

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

September 15, 1977

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on September 15, 1977, at 10 a.m. The chairman, Mr. John E. Harwood, presided.

Present: Messrs. Harwood, Beeton, Crowe, Fralin, Hall, Hassell, Hooper, and Landes.

Absent: Messrs. Glass and Roos.

On motion of Mr. Beeton, seconded by Mr. Hall, the minutes of the meeting of August 18, 1977, were approved.

On motion of Mr. Beeton, seconded by Mr. Hall, permits issued from August 18, 1977, to September 14, 1977, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Beeton, seconded by Mr. Hall, that cancellation of permits from August 18, 1977, to September 14, 1977, inclusive, as shown by records of the Department, be approved. Motion carried.

Mr. Harwood gave some background information concerning Route 237 (Fairfax Drive) in Arlington County. The County has requested that parking be permitted on the street on an interim basis. The chairman stated he was reluctant to do this because experience has indicated it is difficult to remove parking once it has been allowed. The Board of Supervisors had drafted an agreement stipulating that if the State would allow parking where it is safe and does not interfere with sight distance, turning lanes, bus stops, or other loading needs and as long as it does not interfere with the through movement of traffic, and in no case after the Metrorail operation begins, then the County would take prompt action to rigidly enforce the "No Parking" restrictions once they are put into effect. With reluctance, Mr. Harwood recommended he be authorized to sign this agreement. On motion of Mr. Beeton, seconded by Mr. Hooper, the Commission voted to have the agreement executed.

9/15/77

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

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 Manchester High School, 7401 Hull Street Road, Richmond, Virginia, on May 19, 1977, at 7:30 p.m., for the purpose of considering the proposed expansion of the interchange of Route 150 (Chippenham Parkway) and Route 60 (Midlothian Turnpike) in Chesterfield County, State Project 0150-020-107, 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; and

BE IT FURTHER RESOLVED, that the necessary areas of the expanded interchange including the ramps, 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 the Highway and Transportation Commission Policy.

MOTION CARRIED

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

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 Tabb High School, 10,000 Big Bethel Road, Tabb, Virginia, on July 14, 1977, at 7:30 p.m., for the purpose of considering the proposed location and design of Route 171 from the intersection of Route 17 to 0.296 mile west of the west corporate limits of Popponson in York County, State Project 0171-099-101, C-501; and

9/15/77

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; and

BE IT FURTHER RESOLVED, that the portion of this project from the intersection of Route 17 to and including the proposed intersection of existing Route 171 (near west intersection of Route 606) 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 the Highway and Transportation Commission Policy.

MOTION CARRIED. (Mr. Roos indicated by phone his approval of this project.)

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Chesapeake for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Chesapeake on additional streets totaling 9.85 miles and meeting required standards under the aforementioned section of the Code, effective October 1, 1977, for quarterly payment due after December 31, 1977. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 7, dated October 1, 1977.

These "Other Streets" additions, totaling 9.85 miles, increase the total "Other Streets" mileage in the City of Chesapeake from 504.39 miles to 514.24 miles of approved streets subject to payment.

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

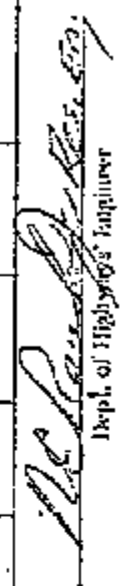
MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.85 @ miles
19.70 Lane Miles

SUBMITTED BY THE CITY OR TOWN (Date 7-19-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7-22-77)

NAME OF STREET	FROM (if with the vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour traffic
Menley Dr.	LAKE VILLAGE SECTION II	SECTION II	50'	30'	.05	No	Crushed Agg.	Asphalt	2
	250' West Lake Village Dr. Lake Village Dr								
Mill Stone Road	Woodard's Mill 500' East Mallowell Rd. Mill Run	Section I	50'	30'	.22	"	Soil Cement	Asphalt	2
Mill Run	Mill Stone Rd. Gully-de-duc		50'	30'	.20	"	"	"	"
Waterway Cir.	100' North Waterway Cir Waterway-Cir	SECTION II	50'	30'	.30	"	Crushed AGG.	"	"
	COLLEGE PARK SECTION 4-A								
Taxmont Ave.	Live Oak Dr. Vapco Easement	SECTION II	60'	22'	.28	"	"	"	"

DECIDED AND RECORDED PRIOR TO MERGER
RECORDED OCTOBER 25, 1971 H.B. 17 PGS. 79, 80

SIGNED 
Dept. of Highways Engineer

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

City of Chesapeake

MUNICIPALITY

9.85 Miles

TOTAL ADDITIONAL MILEAGE REQUESTED

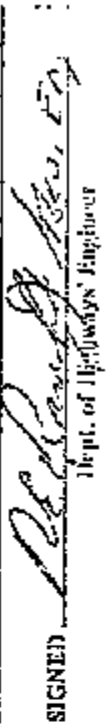
7-19-77

SUBMITTED BY THE CITY OR TOWN (Date)

CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7-22-77)

19.70 Miles
19.70 Miles

NAME OF STREET	FROM (if width vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED Rt. (Year or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
	COLLEGE PARK SECTION IV								
Paramont Ave.	.25 mi. South Live Oak Drive	Va. Beach City Line	60'	40'	.68	no	soil cement	Asphalt	2
Margaret Drive	KING JAMES COLONY SECTION A-4 .24 MI. NORTH Blackwater Rd.	.51 MI. NORTH Blackwater Rd.	50'	30'	.27	no	Crushed AGG	"	2
	BELVIN HEIGHTS								
Carolyn Drive	Campostella Rd.	Howard Rd.	50'	30'	.14	no	"	"	"
Clark Ct.	Carolyn Dr.	Cul-de-sac	50'	30'	.09	"	"	"	"
Kramer Place	Howard Rd.	Clark Ct.	50'	30'	.07	"	"	"	"
	FOREST HILLS SECTION VII								
Eagle Hill Dr.	150' North Jenkinswood Dr.	Cul-de-sac	60'	40'	.16	"	"	"	"
Copperfield Dr.	370' East Eagle Hill Dr.	Eagle Hill Dr.	50'	30'	.08	"	"	"	"

SIGNED  Dept. of Highways Engineer

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 3 of 7
October 1, 1977

Chesapeake

MUNICIPALITY

TOTAL ADDITIONAL MILEAGE REQUESTED 9.85 *8.97 Miles*
19.70 Lane Miles
19.90 Lane Miles

SUBMITTED BY THE CITY OR TOWN (Date 7-19-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7-23-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
		UNDIVIDED SECTION 8, 9, 10, 11, and 12 105' South							
Woodbaugh Drive	Bonar Dr. - Dunedin Drive		60'	40'	.70	no	Asphalt	Asphalt	2
St. Clair Ct.	St. Clair Dr. - Cul-de-sac		50'	30'	.03	"	"	"	"
Newport Drive	St. Clair Dr. 320' West St. Clair Drive		50'	30'	.06	"	"	"	"
Challin Drive	Woodbaugh Dr. - Kingston Drive		50'	30'	.13	"	"	"	"
Challin Ct.	Challin Drive - Cul-de-sac 100' West		50'	30'	.03	"	"	"	"
Kingston Drive	Bangor Drive Woodbaugh Drive 190' South 300' North		50'	30'	.23	"	"	"	"
Northington Drive	Woodbaugh Drive Woodbaugh Dr.		50'	30'	.10	"	"	"	"
Bangor Drive	.02 mi. South Woodbaugh Dr. - Stillbunston Dr.		50'	30'	.15	"	"	"	"
Opoho Cres.	Maori Drive - Bangor Drive		50'	30'	.12	"	"	"	"
Opoho Ct.	Opoho Cres. Cul-de-sac 150' South		50'	30'	.03	"	"	"	"
Maori Drive	Kingston Drive Dunedin Drive 105' South		50'	30'	.27	"	"	"	"
St. Clair Dr.	Woodbaugh Dr. Dunedin Dr.		50'	30'	.22	"	"	"	"

