorded in Deed Book 961, Page 532; these deeds are recorded in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, due to a revision in the plans, portions of the lands so acquired now lie outside the proposed right of way and limited access line of Route 64 and together form one parcel which is deemed large enough for independent development; and

WHEREAS, because there have been several inquiries regarding the land, we propose that the land be advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the highest bid received is unsatisfactory, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southwest of and adjacent to the southwest proposed right of way and limited access line of Route 64 from a point 84.46 feet opposite Station 266+79.60 (Baseline E.B.L.) to a point 90 feet opposite Station 268+34.68 (Baseline E.B.L.) 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 § 33.1-149 of the 1950 Code of Virginia, as amended, the sale of said land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to any person or persons making an offer satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, the Commonwealth acquired certain lands for use as the Sturgeonville Area Headquarters lot from Herman L. Maclin and Jennie S. Maclin by deed dated January 5, 1966 as recorded in Deed Book 152, Page 76 in the Office of the Clerk of the Circuit Court of Brunswick County; and

WHEREAS, during the grading of this lot it was found that there was solid rock two feet below the surface making the lot unsuitable for our use; and

WHEREAS, a new lot has been acquired, and the landowner from whom the old lot was acquired has requested that the old lot be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the old Stungorville Area Headquarters lot acquired by deed recorded in Deed Book 152, Page 76 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 § 33.1-149 of the 1950 Code of Virginia, as amended, the sale of the said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, conveying the land to the parties from whom it was acquired for the same consideration as originally paid and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, by deed dated January 18, 1955, the Commonwealth acquired 2.296 acres, more or less, land to be used as the DeWitt Patrol Shed Lot from W. Boisseau and Edwina Boisseau as recorded in Deed Book 91, Page 73 in the Office of the Clerk of the Circuit Court of Dinwiddie County; and

WHEREAS, the DeWitt Patrol Shed Lot has been replaced by the DeWitt Area Headquarters, and we propose to advertise the old DeWitt Patrol Shed Lot, with improvements thereon, for receipt of sealed bids, reserving the right to reject any and all bids, and provided the highest bid received is not satisfactory, we propose to sell said lot to anyone who will pay a price that is satisfactory to the Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands of the old DeWitt Patrol Shed Lot acquired by deed recorded in Deed Book 91, Page 73, with improvements thereon, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the sale of said land and

improvements thereon, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, at a price satisfactory to the Department and subject to such restrictions as he may deem requisite; and

FURTHER, THAT, the resolution pertaining to the proposed sale to the adjoining landowners, the descendants of the parties from whom we acquired the property, as passed by the State Highway and Transportation Commission on March 21, 1974, is hereby recorded.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, the Commonwealth acquired certain lands, with improvements thereon, from the James River Bridge System by deed dated September 20, 1949 as recorded in Deed Book 151, Page 451 in the Office of the Clerk of the Circuit Court of Warwick County, now the City of Newport News; in Deed Book 169, Page 536 in the Office of the Clerk of the Circuit Court of Nansemond County, now the City of Suffolk; and in Deed Book 132, Page 349 in the Office of the Clerk of the Circuit Court of Isle of Wight County; and

WHEREAS, under Project 0017-046-102, B-601, 0017-121-105, RW-201 a new bridge is being constructed in an eastern direction from the old bridge and the new bridge will serve the same citizens as the old bridge and the new bridge will be accepted by the State Highway and Transportation Commissioner upon its completion; and

WHEREAS, the City of Newport News has requested that the portion of the old bridge from a point 1500 feet south of the north end of the bridge to a point 3000 feet south of the northern end of the bridge be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the portion of the old bridge from a point 1500 feet south of the north end of the bridge to a point 3000 feet south of the north end of the bridge 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 as of the date the new bridge is accepted.

NOW, THEREFORE, in accordance with the provisions of § 33.1-148 of the 1950 Code of Virginia, as amended, the portion of the old bridge from a point 1500 feet south of the north end of the bridge to a point 3000 feet

south of the north end of the bridge is hereby abandoned upon acceptance of the corresponding section of the new bridge and in accordance with Section 33.1-149 of the same code, the conveyance of the said portion of the old bridge, so abandoned and so certified, to the City of Newport News is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying same, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 29, State Highway Project 6029-015-103, HW-201 and 6029-071-111, HW-201 the Commonwealth acquired certain lands from Lena Helen G. Hall by deed dated July 15, 1970 and recorded in Deed Book 427, Page 427; from Buford Miller Andrew and Arimathea E. Andrew by deed dated May 19, 1969 and recorded in Deed Book 414, Page 548, both of which are recorded in the Office of the Clerk of the Circuit Court of Campbell County; from Lois D. Grubbs and Raleigh J. Grubbs by deed dated October 9, 1970 and recorded in Deed Book 532, Page 26; from J. D. Goad, James P. Kent, Jr. and Gordon M. Kent by deed dated November 5, 1969 and recorded in Deed Book 517, Page 431; from James H. Yeatts and Annie Mae Yeatts by Certificate No. C-19276, settled by an agreement, and recorded in Deed Book 530, Page 164, all of which are recorded in the Office of the Clerk of the Circuit Court of Pittsylvania County; and

