

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

RICHMOND, VIRGINIA

September 21, 1972

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on September 21, 1972, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Eakin, Fitzpatrick, Glass, Hall, Janney, Landes and Roos.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, minutes of the meeting of August 17, 1972, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Glass, that permits issued from August 17, 1972, to September 20, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, cancellation of permits from August 17, 1972, to September 20, 1972, inclusive, as shown by records of the Department, was approved.

A portrait of Mr. Henry Garnett Shirley, who was State Highway Commissioner from 1922 to 1941, was presented to the Commission by his family. The portrait was painted by Ellis M. Silvette in 1932 and was unveiled by Henry G. Shirley, II, a grandson of the former Commissioner, and Mr. Douglas B. Fugate, present Chairman of the Commission.

Members of Mr. Shirley's family present were his widow, Mrs. Harold J. Neale, Mrs. Leon C. Otis (daughter) of Wynnewood, Pennsylvania, Dr. and Mrs. Fred G. Patterson (daughter) of Chapel Hill, North Carolina, Mr. and Mrs. Augustus G. Shirley (son) of Pearisburg, Virginia, and their son, Henry G. Shirley, II, a member of the faculty at Virginia Military Institute

Mr. Harold J. Neale spoke for the family in making the presentation.

Moved by Mr. Fitzpatrick, seconded by Mr. Glass, that the Commission confirm letter ballot action on bids received August 9, 1972, on the following projects:

Rosemont Road, Project U000-134-102, C-501

Int. Holland Rd. - Int. Hilber St., City of Virginia Beach. Award of contract to low bidder, Birsch Construction Corporation, Norfolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,544,935.66	\$100.00
10% for engineering and additional work	154,493.56	10.00
Work by State Forces	9,699.99	
Amount chargeable to project	1,709,239.00	
Acct. Rec. City of Va. Beach - \$256,385.88		
\$556,853.00 to be provided for in Future Urban Construction Allocations.		

Route 13, Project 0013-001-104, L-801

Planting and Incidentals - 1.0 Mi. S. Maryland State Line at Exist. Rest Area - Information Center and Truck Weighing Station, Accomack County. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

Bid	\$59,012.14
10% for engineering and additional work	5,901.21
Work by State Forces	280.00
Amount chargeable to project	65,193.00
\$65,193.00 to be provided from 1970 Beautification Funds.	

Route 33, Project 0033-127-101, B-604

Demolition of Exist. Marshall St. Viaduct - Abutment at Intersection of Marshall and College Sts. - Int. 21st St., City of Richmond. Award of contract to low bidder, J. Kannon Perrin Construction Co., Inc., Richmond, Virginia.

Bid	\$642,336.00
10% for engineering and additional work	64,233.60
Work by State Forces	280.00
Amount chargeable to project	706,850.00
Acct. Rec. City of Richmond 15% - \$106,027.44	

Route 120, Project 0120-000-105, C-501

0.031 Mi. W. Int. N. Upland Street Right - 0.413 Mi. W. Int. Rte. 309, Arlington County. Award of contract to low bidder, Martin & Gass, Inc., Merrifield, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,233,989.15	\$530,838.50
10% for engineering and additional work	123,398.91	53,083.85
Work by State Forces	6,440.00	
Amount chargeable to project	1,947,750.00	
Acct. Rec. County of Arlington - \$583,922.35		

Route 123, Project 0123-076-104, C-501

Int. Rte. 1 - 0.419 Mi. W. Int. Rte. 1, Prince William County. Award of contract to low bidder, Julius L. Branscome, Woodbridge, Virginia.

Bid	\$188,838.30	
10% for engineering and additional work	18,883.83	
Right of Way (Incidental)	100.00	
Amount chargeable to project	207,822.00	
Acct. Rec. Scandall, Inc. - \$98,843.03		
\$58,979.00 to be provided for in 1973-74 Primary Construction Allocations.		

Route 460, Project 0460-060-109, C-501

0.770 Mi. W. Int. Rte. 11 - 0.486 Mi. W. Int. Rte. 11, Montgomery County. Award of contract to low bidder, Cardinal Construction Co., Roanoke, Virginia.

Bid	\$180,454.13	
10% for engineering and additional work	18,045.41	
Work by State Forces	1,100.00	
Right of Way	5,000.00	
Amount chargeable to project	204,600.00	
\$111,983.00 to be provided for in 1973-74 Primary Construction Allocations.		

Route 619, Project 0619-084-129, C-501, B-610, FS-701

0.075 Mi. S. Rte. 659 - 0.455 Mi. N. Rte. 659, Scott County. Award of contract to low bidder, E. F. Blankenship Co., Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$407,956.09	\$75.00
10% for engineering and additional work	40,795.60	7.50
Work by State Forces	194.00	
Utilities	1,425.18	
Railroad	14,999.61	
Flagging	550.00	
Amount chargeable to project	466,003.00	
Acct. Rec. Clinchfield RR Co. - \$1,499.96		
\$256,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.		

Route 621, Project 0621-053-161, C-502, B-620, B-621

Bridge and Approaches over Goose Creek and Drainage Structure and Approaches over Sycoline Creek, Loudoun County. Award of contract to low bidder, Echols Brothers, Inc., Staunton, Virginia.

Bid	\$515,867.43
10% for engineering and additional work	51,586.74
Work by State Forces	4,606.00
Amount chargeable to project	572,060.00

\$140,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 644, Project 0644-046-157, C-501

Int. Rte. 637 - Int. Rte. 654, Isle of Wight County. Award of contract to low bidder, The Blair Brothers, Inc., Suffolk, Virginia.

Bid	\$101,596.00
10% for engineering and additional work	10,159.60
Work by State Forces	2,200.00
Utilities	2,529.00
Amount chargeable to project	116,485.00

\$100,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 647, Project 0647-016-129, C-501, B-612

0.237 Mi. W. Mattaponi River - 0.379 Mi. E. Mattaponi River, Caroline County. Award of contract to low bidder, Arch Construction Company, Inc., Richmond, Virginia.

