

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION

LEXINGTON, VIRGINIA

October 26, 1972

The monthly meeting of the State Highway Commission was held in the Administration Building of Virginia Military Institute in Lexington, Virginia, on October 26, 1972, at 1:00 p.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

Absent: Mr. Janney.

On motion of Mr. Fitzpatrick, seconded by Mr. Glass, minutes of the meeting of September 21, 1972, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Glass, that permits issued from September 21, 1972, to October 25, 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 September 21, 1972, to October 25, 1972, inclusive, as shown by records of the Department, was approved.

The chairman reviewed Interstate, Primary and Urban System projects which he said would, hopefully, be financed with the aid of Federal funds. He said the advertising schedule of course ranged over a period of months and would be carried out when and if 1974 Federal aid funds are available.

Mr. Fugate said the committee of Commission Members appointed by him to look into matters affecting the morale of Highway Department employees had held a number of conferences with Department employees and had made themselves available for verbal or written communications from any employee. He said he was confident the committee would have a complete resume' of Highway Department employee needs and that the Department would certainly have the desire and the means of taking action on those that can be corrected within the Department organization and would follow up needs such as salary adjustments and realignment that would need legislative action.

Moved by Mr. Eakin, seconded by Mr. Glass,  
that the Commission confirm letter ballot action on bids received  
September 13, 1972, on the following projects:

10th Street, Project U000-128-101, RW-201 CONTR. 1

Demolition of Buildings and Removal of Debris and Rubble - Patterson  
Avenue - Gilmer Avenue, City of Roanoke. Award of contract to low bidder,  
S. B. Cox, Inc., Richmond, Virginia

Bid		<u>Right of Way</u>
10% for engineering and additional work		\$13,886.00
Amount chargeable to project	\$15,275.00	1,388.60
Accts. Receivable City of Roanoke -		
	\$2,291.19	

Route 50, Project 0050-000-111, C-501; 0050-029-115, C-501

Various Turning Lanes, Crossovers and Drainage - Washington Boulevard -  
Loudoun County Line, Arlington and Fairfax Counties. Award of contract  
to low bidder, Arlington Asphalt Company, Arlington, Virginia.

Bid	\$241,373.00
10% for engineering and additional work	24,137.30
Work by State Forces	3,626.00
Amount chargeable to project	259,136.00
\$139,136.00 to be provided for in 1973-74 Primary Construction Allocations.	

Route 58, Project 0058-041-103, C-501, B-601, B-602

0.053 Mi. E. Int. Rte. 304 - 5.587 Mi. W. Halifax-Mecklenburg Co. Line,  
Halifax County. Award of contract to low bidder, W. W. Warsing, Inc.,  
Crewe, Virginia.

Bid	<u>Construction</u>	<u>Right of Way</u>
10% for engineering and additional work	\$1,377,796.48	\$250.00
Work by State Forces	137,779.64	25.00
Amount chargeable to project	21,150.00	
\$737,001.00 to be provided for in 1973-74 and 1974-75 Primary Construction	1,537,001.00	
Allocations.		

Route 83, Project 0083-025-112, C-501, B-610; 0083-013-101, C-501, B-601

Six Box Culverts and One Bridge - Int. Rte. 80 (Haysi) - Int. Rte. 460  
(Vansant), Dickenson and Buchanan Counties. Award of contract to low  
bidder, Edwin O'Dell & Company, Pulaski, Virginia.

Bid	\$188,564.78
10% for engineering and additional work	18,856.47
Amount chargeable to project	207,421.00

Route 236, Project 0236-151-101, C-502

0.042 Mi. E. Rte. 237 (East St.) - 0.318 Mi. W. Rte. 237 (East St.),  
City of Fairfax. Award of contract to low bidder, Guy H. Lewis & Son,  
McLean, Virginia.

Bid	\$472,556.45
10% for engineering and additional work	47,255.64
Work by State Forces	5,890.00
Amount chargeable to project	525,702.00
Acct. Rec. City of Fairfax - \$78,855.31	
\$46,847.00 to be provided for in Future Urban Construction Allocations.	