WHEREAS, portions of the land as acquired are not needed for construction and are large enough for independent development; and

WHEREAS, in order to secure the best offer, the lands are to be advertised for sale by the receipt of sealed bids with the right reserved to reject any and all bids and provided the highest bids are not satisfactory to the department, we propose to negotiate a sale with any person or persons willing to pay prices that are satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the north, right side of and adjacent to the north limited access and revised proposed right of way line from a point opposite approximate survey Station 10+00 (centerline Ramp A) to a point opposite approximate survey Station 13+25 (centerline Ramp A), and the land lying on the south, left side of and adjacent to the south limited access and revised proposed right of way line from a point opposite approximate survey Station 959+25 (centerline N.B.L.) to a point opposite approximate survey Station 962+35 (centerline N.B.L.), and the land lying on the northwest side of and adjacent to the northwest limited access and revised proposed right of way line from a point opposite approximate survey

Station 1274+85 (centerline S.B.L.) to a point opposite approximate survey Station 1278+90 (centerline S.B.L.) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyances of the said lands, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making offers satisfactory to the Department are hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hall, seconded by Mr. Hooper,

that

WHEREAS, in connection with Route 41, State Highway Project 0041-071-101, RW-201, the Commonwealth acquired certain lands from Mary E. Mitchell by Certificate dated August 27, 1964, case for which has been concluded, and recorded in Deed Book 446, Page 331 in the Office of the Clerk of the Circuit Court of Pittsylvania County; and

WHEREAS, the adjoining landowners have requested that we convey to them the excess land which lies between the center of old Route 41 and the northeast normal right of way line of present Route 41; and

WHEREAS, the old section of Route 41 was abandoned from a point opposite Station 677+30 to Station 688+00 by action of the Board of Supervisors of Pittsylvania County on April 5, 1966 which was confirmed by the State Highway and Transportation Commission on May 19, 1966; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the center of old Route 41 and the northeast normal right of way line of present Route 41 from a point approximately 40 feet opposite approximate Station 681+60 (centerline Route 41) to a point approximately 40 feet opposite approximate Station 685+75 (centerline Route 41) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

WHEREAS, under authority of Section 33.1-34 of the 1950 Code of Virginia, as amended, the Highway and Transportation Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways, not to exceed fifty miles during any one year; and

WHEREAS, with respect to the forthcoming construction of an extension of present Route 105 in the City of Newport News and York County, and in accordance with recommendations by our Highway engineers, it is deemed necessary to add this facility to the Primary System of Highways, and establish route marker designations preparatory for signing as construction progresses;

NOW, THEREFORE, BE IT RESOLVED, that the extension of Route 105, from its present terminus at the intersection of Route 143 in the City of Newport News and extending easterly 3.62 miles to a connection with Route 17 in York County, be added to the Primary System of Highways and designated as Route 105, effective upon completion of its construction.

MOTION CARRIED

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

WHEREAS, on Wednesday, August 20, 1975, at 2:00 p.m., pursuant to newspaper advertisement, informational proceedings as to proposed Rules and Regulations governing Relocation Assistance were conducted by Mr. W. S. G. Britton, the Commission's specially designated subordinate; and

WHEREAS, the proposed Rules and Regulations are necessary to insure that a uniform policy is established in the area of Relocation Assistance providing prompt and equitable relocation and assistance so that persons will not suffer disproportionate injuries due to highway improvement programs which are designed for the benefit of the public as a whole; and

WHEREAS, the main objective of said proposed Rules and Regulations is to insure:

- (1) that every person displaced because of a highway project will have or will have been offered a comparable decent, safe and sanitary dwelling to move into upon being required to vacate the property acquired
- (2) that relocation services will be provided to those same persons
- (3) that payments required to be paid under state law will be accurately computed and offered to those same persons
- (4) that disputes which arise will be resolved without resort to litigation; and

WHEREAS, Section 25-253 of the Code of Virginia (1950), as amended, authorizes the Commission to adopt Rules and Regulations governing Relocation Assistance to carry out the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1972; and

WHEREAS, Mr. Britton reported to the Commission that no testimony other than the written statement submitted by the Department was presented, either orally or in writing; and

WHEREAS, that statement sets out generally the departmental organization, the definitions used, the standards established for decent, safe and sanitary housing, the eligibility requirements for each class of displaced person, individual and corporate, tenant or owner, time of occupancy, the public notice required, the amount of payments for moving costs, incidental expenses and supplemental housing payments, and the administrative appeal procedure;

NOW, THEREFORE, BE IT RESOLVED, that the Rules and Regulations governing Relocation Assistance be, and they are, hereby adopted as proposed, including all of the forms referred to in the text of said proposed Rules.