Bid (Alternate)	\$159,735.10
10% for engineering and additional work	15,973.51
Work by State Forces	1,294.00
Amount chargeable to project	177,003.00

\$125,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 657, Project 0657-001-150, C-501

0.040 Mi. S. Int. Rte. 656 - 0.018 Mi. E. Int. Rte. 771, Accomack County. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

Bid	\$167,888.95
10% for engineering and additional work	16,788.89
Work by State Forces	990.00
Amount chargeable to project	185,668.00

\$185,668.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 704, Project 0704-070-144, C-501, B-616

Bridge and Approaches Smith River, Patrick County. Award of contract to low bidder, Lanford Brothers Co., Inc., Roanoke, Virginia.

Bid	\$154,357.50
10% for engineering and additional work	15,435.75
Amount chargeable to project	169,793.00

\$3,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 729, Project 0729-071-168, C-501

Int. Rte. 726 (Kentuck) - Int. Rte. 659, Pittsylvania County. Award of contract to low bidder, Thompson-Arthur Paving Co., Danville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$371,846.03	\$400.00
10% for engineering and additional work	37,184.60	40.00
Work by State Forces	15,413.60	
Utilities	23,135.00	
Amount chargeable to project	448,019.00	

Various Streets, Project 5504-122-101, C-501

City Streets Central Signal System, City of Norfolk. Award of contract to low bidder, Bryant Electric Co., Inc., High Point, North Carolina.

Bid	\$1,832,000.00
10% for engineering and additional work	183,200.00
Work by State Forces	280.00
Flagging	440.00
Amount chargeable to project	2,015,920.00

Acct. Rec. City of Norfolk - \$302,388.00
\$493,532.00 to be provided for in Future Urban Construction Allocations.

Route 7, Project 8595-968-803, L-802

Junkyard Screening, Guardrail and Fence, F.A.P. Route, Frederick County. Award of contract to low bidder, Waynesboro Nurseries, Inc., Waynesboro, Virginia.

Bid	\$42,386.33
10% for engineering and additional work	4,238.63
Work by State Forces	280.00
Amount chargeable to project	46,905.00

\$35,178.00 to be provided from 1965 Beautification Funds.
\$11,727.00 to be provided from not let, Rte. 7, "Rte. 81 Intg.-East."

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Glass, that the Commission confirm letter ballot action rejecting bids received August 9, 1972, and authorizing readvertisement of these projects:

Route 3, Project 0003-051-108, C-501

Storm Drainage - Town of Kilmarnock - 0.060 Mi. S. Int. 3 and 200 - 0.226 Mi. W. Int. 3 and 200, Lancaster County. Low bid - 33.1% over estimate.

Route Alt. 1, Project 7001-111-103, C-501, B-601

Int. Snowden Street - Int. Welford Street, City of Fredericksburg. Low bid - 17.4% over estimate.

Route 258, Project 0258-046-108, C-501

0.047 Mi. N. Int. Rte. 619 - 0.359 Mi. S. Int. Rte. 630, Isle of Wight County. Low bid - 27.5% over estimate.

Route 291, Project 0291-118-102, C-501

Int. Lakeside Dr. and College Dr. and Int. Old Forest Rd. and Link Rd., City of Lynchburg. Low bid - 35.4% over estimate.

Route 360, Project 0360-127-103, C-501

Turning Lanes - 0.121 Mi. W. of Woodhaven Dr. - 0.121 Mi. E. of Woodhaven Dr., City of Richmond. Low bid - 58.8% over estimate.

Route 605, Project 0605-049-112, C-502

1.828 Mi. E. Int. 668 - Int. 601, King and Queen County. Low bid - 21% over estimate.

Route 688, Project 0688-061-155, C-501, FS-705

0.106 Mi. S. Int. Rte. 58 - 3.069 Mi. S. Int. Rte. 58, Nansemond County. Low bid - 17.6% over estimate.

Route 641, Project 0641-036-101, C-501, B-601

Bridge and Approaches over Sarah's Creek, Gloucester County. Low bid - 20.1% over estimate.

Route 879, Project 0879-084-130, C-501

Int. Rte. 58 - 1.348 Mi. N. Int. Rte. 58, Scott County. Low bid - 25.6% over estimate.

City Streets, Project 5503-137-101, C-501

Improvement of Street Intersections and Signalization - Intersections of Various Streets and Roads, City of Williamsburg. Low bid - 14.3% over estimate.

Access Road, Project 9999-128-103, C-501, C-502

Int. Tenth St., N. W. - 0.091 Mi. W. Int. Court St., N. W., City of Roanoke. Low bid - 43.1% over estimate.

MOTION CARRIED

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

WHEREAS, on or about the 15th day of December, 1970, Key Construction Company, Incorporated, entered into a contract with the Virginia State Highway Commission for the construction in connection with Project Number 0671-270-147, C-501; 0671-087-148, C-501, on State Secondary Route 671 in the Town of Newsoms and Southampton County for the amount of \$192,119.66, and

WHEREAS, on this project it became necessary to raise the grade of the project approximately one foot to overcome unsatisfactory subsurface conditions, and

WHEREAS, this change in grade caused regular excavation to overrun approximately 5,700 cubic yards and borrow excavation to overrun approximately 3,700 cubic yards and Portland Cement with processing to slightly overrun, and

WHEREAS, these overruns will exceed the contract amount by approximately twenty-five percent (25%), and

WHEREAS, Section 104.02 of the 1966 Virginia Department of Highways' Road and Bridge Specifications requires a Supplemental Agreement when the original contract is increased by more than twenty percent (20%), and

WHEREAS, the abovementioned contractor has agreed to accept contract unit prices for this additional work.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commissioner is hereby authorized to enter into on behalf of this Commission a Supplemental Agreement with Key Construction Company, Incorporated, on the above mentioned project for the necessary additional work at an approximate cost of \$48,500.00