Route 622, Project 0622-034-131, C-501; 0622-085-151, C-501; 152, B-609

Bridge and Approaches Cedar Creek, Shenandoah and Frederick Counties.  
Award of contract to low bidder, Garrett, Moon & Pool, Inc., Blackstone,  
Virginia.

Bid	\$253,779.97
10% for engineering and additional work	25,377.99
Utilities	3,550.40
Amount chargeable to project	282,708.00
\$206,000.00 to be provided for in 1973-74 & Subsequent Years Budgets.	

Route 630, Project 0630-032-116, C-501, B-607

Box Culvert and Approaches Venable Creek, Fluvanna County. Award of  
contract to low bidder, M. E. Humphries, General Contractor, Stuarts  
Draft, Virginia.

Bid	\$107,796.20
10% for engineering and additional work	10,779.62
Work by State Forces	5,390.00
Utilities	2,589.08
Amount chargeable to project	126,555.00
\$52,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.	

Route 635, Project 0635-006-124, B-607

Bridge over N & W Railroad, Appomattox County. Award of contract to low  
bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Virginia.

Bid	\$109,214.50
10% for engineering and additional work	10,921.45
Utilities	2,544.98
Railroad	18,205.16
Flagging	494.83
Amount chargeable to project	141,381.00
Acct. Rec. N & W Railroad - \$10,800.00	
\$67,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.	

Route 637, Project 0637-025-127, C-501, B-608

Bridge and Approaches over Cranes Nest River, Dickenson County. Award of contract to low bidder, Allegheny Construction Co., Inc., Roanoke, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$139,062.72	\$1.00
10% for engineering and additional work	13,906.27	.10
Work by State Forces	194.00	
Flagging	330.00	
Amount chargeable to project	153,494.00	

\$44,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 639, Project 0639-046-156, C-501

Int. 641 - Int. 638, Isle of Wight County. Award of contract to low bidder, Thomas H. Wiggins, Whaleyville, Virginia.

Bid	\$57,816.00
10% for engineering and additional work	5,781.60
Work by State Forces	1,650.00
Utilities	1,098.85
Amount chargeable to project	66,346.00

\$34,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 700, Project 0700-070-143, C-501, B-615

0.502 Mi. N. Rte. 631 - 1.297 Mi. N. Rte. 631, Patrick County. Award of contract to low bidder, McDowall & Wood, Inc., Salem, Virginia.

Bid	\$280,021.70
10% for engineering and additional work	28,002.17
Work by State Forces	194.00
Utilities	1,694.09
Amount chargeable to project	309,912.00

\$146,000.00 to be provided for in 1973-74 and Subsequent Years Budgets.

Route 1115, Project 1115-300-152, C-501

Int. 10 & 258 (Church St.) - Int. 1107 (Mason St.), Town of Smithfield. Award of contract to low bidder, The Blair Brothers, Inc., Suffolk, Virginia.

Bid	\$54,501.50
10% for engineering and additional work	5,450.15
Work by State Forces	1,025.00
Amount chargeable to project	60,977.00

Acct. Rec. Town of Smithfield - \$1,215.50  
\$50,000.00 to be provided for in 1973-74 & Subsequent Years Budgets.

Route 155, Project BR-10-72

Repair 1 Bridge - Rte. 155 over Chickahominy River (0155-063-1929), New Kent County. Award of contract to low bidder, Abernathy Construction Corp., Farmville, Virginia.

Bid	\$44,649.55
10% for engineering and additional work	4,464.95
Amount chargeable to project	49,115.00

To be financed from Richmond District Primary Maintenance Replacement Funds.

Project TSP-1-72

Traffic Signals - Various Routes, Henrico and Fairfax Counties. Award of contract to low bidder, Brook Hill Construction Corp. and Arthur E. Trivett, Richmond, Virginia.