SIGNED

[Signature]
Dept. of Highways' Engineer

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 7
October 1, 1977

Chesapeake

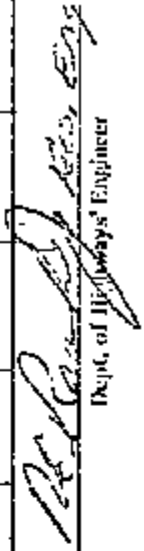
MUNICIPALITY

TOTAL ADDITIONAL MILEAGE REQUESTED 9.85 Miles
19.70 Local
10.93 Local

SUBMITTED BY THE CITY OR TOWN (Date 7-19-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-22-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
	DUMEDIN SECTION 9								
	125 North								
Stilworken Drive	Maori Drive	Bangor Drive	50'	30'	.18	no	Asphalt	Asphalt	2
Brandywine Drive	90' West Maori Dr.	Dumedin Drive	50'	30'	.13	no	Asphalt	Asphalt	2
Dumedin Drive	180' West Woodhoush Drive	Stilworken Dr.	50'	30'	.08	"	"	"	"
Portobello Ct.	Stilworken Dr.	Cul-De-Sac	50'	30'	.03	"	"	"	"
	WAMPLER PLACE								
Vico Drive	Jolliff Road	Cul-de-Sac	50'	30'	.14	"	"	"	"
Wampler Place	Vico Drive	Cul-de-sac	50'	30'	.07	"	"	"	"
	NORTH LANDING FARMS SECTION 1, LOT 50-75								
Cayuse Drive	.11 mi. North Saddalahorn Dr.	.12 mi. South Saddalahorn Dr.	50'	30'	.23	"	"	"	"
Saddalahorn Drive	Cayuse Drive	Cul-de-sac	50'	30'	.57	"	"	"	"

SIGNED



Dept. of Highways' Engineer

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 5 of 7
October 1, 1977

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 9.85 Miles
19.70 Lane Miles
19.80 Lane Miles

SUBMITTED BY THE CITY OR TOWN (Date 7-19-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-23-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
	GREENHAVEN, SECTION I <u>.20 mi, east</u>								
Farmville Road	Centerville Turnpike	Wilcher Rd.	50'	30'	.71	no	curshed Agg	Asphalt	2
Wilcher Road	.07 North Farmville Road	Farmville Rd.	50'	30'	.14	"	"	"	"
	CHESAPEAKE TOWNSHIPS, SECTION 1 & 2								
Gainsville Avenue	Old Callumerton Road	Old Callumerton Rd.	50'	30'	.14	"	"	"	"
	GEORGETOWN COLONY, SECTION 8								
Georgetown Blvd.	Providence Road	120' South Williams Rd.	60'	40'	.37	"	"	"	"
Allison Drive	Georgetown Blvd.	140' South Williams Pl.	60'	40'	.20	"	"	"	"
Williams Pl.	Allison Dr.	Georgetown Blvd.	50'	30'	.14	"	"	"	"
Printers Pl.	Allison Dr.	Georgetown Blvd.	50'	30'	.12	"	"	"	"

SIGNED

[Signature]
Dept. of Highways' Engineer

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

Chesapeake

MUNICIPALITY

9.85 Lane Miles

TOTAL ADDITIONAL MILEAGE REQUESTED

19.70 Lane Miles

19.90 Lane Miles

SUBMITTED BY THE CITY OR TOWN (Date 7-19-77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7-23-77)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Burnside Pl	120' South Lloyd Dr.	Coachtown Dr.	50'	30'	.12	No	Crushed Agg	Asphalt	2
	GEORGETOWN COLONY - SECTION 10								
	Wildwood Section 1, 2, 3, 4								
Caravelle Dr	Arch Road	Cul-de-sac	50'	30'	.41	"	"	"	"
Caravelle Ct. S.	Caravelle Dr.	Cul-de-sac	50'	30'	.02	"	"	"	"
Caravelle Ct. N.	Caravelle Dr.	Cul-de-sac	50'	30'	.02	"	"	"	"
Arch Road	150' West Caravelle Dr.	Scarborough	50'	30'	.11	"	"	"	"
Scarborough Dr.	150' North Arch Road	Caravelle Dr.	50'	30'	.32	"	"	"	"
Luray Terr.	Scarborough Dr.	Caravelle Dr	50'	30'	.32	"	"	"	"
Cornie Lane	Luray Terr.	Cul-de-sac	50'	30'	.07	"	"	"	"

SIGNED



Dept. of Highways, Engineer

9/15/77

These "Other Streets" additions, totaling 0.37 mile, increase the total "Other Streets" mileage in the City of Bedford from 27.65 miles to 28.02 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Galax for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Galax on additional streets totaling 1.41 miles and meeting required standards under the aforementioned section of the Code, effective October 1, 1977, for quarterly payment due after December 31, 1977. The additional streets and mileage eligible for payments are described as follows:

Glen Ridge Road - From Glendale Road to north corporate limits	0.58 Mile
Fairway Drive - From south intersection Glen Ridge Road to north intersection Glen Ridge Road	0.19 Mile
Watson Terrace - From Armory Road southeast to dead end	0.21 Mile
Sherwood Drive - From Taylorwood Road to Nottingham Way	0.27 Mile
Nottingham Way - From 0.06 mile north of Sherwood Drive to 0.10 mile south of Sherwood Drive	0.16 Mile

These "Other Streets" additions, totaling 1.41 miles, increase the total "Other Streets" mileage in the City of Galax from 44.14 miles to 45.55 miles of approved streets subject to payment.

MOTION CARRIED

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

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 Lynchburg for such payments; and

9/15/77

WHEREAS, the City of Lynchburg has requested the Virginia Department of Highways and Transportation to transfer Route 126 and sections of Routes 460 and 501 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 addition and deletion of mileage for payment on the primary route extensions within the City of Lynchburg be approved as follows, effective retroactive July 1, 1976, for the quarterly payment due after September 30, 1976:

Primary Extension Additions

Route 501	- From 0.08 mile west of Florida Avenue to SCL Lynchburg	1.26 Miles
Route 460 Business	- From Oakley Avenue to Memorial Avenue	0.56 Mile
Route 291	- From Route 460 Interchange to Route 221	2.68 Miles

Primary Extension Deletions

Routes 460 and 501	- From 0.13 mile south of Florida Avenue to 1958 city limits	0.12 Mile
Route 128	- From Route 670 to 0.01 mile west of Woodall Road	0.53 Mile
Campbell Avenue (Old Routes 460 and 501)	- From Woodrow Street to 0.21 mile southeast to dead end	0.21 Mile
Route 126	- From Route 460 Business to Route 221	1.87 Miles

The primary extension mileage, due to these additions and deletions, has a net addition of 1.77 miles and increases the total primary extension mileage in the City of Lynchburg from 44.73 miles to 46.50 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for the additions and deletions subject to payment on "Other Streets" to the City of Lynchburg, due to the primary extension changes be approved as follows, effective retroactive July 1, 1976, for the quarterly payment due after September 30, 1976:

"Other Streets" Additions

Handlers Mountain Road (Relocated WBL)	- From Route 670 to WBL Route 460	0.25 Mile
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9/15/77

Murray Place	- From MBL Route 128 to 0.12 mile north Route 128	0.12 Mile
Campbell Avenue (Old Routes 460 and 501)	- From Woodrow Street to 0.21 mile southeast to dead end	0.21 Mile
Old Route 126	- From Route 460 Business to WCL Lynchburg	2.86 Miles

"Other Streets" Deletions

Route 677	- From 0.65 mile north old SCL Lynchburg to 0.70 mile north old SCL Lynchburg	0.05 Mile
Fort Avenue	- From Oakley Avenue to Memorial Avenue	0.56 Mile

These "Other Streets" additions and deletions, due to the primary extension changes, for a net addition of 2.83 miles, will increase the "Other Streets" mileage in the City of Lynchburg from 214.12 miles to 216.95 miles of approved streets subject to payment.

MOTION CARRIED

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

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 Graham Park Junior High School, 3513 Graham Park Road, Prince William County, on June 22, 1977, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 1107 from 0.004 mile east of the intersection of Route 1 (northbound lane) to 0.018 mile east of the west intersection of Route 1125 in the Town of Dumfries and Prince William County, State Projects 1107-212-172, C-501, and 1107-076-173, C-501, Federal Project RS-1853 (101); and

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

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

9/15/77

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

MOTION CARRIED

Moved by Mr. Beeton, 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 Joyce Kilmer Intermediate School, 8100 Wolftrap Road, Dunn Loring, Virginia, on March 15, 1977, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 650 (Gallows Road) from 0.058 mile north of the intersection of Route 29/211 to the intersection of Route 7 in Fairfax County, State Project 0650-029-158, C-502, C-503, B-650; 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 include the trails requested by the Fairfax County Board of Supervisors by letter dated April 14, 1977, adjust some storm sewer lines, entrances, grades, and provide a flush median in lieu of a raised median from Route 695 (Idylwood Road) to Route 696 (Wolftrap Road) and from Route 813 (Merry's Lane) to Route 839 (Madriffion Road).