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Landes,
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 Christiansburg for maintenance payments at the rate of \$1,500 per lane mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,500 per lane mile annually be made to the Town of Christiansburg on additional streets totaling 0.34 mile and meeting standards required by the aforementioned section of the Code effective July 1, 1972, for the quarterly payments due after September 30, 1972. The additional streets and mileage eligible for payment are described as follows:

Stone Street	- Depot St. to Christiansburg Garment Company, Inc.	- 0.07 Mile of 2 Lanes
Ragan Drive, N. W.	- So. Int. Clearview Dr. to No. Int. of Wimmer St. and Clearview Dr.	- 0.27 Mile of 2 Lanes

These additions, totaling 0.34 mile, will increase the total mileage in the Town of Christiansburg from 35.07 miles to 35.41 miles of approved streets and the lane mileage increases 0.68 lane mile from 70.14 lane miles to 70.82 lane miles subject to payment.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Landes,
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 Marion for maintenance payments at the rate of \$1,500 per lane mile annually on an additional street meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,500 per lane mile annually be made to the Town of Marion on an additional street, 0.14 mile in length, and meeting standards required by the aforementioned section of the Code effective July 1, 1972, for the quarterly payments due after September 30, 1972. The additional street mileage eligible for payment is described as follows:

Virginia Avenue - 0.14 miles east of Baughman Ave. - 0.14 Mile of
to Baughman Ave. 2 Lanes

This addition of 0.14 mile will increase the total mileage in the Town of Marion from 24.83 miles to 24.97 miles of approved streets and the lane mileage increases 0.28 lane mile from 49.66 lane miles to 49.94 lane miles subject to payment.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Crowe,
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 Appalachian Power Company Building, Abingdon, Virginia, on June 28, 1972, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 11 (West Main Street) from 0.288 mile west of the West Corporate Limits of Abingdon to 0.022 mile south of Russell Road in Washington County and the Town of Abingdon, State Project 0011-095-104, C-501; 0011-140-102, 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

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

WHEREAS, based on extensive studies by engineers of this Department along with representatives of the Governor's office, the Division of State Planning and Community Affairs, and the Office of Civil Defense, and based on a resolution of the Board of Supervisors of

Buchanan County, this Commission on February 18, 1971, adopted a resolution setting forth that the new addition policy as it affects Buchanan County be waived to the extent that an additional \$50,000 of improvement funds be allocated for new additions in 1971-72, \$54,620 for 1972-73, and \$27,170 for 1973-74, contingent upon the availability of funds and the Board's providing the necessary unrestricted rights of way as set forth in its resolution of January 4, 1971; and

WHEREAS, the funds as authorized by this Commission were provided for new additions in the 1971-72 Secondary budget for Buchanan County; and

WHEREAS, Buchanan County has been unable to secure rights of way for any new additions as set forth for the first year of the approved new addition plan; and

WHEREAS, the Board of Supervisors of Buchanan County by resolution of January 10, 1972, advised that it is of the opinion that this plan is no longer meritorious for the improvement of the county roads and the Board is desirous of returning to the original method used by the county for new construction on Secondary roads in the county; and

WHEREAS, the Board further adopted and approved the original method of new construction on Secondary roads and the discontinuance of the said Civil Defense Plan as set out in docket entitled "Buchanan County Road Plan, Office of Civil Defense, dated January 25, 1971."

NOW, THEREFORE, BE IT RESOLVED, that this Commission abides by the desires of the Buchanan County Board of Supervisors and discontinues the said Civil Defense Plan as set forth in docket entitled "Buchanan County Road Plan, Office of Civil Defense, dated January 25, 1971."

AND BE IT FURTHER RESOLVED, that the Commission's policy for new additions, adopted effective July 1, 1964, be in effect for consideration for all rural additions in Buchanan County effective September 21, 1972.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Landes, 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 Rocky Mount for maintenance payments at the rate of \$1,500 per lane mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,500 per lane mile annually be made to the Town of Rocky Mount on additional streets totaling 2.06 miles and meeting standards required by the aforementioned section of the Code, effective July 1, 1972, for the quarterly payments due after September 30, 1972. The additional streets and mileage eligible for payment are described as follows:

Court Street	- 0.41 Mi. E. Old ECL Ry. Mt. to 0.71 Mi. E. Old ECL Ry. Mt.	- 0.30 Mile of 2 Lanes
Trail Drive	- Main St. to State St.	- 0.40 Mile of 2 Lanes
State Street	- Trail Drive to Main St.	- 0.46 Mile of 2 Lanes
Edgemont Street	- Leanon St. Southwest to Dead End	- 0.15 Mile of 2 Lanes
State Street	- Trail Drive to 0.50 Mi. South of Trail Drive	- 0.50 Mile of 2 Lanes
Unnamed Street	- State St. North to Dead End	- 0.25 Mile of 2 Lanes

These additions, totaling 2.06 miles, will increase the total mileage in the Town of Rocky Mount from 15.23 miles to 17.29 miles of approved streets and the lane mileage increases 4.12 lane miles from 30.71 lane miles to 34.83 lane miles subject to payment.

MOTION CARRIED

Following Mr. Harwood's presentation on location for proposed improvement on Kirby Road, Route 695 in Fairfax County, Mr. Fugate said this is a classical example of the conflict which develops between the needs of traffic and needs of adjoining property owners on roads of this kind in urban areas and the Highway Commission finds itself in the unenviable position of making compromises to suit the need. He said traffic on Kirby Road justifies four-lane development, but recognizing that this is a residential road as well as a traffic artery, compromises are necessary. He said he considered the design and location recommended by Mr. Harwood an acceptable compromise for everyone concerned. He said we will attempt to fit the fifty-foot right of way into the terrain so as to do as little damage as possible to the adjacent property and will attempt to preserve any trees or other terrain features that can be retained. He strongly recommended the solution proposed by Mr. Harwood because he believed it was a very fair and equitable solution for all concerned with this very difficult problem.