Bid	\$ 59,759.00
10% for engineering and additional work	5,975.90
Work by State Forces	99,357.50
Amount chargeable to project	165,092.00

Lebanon Residency Office Building

Virginia Department of Highways' Lot on Rte. 71, 0.5 Mi. W. WCL Lebanon, Russell County. Award of contract to low bidder, Richard E. Phillippi, Inc., Mytheville, Virginia.

Bid (Capital Outlay)	\$101,000.00
10% for engineering and additional work	10,100.00
Amount chargeable to project	111,100.00

MOTION CARRIED

Moved by Mr. Eakin, seconded by Mr. Glass, that the Commission confirm letter ballot action rejecting bids received September 13, 1972, and authorizing readvertisement of these projects:

Route 40, Project 0040-091-104, C-501

ECL Waverly - 0.455 Mi. S. Sussex-Surry County Line, Sussex County. Low bid - 19.8% over estimate.

Route 600, Project 0600-065-125, C-501

Int. Rte. 639 - Int. Rte. 631, Northampton County. Low bid - 173.1% over estimate.

Route 609, Project 0609-092-128, C-501, B-620

Int. Rte. 19 - 0.039 Mi. S. Int. Rte. 701, Tazewell County. Low bid - 18.5% over estimate.

Route 642, Project 0642-061-156, B-614; 157, B-615

Drainage Structures, Brewers and Magnolia Creeks, Nansemond County. Low bid - 22.3% over estimate.

Route 713, Project 0713-012-139, C-501; 0713-251-139, C-502

0.068 Mi. S. SCL Lawrenceville - 0.032 Mi. N. SCL Lawrenceville, Town of Lawrenceville and Brunswick County. Low bid - 36.5% over estimate.

Project 5503-121-101, C-501

Huntington Avenue Parking Lot and 49th Street Storm Sewer, City of Newport News. Low bid - 24% over estimate.

MOTION CARRIED

that                      Moved by                                      seconded by

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-B, a location and design public hearing was held in the Pulaski Town Hall, Pulaski, Virginia, on February 17, 1972, at 7:00 p.m., for the purpose of considering the proposed construction of Allison Lane from the intersection of Route 11 (Lee Highway) to Route 611 (Bob White Boulevard) in the Town of Pulaski, State Project U000-125-101, C-501, C-502, and

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

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

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

MOTION CARRIED

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

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 War Memorial Building, Winchester, Virginia, on May 17, 1972, at 1:00 p.m., for the purpose of considering the proposed construction of Pleasant Valley Road from 0.005 mile north of the intersection of Routes 17, 50 and 522 (Millwood Avenue) to 0.074 mile north of the intersection of Route 7 (National Avenue) in the City of Winchester, State Project U000-138-101, PE-101, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, Route 3 in Stafford County has been altered and reconstructed as shown on plans for Project 0003-089-102, C-501, C-503, and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.05 mile of old Route 3, shown in blue and designated as Section 12 on the plat dated August 25, 1971, Project 0003-089-102, C-501, C-503, 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, 0.36 mile of old Route 3, shown in red and designated as Sections 1 and 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

**MOTION CARRIED**

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of Manassas 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 Manassas on additional streets totaling 0.57 mile and meeting standards required by the aforementioned section of the Code effective October 1, 1972, for the quarterly payments due after December 31, 1972. The additional streets and mileage eligible for payment are described as follows:

Grant Street	- 0.03 Mi. S.W. Int. Jackson Ave. to 0.03 Mi. N.E. Int. Jackson Ave.	- 0.06 Mile of Two Lanes
Jackson Avenue	- Int. Grant Ave. to 0.20 Mi. S.E.	- 0.20 Mile of Two Lanes
Barnett Street	- Int. Jackson St. to 0.07 Mi. East to Dead End	- 0.07 Mile of Two Lanes
Jackson Avenue	- 0.03 Mi. S.W. Int. Barnett St. to 0.03 Mi. N.E. Int. Fort Drive	- 0.14 Mile of Two Lanes
Fort Drive	- Int. Jackson St. to 0.10 Mi. S.E.	- 0.10 Mile of Two Lanes

These additions, totaling 0.57 mile, will increase the total mileage in the Town of Manassas from 33.62 miles to 34.19 miles of approved streets and the lane mileage increases 1.14 lane miles from 67.24 lane miles to 68.38 lane miles subject to payment.