MOTION CARRIED

Moved by Mr. Hassell, seconded by Mr. Fralin,
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 additional streets meeting required standards;

9/15/77

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Poquoson on additional streets totaling 0.20 mile and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payments are described as follows:

Rivergate Drive - From River Road north thence east to end	0.17 Mile
Cheryl Circle - From Rivergate Drive south to end	0.03 Mile

These "Other Streets" additions, totaling 0.20 mile, increase the total "Other Streets" mileage in the City of Poquoson from 32.32 miles to 32.52 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 257 in Rockingham County has been altered and reconstructed as shown on plans for Project 0257-082-105, C-501; and

WHEREAS, four sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is to be transferred to the secondary system;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-748 of the Code of Virginia of 1950, as amended, 0.56 mile of the old location of Route 257, shown in blue and designated as Sections 2, 3, 4, and 5 on the plat dated March 23, 1977, Project 0257-082-105, C-501, be abandoned 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, 0.24 mile of the old location of Route 257, shown in green and designated as Section 1 on the plat and project referred to hereinabove, be transferred from the primary system to the secondary system of highways.

MOTION CARRIED

9/15/77

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

WHEREAS, Route Alt. 58 in Wise County has been altered and reconstructed as shown on plans for Project 6058-097-109, C-501; and

WHEREAS, three 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, 0.19 mile of old Route Alt. 58, shown in yellow and designated as Sections 1, 2, and 3 on the plat dated July 22, 1976, Project 6058-097-109, 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, 0.17 mile of old Route Alt. 58, shown in red and designated as Section 4 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. Hooper, seconded by Mr. Hassell,

WHEREAS, by proper resolution, the Board of Supervisors of Carroll County has 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:

- Carroll County - Section 1-A of old location Route 743 from Route 705 easterly 0.10 mile, Project 0077-017-101, G-303, G-306, G-307 0.10 Mile
- Sections 5 and 12-A of old location Route 620 between Station 18+00 (Route 620) and Station 42+50 (Route 620), Project 0077-017-101, G-303, G-306, G-307 0.30 Mile

9/15/77

- Section 6 of old location Route 740 from Station 39+00 (Route 740) westerly 0.19 mile, Project 0077-017-101, G-303, G-306, G-307

0.19 Mile

MOTION CARRIED

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

WHEREAS, Route 83 in Wise County has been altered and reconstructed as shown on plans for Project 0083-097-101, C-501; and

WHEREAS, one section of the old road, designated as Section 5 on the plat dated December 3, 1974, is no longer necessary as a public road, the new road serving the same citizens as the old; and

WHEREAS, at its meeting on May 20, 1976, this Commission authorized the discontinuance of said section of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the May 20, 1976, meeting authorizing discontinuance of the aforementioned Section 5 of Route 83 in Wise County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.20 mile of old Route 83, shown in blue and designated as Section 5 on the plat dated December 3, 1974, Project 0083-097-101, C-501, be abandoned as a part of the State highway system.

MOTION CARRIED

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

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 Shenandoah County Courthouse, Main and Court Streets, Woodstock, Virginia, on July 26, 1977, at 7:30 p.m., for the purpose of considering the proposed bridge and approaches over the north fork of the Shenandoah River on Route 675 (Edinburg Road) just east of Edinburg in Shenandoah County, State Project 0675-085-165, C-501, 3-678, Federal Project RS-1953 (101); and

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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. Beeton, seconded by Mr. Crowe,
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 Warwick High School, 51 Copeland Lane, Newport News, Virginia, on July 20, 1977, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 17 (Jefferson Avenue) from 0.079 mile north of the intersection of Route 152 (Main Street) to 0.058 mile south of the intersection of Route 312 (J. Clyde Morris Boulevard) in the City of Newport News, State Project 0017-121-104, C-501, Federal Project U-122-1 (23); 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 effect 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 to follow along the existing road by Deer Park as proposed and presented at the said location and design public hearing by the Department's engineers.

MOTION CARRIED. (Mr. Roos indicated by phone his approval of this project.)

9/15/77

Moved by Mr. Beeton, seconded by Mr. Hall,
that the Commission confirm letter ballot action on bids received
August 24, 1977, on the following project:

Project 20071054-045

Remodeling of the Heating and Air Conditioning Systems - Bristol District
Office, Bonhams Road off Route 11, East of Bristol, Virginia. Award of
contract to low bidder, Nor-Well Company, Inc., Elizabethton, Tennessee.

Bid (CAPITAL OUTLAY)	\$126,265.00
10% for engineering and additional work	12,626.50
Amount chargeable to project	138,891.00

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Hall,
that the Commission confirm letter ballot action on bids received
August 16, 1977, on the following project:

Project PM00-967-709, M-400

Pavement Marking (Thermoplastic Spray) - Various Locations, Fairfax County.
Award of contract to low bidder, Hug Concrete Paving, Inc., Norwalk, Ohio.

Bid	\$216,921.98
10% for engineering and additional work	21,692.19
Amount chargeable to project	238,614.00

To be financed from the Culpeper District Interstate Maintenance Replacement
Fund.

Project PM00-967-710, M-400

Pavement Marking (Thermoplastic Extruded) - Various Locations, Fairfax County.
Award of contract to low bidder, Perma-Line Corporation of America, Chicago,
Illinois.

Bid	\$121,304.70
10% for engineering and additional work	12,130.47
Amount chargeable to project	133,435.00

To be financed from the Culpeper District Interstate Maintenance Replacement
Fund.

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Project PM00-967-711, M-400

Pavement Marking (Striping Tape) - Various Locations, Fairfax and Arlington Counties. Award of contract to low bidder, Allied Striping, Inc., Arlington, Virginia.

Bid	\$67,434.34
10% for engineering and additional work	6,743.43
Amount chargeable to project	74,177.00

To be financed from the Culpeper District Interstate Maintenance Replacement Fund.

Route 13, Project 0013-001-711, M-400

Realignment of Pavement - 0.5 Mi. E. Int. Routes 13 and 620, Accomack County. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Virginia.

Bid	\$70,364.25
10% for engineering and additional work	7,036.42
Amount chargeable to project	77,400.00

\$30,600 to be provided in future Primary Construction Allocations.

Route 29, Project 0029-000-009, L-801

0.563 Mi. Planting - Int. Spout Run Parkway (Route 124) - 0.154 Mi. W. Int. Route 66 (North Veitch Street), Arlington County. Award of contract to low bidder, The Gimore Plant & Bulb Company, Inc., Julian, North Carolina.

Bid	\$36,508.00
10% for engineering and additional work	3,650.80
Amount chargeable to project	40,158.00

\$35,324 to be provided in future Urban Construction Allocations.

Route 46, Project 0046-012-104, C-501, C-502, B-601

0.401 Mi. N. Int. N&W Railroad - 0.877 Mi. S. Int. N&W Railroad, Brunswick County. Award of contract to low bidder, Bishop and Settle Construction Company, Inc., Alberta, Virginia.

Bid	\$659,159.69
10% for engineering and additional work	65,915.96
Work by State Forces	9,020.00
Railroad	752.00
Flagging	16,500.00
Amount chargeable to project	751,347.00

\$244,345 to be provided in future Primary Construction Allocations.

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Route 64, Project 0064-063-103, L-803

Rest Area Landscaping (East of Bottoms Bridge) - 2.0 Mi. E. Int. Route 609 on EBL Route 64 and 1.0 Mi. W. Int. Route 608 on WBL Route 64, New Kent County. Award of contract to low bidder, Yeatts Nursery, Inc., Martinsville, Virginia.

Bid	\$ 98,929.00
10% for engineering and additional work	9,892.90
Amount chargeable to project	108,821.00

\$108,821 to be provided in future Interstate Construction Allocations.

Route 65, Project 0066-030-101, B-615; B-616, B-617, B-618, B-635, B-636

Bridges Only - Bridges over Broad Run, Fauquier County. Award of contract to low bidder, Wright Contracting Company, Odenton, Maryland.

Bid	\$2,852,052.55
10% for engineering and additional work	285,205.25
Amount chargeable to project	3,137,257.00

\$2,998,609 to be provided in future Interstate Construction Allocations.

Route 66, Project 0066-093-102, P-402, P-403, P-404

0.016 Mi. E. Int. Routes 340 and 522 (North of Front Royal) - 1.276 Mi. W. Warren-Fauquier CL, Warren County. Award of contract to low bidder, Lee Hy Paving Corporation, Richmond, Virginia.