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

WHEREAS, in accordance with statutes of the Commonwealth of Virginia and Highway Commission policies, a location public hearing was held in the Langley High School Auditorium, 6520 Georgetown Pike, McLean, Virginia, on May 18, 1971, at 7:30 p.m., for the purpose of considering the proposed location of Route 695 (Kirby Road) from 1.3 miles south of the intersection of Route 123 (Chain Bridge Road) to the intersection of Route 123 (Chain Bridge Road) in Fairfax County, State Project 0695-029-128, 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 corridor for development of this project be approved in accordance with Line I as proposed and presented at the location public hearing by the Highway Department engineers, and

BE IT FURTHER RESOLVED, that the final location and design will be developed so as to preserve as much as possible the trees and other natural features and to blend the proposed highway facility into the existing environment, and

BE IT ALSO FURTHER RESOLVED, that the design of the final facility will be developed with fifty feet of right of way plus the necessary slope easements and utilizing twenty-two feet of pavement, ten feet of fill shoulders, six feet of cut shoulders and three feet of ditch width, and

BE IT ALSO FURTHER RESOLVED, that a design public hearing will be conducted to present the design features as soon as the plans have been sufficiently developed to clearly indicate the design, right of way requirement and the effects on the environment.

MOTION CARRIED

A request of the Merchants of Occoquan that the temporary bridge across Route 123 be structured so that it might be of a permanent nature was discussed. No action was taken, but Mr. Harwood stated the temporary bridge would be left in place for a time after completion of the new structure to replace bridge washed out during Hurricane Agnes.

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Amelia, Augusta, Fairfax, Franklin, Patrick, Rockbridge and Sussex 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:

AMELIA COUNTY	- Section 1 of old location Rte. 644 from Sta. 85+25 to Sta. 94+00, Proj. 0644-004-116, C-501 -----	0.18 Mile
AUGUSTA COUNTY	- Route 9038 from Route 11 to 0.07 Mi. W. Route 11 -----	0.07 Mile
	- Route 9743 from 0.09 Mi. West of Route 739 to Route 42 -----	0.05 Mile
FAIRFAX COUNTY	- Route 2643, MacArthur Dr., from Rt. 695 southeasterly 0.06 Mile -----	0.06 Mile
FRANKLIN COUNTY	- Section 13 of old location Rte. 673 from Rt. 40 to old Rte. 673 -----	0.20 Mile
	- Sections 1 and 2 of old location Rte. 608 between Rte. 719 and Rte. 220 -----	0.80 Mile

- PATRICK COUNTY - Section 1 of old location Rte. 691 from Rte. 8 to Sta. 17+00, Budget Item No. 5303 ----- 0.18 Mile
- ROCKBRIDGE COUNTY - Section 13 of old location Rte. 608 from Sta. 557+00 to Sta. 565+65, Project 0608-081-137, C-501 ----- 0.18 Mile
- SUSSEX COUNTY - Section 7 of old location Rte. 635 from Sta. 164+50 to Sta. 170+20, Budget Item No. 5305 ----- 0.11 Mile

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Augusta County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Basic-Witz Corporation near Stuarts Draft in Augusta County, estimated to cost \$44,000; 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 \$44,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of Basic-Witz Corporation to be located near Stuarts Draft in Augusta County, Project 0909-007-178, C-501, FS-709, 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. Fitzpatrick, seconded by Mr. Landes ,
that

WHEREAS, in connection with Route 6, State Highway Project 209-C, the Commonwealth acquired certain lands from The Federal Land Bank of Baltimore, et al by deed dated February 3, 1939 as recorded in Deed Book 68, Page 500 in the Office of the Clerk of the Circuit Court of Goochland County; and

WHEREAS, a section of Route 6 was relocated in a southern direction under Project 0006-037-104, C-504 from approximate survey Station 1960+88 (centerline present Route 5) to approximate survey Station 1997+50 (centerline present Route 6) and the new location serves the same citizens as the old location and has been approved by the State Highway Commissioner; and

WHEREAS, the old section of Route 6 was assigned to the Secondary System as Route 695 and later abandoned by the Board of Supervisors of Goochland County on February 1, 1972; and

WHEREAS, the adjoining landowners have requested that we convey to them the portion of Route 695 that we own in fee; and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising the section of Route 695 lying from a point approximately 1,000 feet opposite approximate survey Station 1983+00 (centerline present Route 5) to a point 55 feet opposite approximate survey Station 1996+90 (centerline present Route 6) 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 land, so certified, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth deeds, without warranty, to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, in connection with Route 10, State Highway Project 0010-061-103, RW-201, the Commonwealth acquired certain lands, portions of which lie

outside the normal right of way, from Larnel Willis, et al, by deed dated November 6, 1967, as recorded in Deed Book 498, Page 500 and from Vinnie E. Glover by deed dated November 6, 1967, as recorded in Deed Book 311, Page 539. Both of the aforementioned deeds are recorded in the Office of the Clerk of the Circuit Court of Nansemond County, now the City of Nansemond; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcels of land lying southeast of and adjacent to the southeast proposed right of way line of Route 10 from a point 55 feet opposite approximate survey Station 13+08 (centerline Route 10) to a point 55 feet opposite approximate survey Station 13+52 (centerline Route 10) and also from a point 55 feet opposite approximate survey Station 14+55 (centerline Route 10) to a point 55 feet opposite approximate survey Station 15+22 (centerline Route 10) are 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 parcels of land, so certified, is in the public interest, and the State Highway Commissioner is hereby authorized to execute deeds in the name of the Commonwealth conveying same, without warranty, to the adjoining landowners of record for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Fitzpatrick, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 19, State Highway Project 209, now Route 6, the Commonwealth acquired certain lands from E. M. Boggs and Olive Boggs, by deed dated April 12, 1923, as recorded in Deed Book 56, Page 267, in the Office of the Clerk of the Circuit Court of Goochland County and from P. N. Stoneman by agreement dated December 13, 1922, deed for which has never been executed; and