**MOTION CARRIED**



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

WHEREAS, in accordance with the provisions of Section 123 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Southampton County Courthouse, Courtland, Virginia, on August 2, 1972, at 2:00 p.m., for the purpose of considering the proposed improvement of Route 649 from the intersection of Route 641 (Hunterdale Road) to the intersection of Route 644 in Southampton County, State Project 0649-087-146, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, Route 254 in Augusta County has been altered and reconstructed as shown on plans for Project 0254-007-101, C-502, B-602; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is no longer necessary for purposes of the State Highway System, and one section of the old road is to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.21 mile of the old location of Route 254, shown in blue and designated as Sections 2 and 3 on the plat dated June 21, 1972, Project 0254-007-101, C-502, B-602, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.22 mile of old location of Route 254, shown in yellow and designated as Section 3A on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.40 mile of the old location of Route 254, shown in red and designated as Section 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Augusta, Russell and Southampton 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:

Augusta County	- Section 4A of old location Rte. 795 from Sta. 819+65 southeast 0.10 Mi., Project 0254-007-101, C-502 -----	0.10 Mile
Russell County	- Rte. 665 from Rte. 640 to 0.75 Mi. northwest of Rte. 640 -----	0.75 Mile
Southampton County	- Section 6 of old location Rte. T-671 from the new connection opposite Sta. 172+50 westerly 0.05 Mi. to Rte. T-673, Project 0671-270-147, C-501 -----	0.05 Mile

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

WHEREAS, Route 156 in Charles City County has been altered and reconstructed as shown on plans for Project 0156-018-002, P-401; and

WHEREAS, one section of the old road is 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, 0.04 mile of old Route 156, shown in yellow and designated as Section 2 on the plat dated May 5, 1972, Project 0156-018-002, P-401, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 39.1-35 of the Code of Virginia of 1950, as amended, 1.01 miles of old Route 156, shown in red 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

Moved by Mr. Roos, seconded by Mr. Fitzpatrick,  
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 Sanford Methodist Church Annex, Sanford, Virginia, on August 8, 1972, at 2:00 p.m., for the purpose of considering the proposed improvement of Route 695 from the intersection of Route 692 to the intersection of Route 701 in Accomack County, State Project 0695-001-153, 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,

WHEREAS, opposition was received to the taking of property at two locations,

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 shift the alignment between P. I. Station 59+84.64 and P. I. Station 65+61.78 to place the centerline nearer the center of the existing road and reduce the 11° curve at P. I. Station 137+40.72 to a 10° curve, thus reducing property damage.

MOTION CARRIED

Moved by Mr. Eakin, seconded by Mr. Glass, that the Commission confirm letter ballot action rejecting bids received September 13, 1972, on the following project, and authorizing re-advertisement of this project:

Route 64, Project 0064-122-101, C-503, P-401, P-406

S. End Hampton Roads Bridge-Tunnel - Maple Ave., City of Norfolk.  
Low bid - 31.2% over estimate.

MOTION CARRIED

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

Route 45, Project 0045-024-101, C-501, B-601; 0045-037-102, C-501

0.265 Mi. S. Cumberland-Goochland C.L. - 0.411 Mi. N. Cumberland-Goochland C.L., Cumberland and Goochland Counties. Award of contract to low bidder, W. W. Warsing, Inc., Crews, Virginia.

	Construction	Right of Way
Bid	\$1,364,788.38	\$1,000.00
10% for engineering and additional work	136,478.83	100.00
Work by State Forces	5,362.00	
Right of Way	11,000.00	
Utilities	6,000.00	
Flagging	1,650.00	
Amount chargeable to project	1,526,379.00	
R/W and Utilities to be financed from 100% State Funds.		