Bid	\$3,562,195.55
10% for engineering and additional work	356,219.55
Work by State Forces	6,039.00
Amount chargeable to project	3,924,454.00

\$3,924,564 to be provided in future Interstate Construction Allocations.

Route 66, Projects 0066-093-102, P-405; 0066-030-002, P-401, P-402, P-403, P-404, P-405

1.276 Mi. W. Warren-Fauquier CL - 1.934 Mi. W. Int. Route 731, Warren and Fauquier Counties. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia.

Bid	\$4,640,445.78
10% for engineering and additional work	464,044.57
Amount chargeable to project	5,104,490.00

\$5,104,490 to be provided in future Interstate Construction Allocations.

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Route 295, Project 0095-042-106, G-301, B-603, B-604

0.784 Mi. N. Henrico-Hanover CL - 0.728 Mi. S. Int. Route 156, Hanover County. Award of contract to low bidder, Dewey Jordan, Inc., Frederick, Maryland.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,769,571.61	\$8,100.00
10% for engineering and additional work	376,957.16	810.00
Work by State Forces	9,185.00	
Amount chargeable to project	4,164,623.00	

Route 295, Project 0095-043-105, C-503, C-505, B-626, B-627, B-628, B-629, B-631, B-632, B-657, B-658, B-659, B-660, B-661, B-662, D-676

0.476 Mi. S. Int. Route 64 - 0.528 Mi. N. Int. Route 64, Henrico County. Award of contract to low bidder, The Lane Construction Corporation, Meriden, Connecticut

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$13,868,466.03	\$87,275.00
10% for engineering and additional work	1,386,846.60	8,727.50
Work by State Forces	17,545.00	
Railroad	42,070.00	
Flagging	44,005.50	
Amount chargeable to project	15,454,935.00	

Route 95, Project 0095-967-107, C-502

9.78 Mi. Safety Improvements and Impact Attenuators - Route 644 - 14th Street Bridge at Virginia-DC Line, Fairfax and Arlington Counties and City of Alexandria. Award of contract to low bidder, Transportation Safety Systems, Inc., Plain City, Ohio.

Bid	\$562,000.00
10% for engineering and additional work	56,200.00
Work by State Forces	7,576.80
Amount chargeable to project	625,776.00

\$625,776 to be provided in future Interstate Construction Allocations.

Route 127, Project 0127-034-101, M-501

0.334 Mi. N. E. West Virginia State Line - Int. Route 522, Frederick County. Award of contract to low bidder, Echo's Brothers, Inc., Staunton, Virginia.

Bid	\$524,295.85
10% for engineering and additional work	52,429.58
Amount chargeable to project	576,725.00

\$276,725 to be provided in future Primary Construction Allocations.

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Route 495, Project 0495-029-102, C-506, C-507

Noise Abatement Barriers and Fire Protection Facilities - 0.411 Mi. S. Route 617 (Backlick Road) - 0.302 Mi. N. George Washington Memorial Parkway, Fairfax County. Award of contract to low bidder, Chantilly Construction Corporation, Chantilly, Virginia.

Bid	\$1,791,752.10
10% for engineering and additional work	179,175.21
Flagging	2,180.00
Amount chargeable to project	1,973,107.00

\$1,973,107 to be provided in future Interstate Construction Allocations.

Route 608, Project 0608-009-156, C-501, D-620, D-622

Int. Route 122 (Moneta) - Int. Route 626, Bedford County. Award of contract to low bidder, J. E. Evans & Son Construction Company, Appomattox, Virginia.

Bid	\$810,000.00
10% for engineering and additional work	81,000.00
Work by State Forces	12,100.00
Utilities	13,936.00
Amount chargeable to project	917,036.00

\$588,385 to be provided in future Secondary Construction Allocations.

Route 611, Project 0611-076-170, C-501, D-623

Drainage Structure and Approaches over Slate Run, Prince William County. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid	\$129,279.80
10% for engineering and additional work	12,927.98
Amount chargeable to project	142,207.00

\$89,294 to be provided in future Secondary Construction Allocations.

Route 612, Project 0612-019-130, C-501, B-620

0.018 Mi. E. Int. Route 637 - 0.247 Mi. W. Int. Route 641, Charlotte County. Award of contract to low bidder, D. W. Lyle Corporation, McKenney, Virginia.

Bid	\$411,154.75
10% for engineering and additional work	41,115.47
Work by State Forces	19,910.00
Amount chargeable to project	472,180.00

\$263,716 to be provided in future Secondary Construction Allocations.

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Route 613, Projects 0613-060-147, C-501; 148, B-617; 0613-077-129, C-501

Bridge and Approaches over Little River, Montgomery and Pulaski Counties. Award of contract to low bidder, Pendleton Construction Corporation, Wytheville, Virginia.

Bid	\$421,377.10
10% for engineering and additional work	42,137.71
Work by State Forces	6,719.02
Utilities	776.00
Amount chargeable to project	471,009.00

\$471,009 to be provided in future Secondary Construction Allocations.

Route 628, Project 0628-087-176, M-501

Int. Route 35 - Int. Route 645, Southampton County. Award of contract to low bidder, J. H. Lee & Sons, Inc., Courtland, Virginia.

Bid	\$104,812.05
10% for engineering and additional work	10,481.20
Utilities	2,059.00
Amount chargeable to project	117,352.00

Route 636, Project 0636-074-141, M-501

Int. Route 636 - 1.306 Mi. S. Int. Route 636, Prince George County. Award of contract to low bidder, Bishop and Settle Construction Company, Inc., Alberta, Virginia.

Bid	\$78,297.20
10% for engineering and additional work	7,829.72
Work by State Forces	7,449.75
Utilities	403.00
Amount chargeable to project	93,979.00

\$59,368 to be provided in future Secondary Construction Allocations.

Bristol District (Contract Item 1-FF-7)

Bituminous Plant Mfx, Schedule 111-77. Award of contract to low bidder, Barb & Shumaker, Inc., Bristol, Virginia.

Bid	\$85,214.70
10% for engineering and additional work	8,521.47
Amount chargeable to project	93,736.00

To be financed from the Bristol District Construction Fund.

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Bristol District (Contract Item 1-GG-7)

Bituminous Plant Mix, Schedule 112-77. Award of contract to low bidder, State Contracting & Stone Company, Division of Medusa Aggregates Company, Salem, Virginia.

Bid	\$45,428.16
10% for engineering and additional work	4,542.87
Amount chargeable to project	49,970.00
To be financed from the Bristol District Construction Fund.	

Bristol District (Contract Items 1-HH-7, 1-SS-7, 1-TT-7, 1-UU-7, and 1-YY-7)

Bituminous Plant Mix, Schedule 113-77. Award of contract to low bidder, Pendleton Construction Corporation, Wytheville, Virginia.

Bid	\$748,128.62
10% for engineering and additional work	74,812.86
Amount chargeable to project	822,941.00
To be financed from the Bristol District Construction Fund.	

Bristol District (Contract Items 1-II-7, 1-JJ-7, 1-MM-7, 1-NN-7, 1-PP-7, 1-QQ-7, 1-VV-7, and 1-ZZ-7)

Bituminous Plant Mix, Schedule 114-77. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia.

Bid	\$1,667,473.56
10% for engineering and additional work	166,747.35
Amount chargeable to project	1,834,220.00
To be financed from Bristol District Construction Fund.	

Bristol District (Contract Items 1-KK-7 and 1-LL-7)

Bituminous Plant Mix, Schedule 115-77. Award of contract to low bidder, Contee Sand and Gravel Company, Inc., & Affiliates, Laurel, Maryland.

Bid	\$635,912.00
10% for engineering and additional work	63,591.20
Amount chargeable to project	699,503.00
To be financed from the Bristol District Construction Fund.	

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Bristol District (Contract Item 1-RR-7)

Bituminous Plant Mix, Schedule 116-77. Award of contract to low bidder, Kentucky-Virginia Stone Company, Middlesboro, Kentucky.

Bid	\$22,694.88
10% for engineering and additional work	2,269.48
Amount chargeable to project	24,964.00

To be financed from the Bristol District Construction Fund.

Bristol District (Contract Items 1-WW-7 and 1-XX-7)

Bituminous Plant Mix, Schedule 117-77. Award of contract to low bidder, Warren Bros. Co., A Division of Ashland Oil, Inc., Richmond, Virginia.

Bid	\$161,852.60
10% for engineering and additional work	16,185.25
Amount chargeable to project	178,037.00

To be financed from the Bristol District Construction Fund.