WHEREAS, in connection with Route 6, State Highway Project 0006-037-104, RW-205, a portion of Route 19, now Route 6, between approximate survey Station 2073+72 (centerline relocated Route 6) and approximate survey Station 2126+00 (centerline relocated Route 6) was relocated so that portions of relocated Route 6 lie on either side of the old Route, and the new location serves the same citizens as the old location and has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining landowners of record, in order to more fully develop their remaining lands, have agreed to convey the necessary right of

way needed from their properties for Route 667, State Highway Project 0667-037-128, C-501 and the slope easements needed for Route 6, State Highway Project 0006-037-106, RW-201 in exchange for the lands comprising the right of way of the old location of Route 19, now Route 6, no longer needed; and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising the right of way of old Route 19, now Route 6, from a point opposite approximate survey Station 2073+72 (centerline relocated Route 6) to a point opposite approximate survey Station 2076+00 (centerline relocated Route 6); then from a point opposite approximate survey Station 2078+60 (centerline relocated Route 6) to a point opposite approximate survey Station 2097+42 (centerline relocated Route 6); then from a point opposite approximate survey Station 2104+56 (centerline relocated Route 6) to a point opposite approximate survey Station 2113+10 (centerline relocated Route 6) and from a point opposite approximate survey Station 2116+00 (centerline relocated Route 6) to a point opposite approximate survey Station 2126+00 (centerline relocated Route 6) 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, in accordance with the provisions of Section 33.1-148 of the 1950 Code of Virginia, as amended, the said sections of old Route 19, now Route 6, are hereby declared abandoned and in accordance with the provisions of Section 33.1-149 being of the said code, the conveyance of the said lands is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth quitclaim deeds, conveying same to the adjoining landowners of record in exchange for deeds to the lands needed from them for Route 667 and Route 6, and subject to such restrictions as may be requisite.

Motion carried.

Moved by Mr. Fitzpatrick, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 662, State Highway Project 0662-071-102, C-501, the Commonwealth acquired certain lands from Victoria Fitzgerald, et al, by omnibus deed dated July 14, 1960, as recorded in Deed Book 405, Page 59, in the Office of the Clerk of the Circuit Court of Pittsylvania County; and

WHEREAS, a section of Route 662 was relocated in a southwestern direction from a point opposite survey Station 153+70 (centerline Route 662) to a point opposite survey Station 158+00 (centerline Route 662) and the new location serves the same citizens as the old location and has been approved by the State Highway Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of

Pittsylvania County held on the 6th day of June, 1962, a resolution was passed abandoning as a public road the old section of Route 662; and

WHEREAS, the adjoining landowner has requested that the portion of land lying between the center of the old road and the revised northeast right of way line of relocated Route 662 be conveyed to him for the more orderly development of his property; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the centerline of the old road and the revised northeast right of way line of Route 662 from a point 25 feet opposite survey Station 153+70 (centerline Route 662) to a point 25 feet opposite survey Station 158+00 (centerline Route 662) 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 land, so certified, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

Moved by Mr. Fitzpatrick, seconded by

Mr. Landes,

that

WHEREAS, in connection with Route 2, State Highway Project 745-A, the Commonwealth acquired certain land, a portion of which was for improvements to Route 637, from A. L. Isbell, et al by deed dated October 9, 1933, as recorded in Deed Book 97, Page 348, in the Office of the Clerk of the Circuit Court of Hanover County; and

WHEREAS, Route 637 was relocated in a southwestern direction under State Highway Project D637-042-105, Budget Item 3015, from approximate survey Station 10+50 (centerline relocated Route 637) to approximate survey Station 18+66 (centerline Route 637), and serves the same citizens as the old location and the new location has been approved by the State Highway Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Hanover County held on the 26th day of July 1972, a resolution was passed abandoning as a public road the old section of Route 637; and

WHEREAS, the adjoining landowners have requested that the land comprising the right of way of old Route 637 be conveyed to them in order that

they may more fully develop their lands; and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising the old right of way of old Route 637 from the northwest right of way line of Routes 2 and 301 at approximate survey Station 7+25 (centerline old Route 637) to the southeast right of way line of relocated Route 637 at approximate survey Station 13+70 (centerline old Route 637) 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 Section 33.1-154 of the 1950 Code of Virginia, as amended is approved and the State Highway Commissioner is hereby authorized to execute a deed or deeds, without warranty, conveying same to the owner or owners of record of the adjoining lands for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

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

WHEREAS, in connection with Route 81, State Highway Project 0081-034-001, RW-202 in Frederick County, the Commonwealth acquired certain lands, a portion of which lies outside the right of way and limited access line from John W. Knight and Helen S. Knight by deed dated May 8, 1961, as recorded in deed Book 271, Page 164, in the Office of the Clerk of the Circuit Court of Frederick County; and

WHEREAS, the Winchester City School Board, in order to drain their property, has requested that we convey to them a twenty foot storm drainage easement to cross over, upon and beneath a portion of the said lands of the Commonwealth; and

WHEREAS, the State Highway Commissioner has certified to the Commission that he deems it expedient to convey to the Winchester City School Board a 20-foot storm drainage easement, the centerline of which is opposite approximate survey Station 837+00 (office revised centerline S.B.L.).

NOW, THEREFORE, in accordance with the provisions of Section 2.1-6 of the 1950 Code of Virginia, as amended, the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying such easement to the Winchester City School Board in such form and subject to such restrictions and conditions as he may deem proper.

Motion carried.

Moved by Mr. Fitzpatrick, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 13, State Highway Project 0013-061-103, RW-201 in Nansemond County, now the City of Nansemond, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from C. Wesley Rountree and Willie P. Rountree by deed dated September 12, 1969, as recorded in Deed Book 326, Page 404, in the Office of the Clerk of the Circuit Court of Nansemond County, now the City of Nansemond; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land lying on the northwest side of and adjacent to the northwest proposed right of way line from a point 41 feet opposite survey Station 70+27 (centerline proposed S.B.L.) to a point 41 feet opposite survey Station 72+72 (centerline proposed S.B.L.) 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 parcel 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 any person agreeable to paying 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. Fitzpatrick, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 64, State Highway Project 8294-70-75-76, now Project 0064-135-070-075-076, the Commonwealth acquired a certain drainage easement by Agreement dated November 10, 1958, from William A. Colbert and Addie M. Colbert as recorded in Deed Book 343, Page 41 in the Office of the Clerk of the Circuit Court of the City of Newport News; and

WHEREAS, the original proposed drainage ditch was not constructed within the limits of the easement acquired; and

WHEREAS, the adjoining landowner has agreed to convey to the Commonwealth a deed of easement for the present ditch in exchange for a deed to the easement on which the ditch was not constructed; and

WHEREAS, the State Highway Commissioner has certified in writing that the original proposed 10 foot wide drainage easement beginning opposite approximate survey Station 311+40 (centerline service road) and extending 1116.9 feet in a northeast direction 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 drainage easement, so certified, to the adjoining landowner is approved and the State Highway Commissioner is hereby authorized to execute a deed, without warranty, in exchange for a deed to the easement required.