MOTION CARRIED

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

Route 123, Project 0123-076-102, C-501, B-601; 0123-029-107, C-501

0.270 Mi. S. Prince William-Fairfax Co. Line - 0.503 Mi. N. Prince William-Fairfax Co. Line, Prince William and Fairfax Counties. Award of contract to low bidder, Central Contracting Company, Inc., Farmville, Virginia.

Bid	\$2,370,841.45
10% for engineering and additional work	237,084.14
Work by State Forces	4,120.00
Right of Way	77,500.00
Restoring Traffic	50,000.00
Utilities	2,700.00
Amount chargeable to project	2,742,246.00
R/W to be financed from 100% State Funds.	

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission Policy, a location public hearing was held in the Department of Highways Staunton District Office Auditorium, Staunton, Virginia, on May 17, 1971, at 10:00 a.m., for the purpose of considering the proposed corridor for an inner loop from the intersection of Route 11 (Greenville Avenue) to the intersection of Coalter Street in the City of Staunton and Augusta County, State Project U000-132-101, PE-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 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 this project be approved in accordance with the plan as proposed and presented at the said location public hearing by the Department's engineers, amended to follow Winchester Avenue from East Beverley Street to Coalter Street.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Central Highway Office Auditorium, 1221 East Board Street, Richmond, Virginia, on July 19, 1972, at 7:30 p.m., for the purpose of considering the proposed design of Route 295 from the intersection of Routes 301 and 1 (south of Richmond) to the intersection of Route 64 (west of Richmond) in Chesterfield, Henrico and Hanover Counties, State Projects 0295-020-101, PE-101; 0295-043-101, PE-101, PE-102; 0295-043-102, PE-101; 0295-043-103, PE-102, PE-103; 0295-042-101, PE-101, PE-102, PE-103, and

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

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

WHEREAS, since the public hearing the routing of Route 95 has been changed to traverse a portion of this route, and

WHEREAS, this will require further study of the existing interchange with Route 95 north of Richmond and from a point north of Route 64 interchange east of Richmond southward,

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers from 1.0 mile north of Route 64 east of Richmond (Station 880) to 0.6 mile north of Route 301 (Station 1477+35.77) and from Route 1 north of Richmond to Route 64 west of Richmond, and

BE IT FURTHER RESOLVED, that consideration will be given to approval of the remaining portion of this route after detailed studies necessitated by the change in routing of Route 95 have been completed.

#### MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Hall, 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 Carroll County and the Council of the Town of Hillsville have by resolutions requested the use of industrial access funds to provide access to the new facility to be constructed by Bassett-Walker Knitting Company, Incorporated, off Route 52 in the Town of Hillsville in Carroll County, estimated to cost \$25,000; 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 \$25,000 from the industrial access fund for 1972-73 be allocated to provide adequate access to the new facility of Bassett-Walker Knitting Company, Incorporated, in the Town of Hillsville, Project 0946-237-154, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Fitzpatrick, 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 Grayson County has by resolution requested the use of industrial access funds to provide improved access to the new facility to be constructed by American Screw Company in the Elk Creek area of Grayson County, estimated to cost \$20,000; 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 \$20,000 from the industrial access fund for 1972-73 be allocated to provide improved access to the new facility of American Screw Company in the Elk Creek area of Grayson County, Project 0659-038-178, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Hall, seconded by Mr. Fitzpatrick, 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 Wythe County and the Council of the Town of Wytheville have by resolutions requested the use of industrial access funds to assist in providing access to the new facility to be constructed by Hemingway Transport, Incorporated, in the Town of Wytheville in Wythe County, estimated to cost \$25,000; 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 \$13,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facility of Hemingway Transport, Incorporated, in the Town of Wytheville, in Wythe County, Project 9999-139-102, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility; (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth; and (3) all funds over and above the industrial access allocation being contributed by others.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-33 of the 1950 Code of Virginia, as amended, the Highway Commission may add such additional roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, certain road adjustments are necessary due to new construction on Route 302 within the grounds of the University of Virginia; and