Project GM-77-77

Guardrail Maintenance - Various Locations, Culpeper District. Award of contract to low bidder, Transportation Safety Systems, Inc., Plain City, Ohio.

Bid	\$73,909.00
10% for engineering and additional work	7,390.90
Amount chargeable to project	81,299.00

To be financed from the Culpeper District Interstate Maintenance Fund and Accounts Receivable.

Route 3, Project P-5-77

Cleaning and Painting Bridge Structural Steel - Bridge over Rappahannock River (Chatham Bridge), Stafford County. Award of contract to low bidder, Kaitis Painting Company, Baltimore, Maryland.

Bid	\$24,430.00
10% for engineering and additional work	2,443.00
Amount chargeable to project	26,873.00

To be financed from the Fredericksburg District Primary Maintenance Replacement Fund.

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Project SU-1-77

Sidewalk Undermine Repair - Various Locations, Fairfax County. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

Bid	\$274,826.50
10% for engineering and additional work	27,482.55
Amount chargeable to project	302,309.00

To be financed from the Fairfax County Secondary Maintenance Fund.

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Hall, that the Commission confirm letter ballot action rejecting bids received August 16, 1977, and authorize readvertisement of the following projects:

Route 674, Project 0674-029-173, C-501, D-637

0.019 Mi. N. Int. Route 123 - 3.036 Mi. N. Int. Route 123, Fairfax County. Low bid - 13.6% over estimate.

Route 95, Project P-6-77

Cleaning and Painting Bridge Structural Steel - Bridges over Rappahannock River, Stafford County. Low bid - 166.7% over estimate.

MOTION CARRIED

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

WHEREAS, Douglas G. Janney was appointed to represent the Fredericksburg District as a member of the Virginia Highway and Transportation Commission on July 1, 1970; and

WHEREAS, he served with distinction and dedication, helping to direct the Commonwealth's program of construction, maintenance, and operation of the 51,000-mile state highway system; and

WHEREAS, his service as a member of the Commission was characterized by a strong devotion to the public good, resulting in improved levels of safety and service to motorists in Virginia; and

WHEREAS, his wise and prudent judgment was invaluable to the Commission in carrying out its mission as assigned by state law; and

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WHEREAS, Douglas G. Janney passed away on August 26, 1977, after an extended illness, and his colleagues on the Commission feel a deep sense of loss and grief;

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Commission does recognize the significant and lasting contributions of Douglas G. Janney to the highway system of Virginia and extends to Mrs. Janney and other members of the family its sorrow and heartfelt sympathy.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1977-78 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 Louisa County has by resolution requested the use of industrial access funds to provide access to the proposed new plastics manufacturing facility of Klockner Pentaplast of America, Incorporated, to be located off Route 231 about two miles southwest of Gordonsville in Louisa County; and

WHEREAS, since a portion of the access road would be located in Albemarle County, the Albemarle County Board of Supervisors has by resolution supported this project with the provision that no industrial access funds be charged against Albemarle's eligibility; 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 \$150,000 from the 1977-78 industrial access fund be allocated to provide access to the proposed new plastics manufacturing plant of Klockner Pentaplast of America, Incorporated, to be located off Route 231 about two miles southwest of Gordonsville in Louisa County, Project 0860-054-159, C-501, FS-709, all of which is to be charged against the eligibility of Louisa County, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary

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right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Beeton,
that the Commission approve award of contracts on the following projects:

Routes 621 and 501, Projects 0621-083-CF8, 017; 0501-083-CF8, 006

Route 621 - Dickenson CL and Route 601 - Route 600, Russell County. Award of contract to low bidder, Adams Construction Company, Roanoke, Virginia.

Bid	\$325,377.68
10% for engineering and additional work	32,537.76
Amount chargeable to project	357,915.00
To be financed 100% by Federal funds.	

Routes 600, 680, and 620, Project 5604-013-103, C-501, C-504, C-507

Route 620 - Route 80 and Route 460 - 0.08 Mi. S. Route 638 and Route 83 0.20 Mi. S. Route 695, Buchanan County. Award of contract to low bidder, State Contracting & Stone Company, Division of Medusa Aggregates, Salem, Virginia.

Bid	\$599,637.06
10% for engineering and additional work	59,963.70
Amount chargeable to project	659,600.00
To be financed from the Buchanan County Maintenance Replacement Fund.	

MOTION CARRIED

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

WHEREAS, on Wednesday, February 16, 1977, at 2 p.m. pursuant to newspaper advertisement, informational proceedings as to proposed rules and regulations amending the Hauling Permit Manual to permit the movement of 14-foot wide mobile and modular housing units over the highways of the Commonwealth of Virginia were conducted by Leo E. Busser, III, the Commission's specially designated subordinate; and

WHEREAS, the authority to entertain such amendments is vested in the Commission pursuant to the discretion delegated to it by Section 46.1-343 of the Code of Virginia (1950), as amended, and under Section 33.1-12 (3) of the Code; and

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WHEREAS, the 1976 General Assembly by House Joint Resolution No. 41 requested the Department of Highways and Transportation, together with the Housing Study Commission, the Office of Housing, the Division of Highway Safety, the Department of State Police, representatives from the manufactured housing industry, and the Division of Motor Vehicles to evaluate the movement of 14-foot wide mobile and modular housing units over the highways of the Commonwealth of Virginia. The study entitled "An Evaluation of the Movement of 14-Foot Wide Manufactured Housing Units in Virginia" dated November 16, 1976, did not show that the movement of 14-foot wide mobile and modular housing units would result in significantly greater inconvenience or safety hazards to the traveling public than 12-foot wide housing units on four-lane divided highways. The study also disclosed that the mobile and modular housing industry is an important segment of the Virginia economy and supplies a needed segment of the housing needs of the Commonwealth; and

WHEREAS, the Commission's Permit Committee has reviewed the public hearing testimony and has submitted a report, copy attached and made a part hereof, recommending:

- (1) that movement of 14-foot wide mobile and modular housing units be permitted over the highways of the Commonwealth
- (2) that such movement be subject to those certain conditions and restrictions which are attachment 2 to this report
- (3) that certain changes heretofore not subject to public hearing ought to be considered such as to permit movement by blanket permits
- (4) that a great deal of public comment has been received since the close of public comment dealing not only with the movement of 14-foot wide loads but that restrictions be upon such movement; and

WHEREAS, the Permit Committee's report supplies the information required by Section 9-6.14:7 of the Code; and

NOW, THEREFORE, BE IT RESOLVED, that the Hauling Permit Manual be amended by adding a section entitled Regulations for Transporting Mobile Homes and Prefabricated House Sections Having a Width in Excess of 12 Feet But Not Greater Than 14 Feet; and

BE IT FURTHER RESOLVED, that the Department consider conducting public hearings to receive officially public comments made since February 28, 1977, on this point and consider any other changes to the Hauling Permit Manual that it deems warranted.

MOTION CARRIED

REPORT OF PERMIT COMMITTEE ON ALLOWING
THE MOVEMENT OF 14-FOOT WIDE MOBILE HOMES
AND MODULAR UNITS

The Permit Committee, on behalf of the Commission, conducted a public hearing on February 16, 1977. Approximately 75 persons attended, and 14 persons spoke and submitted comments. Although the public notice did not allow for post-hearing input, the moderator, Mr. Leo E. Busser III, extended the time to receive comments for ten days, or until February 28, 1977, the first business day after the expiration of ten days.

After that date numerous other communications were received, many opposing the regulations to allow 14-foot wide movements, and one indicated that the regulations now in force by virtue of the emergency passage in January 1977 may be too restrictive on the movement of certain 14-foot wide loads. There were yet others received supporting the movement of 14-foot wide loads. Your committee has not reviewed those communications received after February 28, 1977. To have done so would, in the opinion of counsel, taint the public hearing process. The Commission, however, when the emergency rules now in effect were passed, named an Advisory Committee to review the emergency rules and report to it in nine months making such recommendations as it deemed necessary. We recommend that all communications received after February 28, 1977, in this matter be transmitted to the Advisory Committee for their information and action, if it be deemed appropriate.

As to the matter at hand, these are the two questions to be considered:

1. Is the movement of 14-foot wide mobile homes and modular housing units over the highways of Virginia to be permitted when the present maximum width, except in certain situations, is 12 feet?
2. If the movement of 14-foot wide mobile homes and modular housing units is to be allowed, under what conditions and restrictions will these movements be permitted?