Motion carried.

Moved by Mr. Fitzpatrick, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 50, State Highway Project 0050-000-101, RW-201, the Commonwealth acquired certain lands from Paul E. Sullivan and Elizabeth H. Sullivan by Certificate No. C-5984, dated March 11, 1964, case for which has been completed, as recorded in Deed Book 1541, Page 299, in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, Arlington County has requested that a portion of the lands acquired from the Sullivans be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the north side of and adjacent to the north normal right of way line, from a point 21 feet opposite survey Station 11+65 (connection to Arlington Towers and Fort Myer Drive) to a point 18 feet opposite survey Station 12+00 (connection between Fort Myer Drive and Meade Street) 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 County Board of Arlington County 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 accordingly and subject to such restrictions as may be deemed requisite.

FURTHER, THAT, the resolution pertaining to the conveying of the land, passed by the State Highway Commission on August 17, 1972, is hereby rescinded.

Motion Carried.

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Pulaski County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Mod-U-Kraf Homes, Incorporated, on Route 694 near Pulaski in Pulaski County, estimated to cost \$50,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of Mod-U-Kraf Homes, Incorporated, to be located on Route 694 near Pulaski in Pulaski County, Project 0694-007-130, 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 industrial access fund.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 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 Campbell County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Carter Glass & Sons, Publishers, Inc., on Route 673 in Campbell County, estimated to cost \$12,000; 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 \$12,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of Carter Glass & Sons, Publishers, Inc., on Route 673 in Campbell County, Project 0673-015-156, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED, Mr. Glass abstaining.

Moved by Mr. Roos, seconded Mr. Fitzpatrick, that the Commission approve award of contract on the following project:

Route 247, Project 0247-122-103, C-501, B-601

Repairs to the 26th Street Bridge over Lafayette River, City of Norfolk. Award of contract to low bidder, Crowder Contracting Co., Inc., Virginia Beach, Virginia.

Bid	\$ 94,710.20
10% for engineering and additional work	9,471.00
Administration, Engineering and Inspection	15,818.80
Amount chargeable to project	120,000.00
Acct. Rec. City of Norfolk - \$18,000.00	
\$102,000.00 to be provided for in 1973-74 State Urban Construction Allocations.	

MOTION CARRIED

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

WHEREAS, the Board of Supervisors of Mecklenburg County by resolution at its meeting on September 11, 1972, requested the Highway Commission to study existing regulations regarding subdivisions with the intent of making revisions which would in substance reduce the requirements for the acceptance of subdivision streets into the Secondary System; and

WHEREAS, the Highway Commission has had continuing studies made beginning in 1948 prior to the adoption of the original subdivision policy effective July 1, 1949; and

WHEREAS, in October of 1959 the Highway Commission again took action reaffirming the subdivision policy and strengthening this policy; and

WHEREAS, again in 1964 the Highway Commission, as a result of the continuing study and the reviewing of the subdivision policy, arranged methods by which subdivisions developed prior to November 15, 1959, could become a part of the Secondary System if the county had adopted a subdivision ordinance, the requirements of which were equal or greater than the Highway Commission policy; and

WHEREAS, the General Assembly in its 1968 session did provide approval of the Highway Commission's policy by the enactment of Section 33.1-72, which states in brief that where any county has adopted a subdivision ordinance, the requirements of which meet the Highway Department's standards, can from its general fund provide 50% of the cost of bringing a subdivision street to minimum standards if the subdivision was recorded prior to July 1, 1958, was in use at that time, and has at least three houses per mile, with the further provision that under these conditions the Highway Commission must add these streets to the Secondary System, bringing them to the necessary standards so long as the cost does not exceed the funds allotted for Secondary additions; and

WHEREAS, in 1968 further action by the Highway Department at the direction of the Highway Commission provided additional information and guidance to subdividers and the boards of supervisors; and

WHEREAS, the minimum pavement established in 1949 was a 20 foot surface treated pavement; and

WHEREAS, that minimum for traffic up to 400 vehicles per day is still the minimum as of this date; and

WHEREAS, this Commission has carefully considered the request of the Board of Supervisors of Mecklenburg County and finds that the subdivision policy as established and as amended from time to time since July 1, 1949, is a fair and equitable means of providing proper access within subdivisions and further protecting the interests of the property owners.

NOW, THEREFORE, BE IT RESOLVED, that the request of the Mecklenburg County Board of Supervisors is hereby denied.

MOTION CARRIED

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

WHEREAS, Section 131(f) of the federal Highway Beautification Act of 1965 provides for the erection of official highway signs within Interstate rights-of-way furnishing specific information for the traveling public, as follows:

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

WHEREAS, in August, 1966, the Virginia Department of Highways entered into an agreement with the then Bureau of Public Roads to conduct an experimental project to evaluate proposed national standards and criteria for official highway signs within Interstate rights-of-way giving specific information to the traveling public; and

WHEREAS, the national standards referred to in Section 131(f) of the Highway Beautification Act were issued on January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations; and

WHEREAS, on April 13, 1972, the State Highway Commission authorized a pilot project of travel services signing on Interstate Route 95;

NOW, THEREFORE, BE IT RESOLVED, that the minimum State criteria by which gas, food and lodging establishments may qualify for participation in such signing program are as follows:

SERVICE	MINIMUM STATE CRITERIA
ALL	Shall give written assurance of conformity with all applicable laws concerning the provision of public accommodations without regard to race, religion, color, or national origin and shall not be in continuing breach of that assurance.
GAS	<ol style="list-style-type: none">1. Shall be located not more than 1/2 mile from the center of the Interstate or crossroad structure at the interchange.2. Shall provide vehicle services such as fuel, oil (including oil change), lubrication, tire repair, and water for battery and radiator.3. Shall provide public rest rooms, each containing sink, running water, and flush toilet.