MOTION CARRIED

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

WHEREAS, under the authority of Section 33.1-62 of the Code of Virginia of 1970, as amended, the State Highway and Transportation Commission is authorized to designate Virginia Byways as recommended by the Commission of Outdoor Recreation after considering the views of the citizens and the local governing bodies; and

WHEREAS, the staff of the Commission of Outdoor Recreation and the Department of Highways and Transportation have reviewed the Route and determined that Route 5 substantially meets the physical criteria for a Virginia Byway; and

WHEREAS, the Commission of Outdoor Recreation, at its regular meeting on December 18, 1974, recommended to the Department of Highways and Transportation that Route 5 be designated as a Virginia Byway; and

WHEREAS, the required procedures have been followed and the views of the citizens and the local governing bodies have been considered;

NOW, THEREFORE, BE IT RESOLVED, that Route 5 (Richmond to Williamsburg), linking the State's present and colonial capitals, be designated as a Virginia Byway.

MOTION CARRIED

Mr. Fugate read a statement regarding Secretary Coleman's disapproval of I-66, voicing the opinion that this is a most distressing development and a great blow to the balanced transportation system Northern Virginia so desperately needs. The Secretary's alternative suggestions for improving existing roads and highways in this corridor would be enormously costly and extremely disruptive of the environment. Also, there are no funds with which to carry out these improvements. The Secretary's decision leaves many unanswered questions, the Chairman stated, and his suggestions for alternatives should be explored before further considering the provisions of federal law regarding disposition of Interstate mileage not to be constructed, together with the estimated cost of such facilities. Such an investigation will require consultation and study with both federal and local officials and will require considerable time. Mr. Fugate said he would keep the Commission advised as to future developments. Mr. Beeton stated that he was in agreement with Mr. Fugate's remarks.

Senator Willard J. Moody read a statement requesting the mileage apparently lost to I-66 be used to plug the 1.4-mile gap in I-264 in the Tidewater area, to alleviate the traffic conditions and eliminate tolls. Delegate Lester E. Schlitz and Mr. Edwin R. Mackethan also spoke in this regard, with Mr. Mackethan requesting that if the money and mileage from I-66 could not be used, that an allocation be made from some other source. Delegate Lewis A. McMurrin, Jr. also spoke to the Commission, saying the mileage and money are needed in Tidewater to complete sections of the Interstate in the area and so that the area would be free from toll facilities. Mr. Robert F. Foeller, Executive Director of the Southeastern Virginia Planning District Commission, presented Mr. Fugate with a resolution of his Commission with regard to the disposition of the I-66 funds. Senator A. Joe Canada, Jr. and Delegate George H. Heilig, Jr., who were not present, asked to go on record as wanting the I-66 funds and mileage transferred to the Tidewater area. Mr. Fugate agreed that some alleviation in traffic congestion is necessary, and said there is no greater need in the state than that for a third tunnel crossing between Norfolk and Portsmouth.

Mr. G. K. Hectman, chairperson of the Metropolitan Washington Sierra Club, appeared before the Commission, asking that I-66 funds be used in Northern Virginia toward mass transit projects.

Delegate Orby Cantrell and Mr. Harley Stallard, Superintendent of Wise County Schools, appeared before the Commission concerning access to the Limited Access Pound Bypass on Route 23 from a tract of land the Wise County School Board is considering buying, since this tract of land is the only hope of the School Board for construction of a school, and they do not want to purchase the land until they have assurance of getting to it from the highway. Mr. Fugate stated that investigation has revealed that certain agreements have been made with property owners all along this bypass, because in this area there are very rich deposits of coal; and the Department has given these property owners on whose land there is coal access to the bypass where the property is landlocked as long as they mine coal there. Because of this, the Limited Access feature is nullified on the Pound Bypass. Some of the older bypasses, even though Limited Access, have at-grade intersections of secondary

roads. There is a provision in the statutes, Mr. Fugate said, that says if a school constructs a school entrance, it may be added by the Commission as a part of the Secondary System of Highways. He said we have a great many school entrances in the Secondary system of Highways. In view of the cloud on the Limited Access that hangs over this bypass because of these coal agreements, Mr. Fugate asked Mr. Stallard that if the Department were to agree to this access, and if the School Board were to construct an entrance and road in accordance with Secondary Road standards, would the School Board be agreeable to making the necessary connection to the bypass, fencing it so no adjacent property owner could use it for private purposes, and bearing the cost, if it became necessary, to install traffic control devices at the intersection of the highway with the school. Mr. Stallard said the Board would be agreeable to this.

Mr. Fugate appointed a committee of Messrs. Hall, Glass and Beeton to meet after the Commission adjourned and recommend to the Commission what action should be taken. The Commission will act on the recommendation by letter ballot, and Messrs. Cantrell and Stallard will be advised.

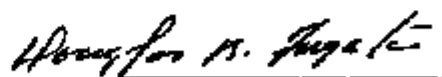
Messrs. Cantrell and Stallard thanked the Commission for their consideration and stated that Mr. Hall had certainly been most kind to them in discussing this problem and had shown them every consideration.

Mr. Edwin R. MacKethan commended the operation of the toll facilities in the Tidewater area.


The next meeting of the Commission will be held in Arlington County at the Sheraton National Hotel on September 30, 1975, at 2 p.m. Mr. Britton will be in touch with the Commission members as to the details.

The meeting was adjourned at 11:50 a.m.

Approved:


Chairman

Attested:


Secretary