Whether to Permit Movement

People who spoke in favor of the movement of 14-foot wide loads included manufacturers, employees of those manufacturers, and a spokesman for the Virginia Housing Study Commission, State Office of Housing. The thrust of their support centered around the fact that all but a handful of states (all states bordering Virginia except North Carolina) allowed 14-foot wide movements. Because of this fact and because the extra size was attractive to purchasers of that type of housing, Virginia manufacturers were being hurt economically by the inability to move 14-foot wide loads. This economic impact affected their employees and employment generally. Also, the Virginia Housing Study Commission represented that this type of housing filled an important need that would not be easily met if the manufacturers were forced to cease operations in Virginia or raise their prices to keep the 12-foot wide units in production in face of nationwide competition from the 14-foot wide units.

Opponents cited safety as their main concern. One person challenged the conclusions of the study done by the Research Council wherein it was reported that "generally few differences (exist) between the traffic and safety characteristics of 12-foot and 14-foot units", implying that 12-foot wide loads are themselves inherently dangerous. Concern was expressed that enforcement of permit conditions would not take place. Particularly, the question of pilot vehicles and the requirement to keep the load to the right on two-lane roads were raised.

Decision

The Permit Committee believes that the conditions incorporated in the permits that the Permit Engineer would issue meet the safety problems that the opponents raised--namely, except for final destination deliveries, 14-foot wide loads will not be routed on two-lane roads. Some travel will be permitted on two-lane primary highways which have a minimum pavement width of 24 feet with shoulders five to six feet wide.

This committee was impressed by the problems that the affected industry, its employees, and one consumer presented at the public hearing. Failure to approve the movement of 14-foot wide loads apparently will put such industry in Virginia at an economic disadvantage, since there is a larger demand for 14-foot wide units than 12-foot wide units. The interest of the traveling public, however, if the Research Council study has any validity, and we think it does, will not be any more adversely affected by allowing movement of 14-foot wide mobile homes and modular units.

It is this committee's recommendation that movement of 14-foot wide mobile homes and modular housing units over the highways of Virginia be allowed under permits issued by the Permit Engineer subject to conditions set forth herein.

Since the cutoff of public input, numerous letters have been received by the Commission expressing views on the movement of 14-foot wide units on state highways. There are certain changes that this input and experience have demonstrated that ought to be considered to be made to the rules and regulations proposed and aired in February 1977 which have not yet had the benefit of input from the public at large. Accordingly, this committee recommends further that a public hearing be conducted by Mr. Bussler or his delegate to present certain changes to the rules and regulations for the Hauling Permit Manual, not only as applies to the movement of 14-foot wide units, but to the Manual in general.

Conditions of Movement

Only Mr. Sensabaugh, Permit Engineer, and Mrs. Minor, Virginia Federation of Women's Clubs, spoke to the actual regulations for transporting mobile and modular units having a width of 12 feet but not greater than 14 feet.

Attached to this report in Attachment 1 are those restrictions originally proposed by the Department. Attachment 2 are those restrictions that your committee recommends be adopted. The rules have been rearranged to conform with the present rules governing

the movement of 12-foot wide loads. You can see that some of Mrs. Minor's suggestions have been incorporated into them. Some tightening of language was done. In every instance, the changes were introduced to emphasize safety of movement, which all parties at the public hearing agreed was paramount. Added orally at the hearing by the Department was a provision for appeal. There have been added two clauses, Section A. Administrative, #6 and #7, which give the Permit Engineer needed flexibility in administering these restrictions.

In sum, your Permit Committee recommends that movement of 14-foot wide mobile homes and modular housing units be permitted over the highways of Virginia under the control of the Commission, subject to those restrictions set out in Attachment 2 to this report.

Since the regulation adoption process started in February, the General Assembly has imposed additional requirements under Section 9-6.14:7 of the Code of Virginia. On advice of counsel, this report will address those changes. The estimated impact with respect to the number of persons affected is too difficult to determine, since a large segment of the traveling public of the Commonwealth may come upon a 14-foot wide load being moved. The vehicle miles travelled on Virginia highways in 1976 were 36,710,000,000, indicating a large number of persons who might be affected. The industry which manufactures these 14-foot wide units will be affected. There are over five manufacturers within the Commonwealth employing about 2100 persons. The projected costs

for its implementation and compliance thereof will be negligible, since there already exists a permit system for the movement of overwide vehicles. These amendments increase the load width to be moved. The costs of compliance may increase, but not significantly over those costs already experienced by permit holders--certainly not in excess of \$25,000.

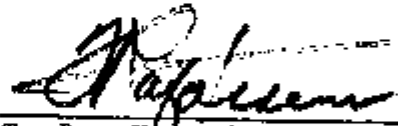
Respectfully submitted,
Permit Committee



Leonard F. Hall, Chairman



Horace G. Frahn



T. Ray Hessel, III

September 15, 1977

MOBILE HOMES AND PREFABRICATED HOUSE SECTIONS

RESTRICTIONS FOR TRANSPORTING MOBILE AND MODULAR UNITS HAVING A WIDTH IN EXCESS OF 12 FEET BUT NOT GREATER THAN 14 FEET

1. Movement will be by single-trip permit. All applications for permits must be in writing and submitted to the Central Office Permit Section. Permit Fees: \$10.00 for Highway permit; \$1.00 DMV permit. If unit is hauled on legally licensed carrier, there is no DMV charge. If unit is hauled on a separate and unlicensed carrier, the DMV charge is \$0.10 per mile. All fees must accompany application. Checks and money orders to be made payable to Treasurer of Virginia.
2. Travel will be permitted upon the following highways:
 - a. All Interstate roadways
 - b. All 4-lane divided roadways
 - c. Limited movement on 2-lane primary routes having a minimum pavement width of 24 feet with 5-6 foot wide shoulders. Travel will be permitted primarily where it is necessary to connect highways in above categories a. & b.
 - d. Limited movement on 3-lane and 4-lane undivided roadways after a thorough investigation by the Department and approval granted. Generally, no travel will be allowed on 3-lane and 4-lane undivided highways.
 - e. Travel on other primary routes with less than 24 feet of pavement will be permitted after investigated and approved by the Department. Travel upon these roadways will be permitted only to provide delivery of the unit for sale at its final destination.
 - f. Travel on major secondary routes having 20-22 feet of pavement with good alignment and 3-5 foot shoulders will be permitted after investigated and approved by the Department. Travel upon these roadways will be permitted only to provide delivery of the unit for sale at its final destination.
 - g. Travel on other secondary roadways will be limited and be considered only for delivery of a sold unit to its final destination after investigated and approved by the Department.
3. No travel will be permitted upon any roadway having physical or geometrical restrictions that prohibit movement as determined by Department Engineers.
4. Travel will generally be permitted between the hours of 9:00 AM until 4:00 PM on interstate and 4-lane divided highways unless otherwise specified on the permit. Where proposed movement will not interact with peak volume traffic as determined by the Department, these times may be broadened...in no event to be earlier than one-half hour after sunrise nor later than one-half hour before sunset. Travel on all 2-lane roadways will be between 9:30 AM and 2:30 PM while schools are in session. During summer months when schools are closed, travel on 2-lane roadways will be permitted between 9:00 AM and 4:00 PM. Intrastate movement to be permitted Monday through Thursday.
5. No moves will be permitted the day before a holiday, the holiday, or the day following the holiday.
6. No travel allowed on any highway when visibility is limited by atmospheric or other conditions so as to make travel hazardous for any vehicle, or when any person or vehicle on the highway is not clearly discernible at a distance of

500 feet. No travel allowed when the surface of the highway is made hazardous by rain, sleet, snow or ice.