SERVICE	MINIMUM STATE CRITERIA
GAS (Con'd.)	<ol style="list-style-type: none"> 4. Shall provide drinking water fountain for public use. 5. Shall be in continuous operation at least 16 consecutive hours daily, 7 days a week. 6. Shall provide public telephone.
FOOD	<ol style="list-style-type: none"> 1. Shall be located not more than 3 miles from the center of the Interstate or crossroad structure at the interchange. 2. Shall display a valid permit from the State Health Commissioner in accordance with Section 35-26 of the Code of Virginia. 3. Shall be in continuous operation for at least 12 consecutive hours daily, beginning not later than 7:00 a.m., to serve breakfast, lunch, and supper, 7 days a week. 4. Shall provide public telephone.
LODGING	<ol style="list-style-type: none"> 1. Shall be located not more than 3 miles from the center of the Interstate or crossroad structure at the interchange. 2. Shall possess a valid permit from the State Board of Health in accordance with Section 35-22 of the Code of Virginia. 3. Shall have not less than 10 lodging rooms for rent or hire. 4. Shall provide off-street passenger vehicle parking space for each lodging room for rent or hire. 5. Shall be in continuous 24-hour operation, 7 days a week. 6. Shall provide public telephone.

AND, BE IT FURTHER RESOLVED, that exceptions to the use of specific information signing for travel services within Interstate rights-of-way may be made in urbanized areas, as determined by the State Highway Commissioner.

MOTION CARRIED

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission rejected request of the Board of Supervisors of Carroll County for transfer to the primary system of Route 775 from Route 52, north of Fancy Gap to Route 97, since this section does not meet criteria for inclusion in the primary system.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, the Commission rejected request of the Board of Supervisors of Henry County for transfer to the primary system of Route 890, extending north from the end of the present Primary Route 108 near Figsboro, to the intersection of Route 40 near Penhook, located in both Henry and Franklin Counties, since this section does not meet criteria for inclusion in the primary system.

Mr. Roos, Chairman of the Commission committee on personnel, reported on a meeting on Wednesday, September 20, with employees of the Culpeper District, which he said proved a very informative meeting.

He said there was one matter discussed which gave grave concern, this being the seeming inability of the State Highway Department employees to get information on the retirement program, how the funds are being invested and what accounting is being made. He asked, on behalf of the personnel committee, that the Chairman look into this and make a report as quickly as possible to the Highway Department employees throughout the system. Mr. Fugate said this would be done promptly.

On motion of Mr. Roos, seconded by Mr. Glass, the Commission recognized the disaster that had occurred earlier in the day to the Chesapeake Bay Bridge-Tunnel system and extended all proper and legal offer of assistance.

The question of signing on the Interstate System for institutions of higher learning, with particular reference to two-year colleges, was discussed and the chairman suggested that a thorough study of the matter be made before action was taken by the Commission.

The chairman said the Commission at its meeting on July 20, 1972, had approved widening of the Richmond-Petersburg Turnpike as being in accord with the immediate need to provide traffic relief. At the same time, he said, the Commission recognized that this was an expedient; that the six lanes which would result from widening the Turnpike would not take care of traffic in this corridor for a great number of years, and that a more permanent solution was necessary, and that the Highway Commission had recognized its responsibility for providing such a permanent solution if one could be found. Immediately thereafter, he said, conversations were begun with the Federal Highway Administration as to the possibility, which in this particular case was offered by the fact that no Federal funds had been spent on the toll road portion of I-95 between I-64 east in Richmond and I-85 in Petersburg. This mileage, approximately 27 to 28 miles, it was felt could be transferred to some other corridor. The Federal Highway Administration had given this sympathetic acceptance. In conversations with the Federal Highway Administration and in the Department's own analysis, he said, two conditions had to be met if favorable acceptance of this request for transfer were to be received. First, that there be no greater travel distance for I-95 traffic, because this involves redesignating I-95, the Richmond-Petersburg Turnpike, to an alternate route. Secondly, the I-95 mileage to be transferred could be no greater than the distance between the intersection of I-64 east in Richmond and the intersection of I-85 in Petersburg.

Mr. Fugate said a number of alternate corridors had been examined; one, proposed by the Hopewell Chamber of Commerce, utilizing the present Hopewell Bridge over the James River, which was too far out and did not provide sufficient traffic relief and would have exceeded the mileage which would be available for transfer.

Also examined was a corridor in Chesterfield County on the west side of the James River, where the same two objections would not be overcome.

The only route that was found to meet the criteria was the one which would provide for extending the present I-295 bypass of Richmond so that it also becomes a bypass of Petersburg and serves Hopewell, because its location is between Petersburg and Hopewell.

This mileage down to I-95 intersection is approximately the same mileage available if the Federal Highway Administration approves along the present route from I-64 to I-85. Request has been made to retain the I-295 extension over to the present Richmond-Petersburg Turnpike in the Interstate System; also the section of I-95 from the blue line below Petersburg (see sketch attached) into I-85 at Petersburg has been requested continued as a spur. All of this is within the available mileage if the concept is approved.

This alternate corridor, Mr. Fugate said, cannot be completed for at least ten years. The Interstate program depends upon the availability of the 90% Federal contribution, and the money is coming to Virginia so slowly that there is no possibility of building this entire route for ten years or more. It will be built in increments, with priority given to the section of I-295 which will become both 295 and 95, starting with 95 north and gradually working down to Petersburg and Hopewell. This, he said, emphasizes the need for going ahead with plans for the two additional lanes on the turnpike as proposed by the Authority and as approved by the State Highway Commission.