7. Travel on multi-lane highways will be on the right hand lane with overhang on the shoulder.
8. No pilot vehicles required on 4-lane divided highways. Front and rear pilot vehicles required on all routes other than divided highways. All pilot vehicle drivers and the wide load driver must be in constant communication at all times by two-way radios.
9. 18-inches square red flags shall be displayed on all four corners of the load.
10. All vehicle lights shall be turned on, including those of the pilot vehicles.
11. Wide load signs shall be placed on the wide load and on each pilot vehicle. Signs are to comply with Department standards.
12. Wide load movements shall not travel in convoy or closer than 2000 feet. Each wide load requires its own escort vehicles.
13. Maximum speed on divided highways will be 45 mph and a maximum speed of 35 mph will be permitted on all other routes unless specified otherwise.
14. Towing vehicles shall have a minimum of two tons manufacturer's rating with dual tires and 4-speed transmission.
15. The maximum length of the housing unit, including the coupling and towing vehicle, shall not exceed 85 feet. The minimum length of the towing vehicle shall be 15 feet.
16. The driver of the towing vehicle will inconvenience other traffic as little as possible by using every opportunity to allow following traffic to pass.
17. All necessary safety precautions shall be employed. Extreme caution is to be exercised under conditions of crossing narrow structures, overtaking vehicles or encountering pedestrians along the roadway's edge. Special safety precautions should be utilized during vehicle breakdown to immediately remove the load from the traveled portion of the highway and to remove the unit from the roadway at the earliest possible time so as not to encumber other motorists.
18. Drivers towing 14-foot wide housing units must have a minimum of 1 year experience in movement of overdimensional loads.
19. Unless otherwise specified above, additional restrictions will be as currently enforced on 12-foot wide units or as specified within permit provisions.
20. Formal training of escort vehicle drivers must be conducted and completion of a Department approved course for certified drivers shall be mandatory. Enforcement of this requirement shall become effective February 1, 1978.
21. Whenever warrants exist, the Permit Engineer may impose additional restrictions on the movement of the load.

---/REGULATIONS FOR TRANSPORTING MOBILE HOMES
AND PREFABRICATED HOUSE SECTIONS HAVING A WIDTH IN EXCESS OF
12 FEET BUT NOT GREATER THAN 14 FEET

ADMINISTRATIVE

1. Movement will be by single trip permit. At the discretion of the Department, blanket permits may be issued over such roadways as may be deemed suitable.
2. Applications for hauling or moving permits must be in writing upon the official application forms of the Department and submitted to the Central Office Permit Section.
3. Travel will be permitted upon the following highways:
 - a. Interstate and other approved four-lane divided highways.
 - b. Limited movement upon two-lane primary routes having a minimum pavement width of 24 feet with 5-6 foot wide shoulders. Travel will be permitted primarily where it is necessary to connect highways in the above category "a".
 - c. Travel upon primary routes with less than 24 feet of pavement will be permitted after investigation and approval by the Department. Travel upon these highways will be permitted only to provide delivery of the unit for private residence at its final destination.
 - d. Limited movement on three-lane and four-lane undivided highways after being investigated by the Department and approval granted. Unless otherwise specified within the permit, no travel will be allowed upon three-lane and four-lane undivided highways.
 - e. Travel upon major secondary routes having 20-24 feet of pavement with 3-5 foot shoulder width and good alignment will be permitted travel under the same conditions of category "c" above.
 - f. Travel upon other secondary roadways will be limited and considered only for delivery of a unit for private residence to its final destination. The application will be investigated by the Department. Approval will not be granted where the roadway width is not sufficient so that roadway blockage would be in excess of ten (10) minutes.
4. Permit Fees will be assessed in accordance with the following:
 - a. Department of Highways and Transportation Hauling or Moving Permits:
 - Single Trip - \$10.00
 - Blanket - \$10.00
 - b. Division of Motor Vehicles Permits:
 - When unit is transported upon a legally licensed carrier - None

When unit is transported upon a permanently
attached suspension system - \$1.00
When unit is transported upon a separate and
unlicensed carrier - \$0.10 per mile

5. Violations of conditions set out in permits issued for 14-foot wide units may be the basis for revocation or suspension of the permit violated until disposition of the charge in the general district or circuit court. Such a violation, if it results in a conviction, even though appealed, may be the basis for revocation or suspension of all existing permits, for movement of 14-foot wide loads or other permits, and for the refusal to issue future permits. Suspensions or refusals to issue future permits may be for a period of time up to 90 days. Suspension of any permit or refusal to issue a permit by the Permit Engineer may be appealed to the Highway and Transportation Commissioner or the Commission which may refer it to a designated Committee. Such appeal may be in writing or by appearance. If appealed, the suspension or refusal to issue future permits shall be stayed only until the next meeting of the Commission.
6. If movements of 14-foot wide mobile homes or modular housing units be in conflict with any other legislation or may lead to the loss of federal funds, the Permit Engineer shall not issue any new permits and shall revoke all existing permits.
7. Recognizing that these Rules and Regulations cannot cover every intended movement of 14-foot wide loads, the Permit Engineer is authorized to permit such movements on a one time basis which may go beyond these Rules and Regulations, if adequate safety measures are made a condition of such movement. Periodic written explanations shall be given to the Commission relating the circumstances when this clause is invoked.

B. RESTRICTIONS OF MOVEMENT

1. No travel will be permitted upon any roadway having physical or geometrical restrictions that prohibit movement as determined by Department Engineers.
2. Days of permitted travel will be Monday through Thursday unless otherwise designated for certain segments of highways. Unless otherwise specified within the permit, hours of travel will be between 9:00 a.m. until 4:00 p.m. on four-lane divided highways. Travel on all other highways will be between 9:50 a.m. and 2:30 p.m. when schools are in session. During summer months when schools are closed, travel on all highways will be between 9:00 a.m. and 4:00 p.m.

3. Unless otherwise specified, no travel will be permitted the day before a holiday, the holiday, or the day following the holiday. If a holiday falls on Sunday, the following Monday is considered a holiday and restricted as other holidays. The Department will review all holidays and consider modifications of the days of travel for individual holidays based upon public safety needs. The Department shall annually list the days prohibiting movement and have such list available to permittees and other interested individuals.
4. No travel allowed on any highway when visibility is limited by atmospheric or other conditions so as to make travel hazardous for any vehicle, or when any person or vehicle on the highway is not clearly discernible at a distance of 500 feet. No travel allowed when the surface of the highway is made hazardous by rain, sleet, snow, ice, flood, or wind.
5. Travel on multi-lane highways must be within the right-hand lane with the overhang extending onto the shoulder except where prohibited by roadside obstacles. Overtaking and passing of slower traveling vehicles is permitted providing the maneuver can be safely accomplished. No passing is permitted within any city/town corporate limits except where travel is upon the Interstate System.
6. Eighteen-inch (18-inch) square red flags shall be displayed on all four corners of the load.
7. All vehicle lights shall be turned on, including those of the escort vehicles.
8. Wide load signs shall be placed on the wide load and on each escort vehicle. Signs are to comply with Department standards.
9. Front and rear escort vehicles are required on all highways other than divided highways. Each wide load requires its own escort vehicles. All escort vehicle drivers and the wide load driver must be in constant communication at all times by two-way radio.
10. Wide load movements shall not travel closer than 2,000 feet.
11. Maximum speed on divided highways will be 45 mph, and a maximum speed of 35 mph will be permitted on all other routes unless specified otherwise.
12. Towing vehicles shall have a minimum two tons manufacturer's towing rating, have dual tires on the drive axle, and a manual transmission of at least four forward gears. The minimum length of the towing vehicle shall be 15 feet.

13. The maximum length of the housing unit, including the coupling and towing vehicle, shall not exceed 85 feet.
14. The driver of the towing vehicle will inconvenience other traffic as little as possible by using every opportunity to allow following traffic to pass.
15. All necessary safety precautions shall be employed. Extreme caution is to be exercised under conditions of crossing narrow structures, overtaking vehicles, or encountering pedestrians along the roadway's edge. Special safety precautions should be utilized during vehicle breakdown and the unit immediately removed from the traveled portion of the highway. The load is to be removed from the roadway at the earliest possible time so as not to encumber other motorists.
16. Drivers towing 14-foot wide housing units must have a minimum of one (1) year experience in the movement of overdimensional loads.
17. Unless otherwise specified above, additional restrictions will be as currently enforced on 12-foot wide units or as specified within permit provisions.
18. Formal training of escort vehicle drivers must be conducted, and completion of a Department approved course for certified drivers shall be mandatory. Enforcement of this requirement shall become effective February 1, 1978.
19. The Permit Engineer may require additional restrictions or modify existing ones on the movement of the load, if in his judgement, conditions so warrant.
20. Permit Holders are required to report to the Permit Engineer any reportable accident involving units traveling under permit. Reportable accident is as defined in § 46.1-400 of the Code of Virginia (1950), as amended. This requirement to lapse on December 31, 1978.

9/15/77

Moved by Mr. Beaton, seconded by Mr. Crowe,

that

WHEREAS, in connection with Route 738, State Highway Project 0738-058-137, C-501, the Commonwealth acquired certain lands from Elmo M. Newton by deed dated December 21, 1966 and recorded in Deed Book 195, Page 337 in the Office of the Clerk of the Circuit Court of Mecklenburg County; and

WHEREAS, certain sections of old Route 738 were relocated in a northeastern direction from a point opposite Station 72+35 (centerline Route 738) to a point opposite Station 78+00 (centerline Route 738) and from a point opposite Station 88+00 (centerline Route 738) to a point opposite Station 93+20 (centerline Route 738) and the new locations serve the same citizens as the old locations and have been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the County Board of Supervisors of Mecklenburg County held on July 11, 1977 a resolution was passed abandoning as a public road the old sections of Route 738; and

WHEREAS, Mr. Elmo M. Newton inadvertently sold two parcels of land lying between the center of old Route 738 and the southwest revised proposed right of way line of Route 738, to Garland S. Elliott, Sr. and Garland S. Elliott, Jr. which are actually surplus parcels of land claimed by the Commonwealth; and

WHEREAS, it is deemed appropriate that the Commonwealth convey to Mr. Elliott, Sr. and to Mr. Elliott, Jr. these parcels of land in order to clear the title; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands lying on the southwest side of and adjacent to the southwest revised proposed right of way line (8-5-77) of Route 738 from a point 25 feet opposite Station 72+37 (centerline Route 738) to a point 25 feet opposite Station 78+00 (centerline Route 738) and from a point 25 feet opposite Station 88+00 (centerline Route 738) to a point 25 feet opposite Station 93+20 (centerline Route 738) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said lands, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed to Garland S. Elliott, Sr. and a deed to Garland S. Elliott, Jr. for considerations satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

9/15/77

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

that

WHEREAS, in connection with Route 301, State Highway Project 1840-10 the Commonwealth acquired certain lands for the additional widening and reconstruction of Route 301 from Barry L. Coker by deed dated June 3, 1954 as recorded in Deed Book 65, Page 37 in the Office of the Clerk of the Circuit Court of Greensville County; and

WHEREAS, when Route 95 was designed closely paralleling Route 301 a short distance to the west, the proposed reconstruction was considered unnecessary and was therefore never accomplished; and

WHEREAS, a portion of the land so acquired from Barry L. Coker is excess to the Department's needs and is considered large enough for independent development; and

WHEREAS, in order to secure the best offer for the land it is recommended 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 southeast of and adjacent to the southeast revised proposed right of way line from a point approximately 75 feet opposite approximate Station 120+95 (centerline Route 301) to a point approximately 145 feet opposite approximate Station 129+30 (centerline Route 301) 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 proposed sale of the 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. Beeton, seconded by Mr. Crowe,

that

WHEREAS, in connection with Route 662, State Highway Project 0662-071-102, C-501, the Commonwealth acquired certain lands from Carrie D. Davis and R. W. Davis by Certificate No. C-2133 and recorded in Deed Book 405, Page 31 in the Office of the Clerk of the Circuit Court of Pittsylvania County; and

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WHEREAS, under the aforementioned project, a portion of Route 662 has been relocated in a southeastern direction from a point opposite Station 110+50 (centerline Route 662) to a point opposite Station 117+70 (centerline Route 662) which location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Pittsylvania County held on January 3, 1977, a resolution was passed abandoning as a public road the old section of Route 662; and

WHEREAS, in order to more fully develop his land, the adjacent landowner of record has requested that any surplus land lying north of and adjacent to the north normal right of way limits of Route 662 at its intersection with Route 707 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands lying between the revised proposed right of way line of Route 662 and the proposed right of way line of Route 662 from a point approximately 25 feet opposite approximate Station 110+50 (centerline Route 662) to a point approximately 25 feet opposite approximate Station 114+80 (centerline Route 662) and from a point approximately 25 feet opposite approximate Station 115+90 (centerline Route 662) to a point 25 feet opposite Station 117+70 (centerline Route 662) do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same 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 deemed requisite.

Motion carried:-

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

that

WHEREAS, in connection with Route 58, State Highway Project 1741-01-02, the Commonwealth acquired certain lands from Annie Dorsett, et al; by deed dated February 17, 1950 as recorded in Deed Book 209, Page 309 and from Mary Bruce Wyatt and Drewry Wyatt by deed dated February 17, 1950 as recorded in Deed Book 208, Page 340. Both deeds are recorded in the Office of the Clerk of the Circuit Court of Halifax County; and

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WHEREAS, in as much as the project was never constructed, the original owners have requested that the unused land be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on both sides of and adjacent to the centerline of proposed Route 58 from approximate survey Station 60+55 to approximate survey Station 62+08 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 deed or deeds, without warranty, conveying the said land to the original owners or their successors in title for considerations satisfactory with the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 297, State Highway Project 5915-05-07-09, now Route 291, State Highway Project 0291-015-102, RW-201, the Commonwealth acquired certain lands by Certificate No. A-609, from Vivian Rowse Hubbard and J. M. Hubbard, her husband, case for which has been concluded by an Agreement after Certificate, as recorded in Deed Book 283, Page 34, in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, the plans have been revised under Route 291, State Highway Project 0291-015-102, RW-201, whereby a portion of the land so acquired was not used in connection with the construction of the said Project; and

WHEREAS, the original landowner and the State Police are interested in acquiring portions of the land no longer required; and

WHEREAS, provided the conveyance to the landowner and the State Police are not consummated as now proposed, at prices satisfactory to the State Right of Way Engineer, it is proposed that the land or the balance of the land be sold by public sale; and provided that the highest bid received is not satisfactory, it is proposed that the property be sold to any person, or persons offering a satisfactory price; and

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WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the portions of the said land lying north of and adjacent to the north proposed right of way line of Route 460 from a point 50 feet opposite Station 362+75 (centerline W.B.L. of Route 460) to a point 50 feet opposite Station 373+39 (centerline W.B.L. of Route 460); and from a point 50 feet opposite Station 374+70 (centerline W.B.L. of Route 460) to a point 50 feet opposite Station 376+30 (centerline W.B. L. of Route 460) 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 conveyance of the said parcels of land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, are approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth deeds, conveying same, without warranty, to the previous landowner, to the State Police, or to any person or persons willing to pay a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried, Mr. Fralin abstaining. (Mr. Fralin requested the minutes reflect the fact that Mrs. Hubbard may possibly sell some of the land conveyed to her by this resolution to his company, Fralin & Waldron, Inc., as it owns some adjacent property.)

After a reiteration of some background information and as recommended by Mr. Herwood, on motion of Mr. Crowe, seconded by Mr. Hassell, the Commission voted to deny the request of the Powhite Defense Committee for reconsideration of the Line E location and reaffirm its decision of March 17, 1977. (Mr. Roos indicated by phone prior to the meeting that he would concur in this action.)

Mr. Britton reported to the Commission on the investigation made as the result of Professor Gilbert P. Richardson's appearance before the Commission at its July meeting concerning traffic safety on Route 650 (Annandale Road) in Fairfax County. His primary items of concern were (1) the installation of a traffic signal at the intersection of Gallows Road, Annawood Court, and Annandale Road; (2) a vertical curve which restricts sight distance at Walton Lane; (3) the provision of safer ingress to and egress from private drives along Route 650; and (4) the diversion of traffic off Annandale Road.

Mr. Britton stated a thorough study had been made and related the history of the development of the route. He said as a result of the study, the erection of a traffic signal at the intersection of Gallows Road, Annawood Court, and Annandale Road is recommended. It was also felt that a traffic signal was warranted at the intersection of Route 758. The hope was expressed that these signals would slow traffic down and make for easier access to Route 650 from private drives. The vertical curve would be prohibitively expensive to remove due to the necessity of acquiring additional right of way

9/15/77

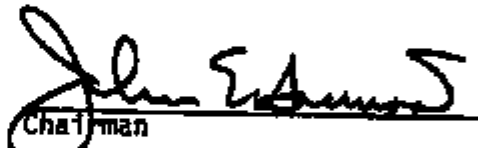
and paying damages to adjacent landowners. Regarding the diversion of traffic, it was felt this was impractical since most of it is local. However, any such action must be initiated by the local authorities. Upon recommendation of the Commissioner, it was decided the Department would implement Mr. Britton's suggestions.

Mr. Beeton stated he had observed the situation and felt the speed limit should be reduced from 35 mph to 25 mph. After some discussion, it was felt that proper local enforcement, as well as the fact that four traffic signals will exist in a one-mile section of road, should keep the traffic at 35 mph. However, a study will be made to determine if a lower speed limit would be appropriate.

The next meeting of the Commission will be held on October 27 during the Fall Highway and Transportation Conference at Virginia Military Institute.

The meeting was adjourned at 11:21 a.m.

Approved:


Chairman

Attest:


Secretary