Meanwhile, Mr. Fugate said, Mr. Walter W. Craigie, State Treasurer and Secretary of Finance, has proposed a plan utilizing 9C of the State Constitution which would permit bonds to be issued with full faith and credit of the Commonwealth, thus reducing the overall cost of the widening by from twenty-five to forty million dollars, and reducing the life of the toll tenure by at least five years.




These two plans, he said, go hand in hand. The plan for financing the widening depends upon a recommendation of the Governor and two-thirds approval of both houses of the General Assembly. The alternate route plan depends upon approval by the Federal Highway Administration.

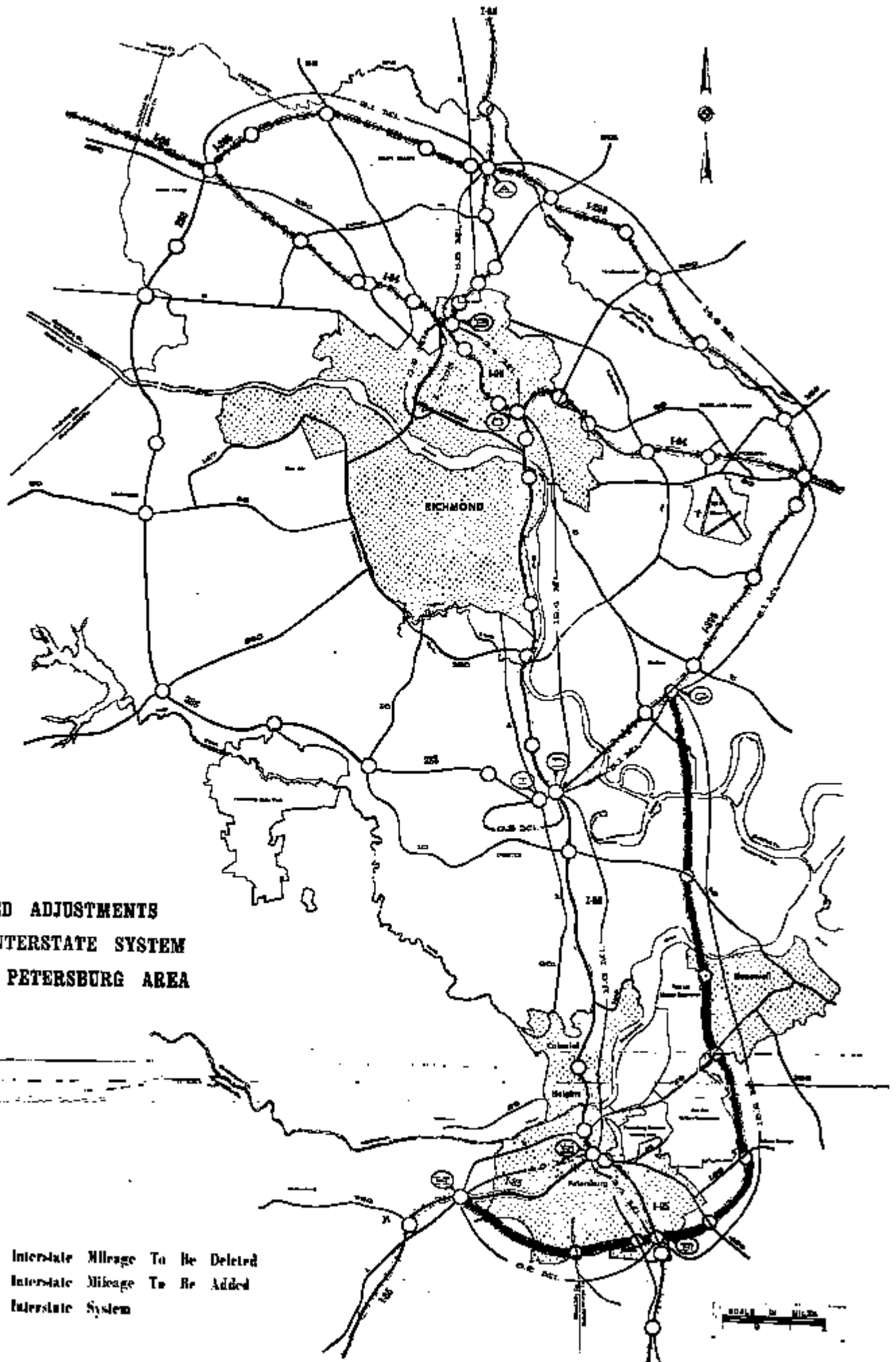
He said the section of I-95 below I-295 in Richmond would have to be redesignated I-195.

Mr. Fugate said he believed this is a plan which will provide for semi-permanent relief of traffic in this corridor.

Following a presentation on his contacts with local organizations and governing bodies, Mr. Crowe moved that the Highway Commission request the Federal Highway Administration to approve the redesignation of I-95 in a corridor described as overlapping I-295 from its intersection with I-95 north of Richmond to a point approximately two miles south of Route 5 near Varina, thence south on new location along a route shown generally in blue on the attached map, and that the request include that the signing of I-95 remain as it is until the other highway is completed. Motion was seconded by Mr. Fitzpatrick and carried.

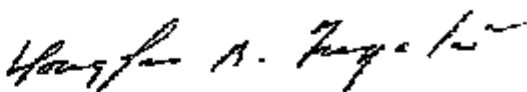
**PROPOSED ADJUSTMENTS
IN THE INTERSTATE SYSTEM
RICHMOND - PETERSBURG AREA**

-  Interstate Mileage To Be Deleted
-  Interstate Mileage To Be Added
-  Interstate System

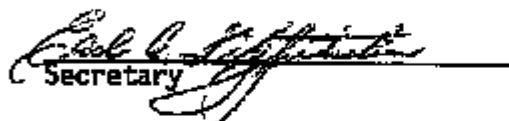


The meeting was adjourned at 11:52 a.m.

Approved:


Chairman

Attested:


Secretary