WHEREAS, our Highway Engineers have determined that the several new driveways have been constructed to meet highway specifications for addition to the Primary System, and also recommend abandonment of several sections of present Route 302 no longer necessary as a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that sections of newly constructed driveways totaling 3.020 miles be added to the primary system of highways and designated as a part of Route 302 within the grounds of the University of Virginia, as indicated in green on the layout sketch dated December 31, 1970, described as follows:



#### ADDITIONS

So. Mimosa Drive	- Mimosa Drive to Dead End	- 0.070 Mile
Reactor Road	- McCormick Road to Dead End	- 0.180 Mile
University Garden	- Emmet Street to Dead End	- 0.110 Mile
Copeley Road	- Emmet Street to Massie Road	- 0.400 Mile
Peyton Drive	- Copeley Road to Dead End	- 0.170 Mile
Farish Circle	- Massie Road to Farish Circle	- 0.120 Mile
Seymour Road	- Copeley Road to Dead End	- 0.330 Mile
Massie Road	- Emmet Street to Copeley Road	- 0.280 Mile
Massie Road	- Copeley Road to Dead End	- 0.140 Mile
Peyton Drive		
Circle	- Peyton Drive to Dead End	- 0.080 Mile
Culberts Road	- Rugby Road to University Ave.	- 0.250 Mile
Edgemont Road	- End of Maint. to McCormick Road	- 0.460 Mile
Carrs Hill Drive	- University Ave. to Dead End	- 0.200 Mile
U-C	- University Ave. to McCormick Rd.	- 0.030 Mile

BE IT FURTHER RESOLVED, that under authority of Section 33.1-48 of the 1950 Code of Virginia, sections of existing Route 302 totaling 2.313 miles within the grounds of the University of Virginia, be abandoned as a part of the Primary System, as indicated in red on the plat and described as follows:

#### ABANDONMENTS

Copeley Hills	- North of Emmet Street	- 1.556 Miles
R-S	- Near "The Lawn"	- 0.222 Mile
B1-A1 (Loop)	- Near "The Amphitheater"	- 0.092 Mile
F-L	- Near Memorial Gym	- 0.030 Mile
J1-K1	- Carrs Hill Drive	- 0.250 Mile
V-D	- University Ave. to Dead End	- 0.110 Mile
U-V		- 0.023 Mile
C-V		- 0.030 Mile

#### MOTION CARRIED

On motion of Mr. Hall, seconded by Mr. Fitzpatrick, the Commission rejected the request of the Board of Supervisors of Dickenson County for transfer to the Primary System of Routes 607 and 614 from Route 83 in Clintwood to Route 63 in Dickenson County, since these routes do not meet criteria for inclusion in the Primary System.

Moved by Mr. Roos ,

seconded by Mr. Hall,

that

WHEREAS, the Commonwealth is the apparent owner of the right of way of old Route 20, also known as Monticello Avenue, and certain other lands acquired in connection with Route 20, State Highway Project 0064-002-102, RW-205 from Annie Virginia Kirby, et al, by deed dated May 3, 1967, as recorded in Deed Book 289, Page 286, from Gilbert S. Campbell, et al by deed dated June 8, 1967, as recorded in Deed Book 290, Page 29; and from P. E. Thomas by deed dated August 28, 1967, as recorded in Deed Book 292, Page 459; these deeds are recorded in the Office of the Clerk of the Corporation Court of the City of Charlottesville; and

WHEREAS, under the aforementioned Project, Route 20 was relocated in a western direction from Station 109+00 (centerline N.B.L. Relocated Route 20) to Station 151+00 (centerline N.B.L. Relocated Route 20) and the new location serves the same citizens as the old location and has been approved by the State Highway Commissioner; and

WHEREAS, by Ordinances adopted by the City Council of the City of Charlottesville on August 21, 1967 and October 9, 1972, the City discontinued, closed, and vacated the portion of the old Monticello Avenue extending from the Druid Avenue Connection to Moore's Creek; and it is proposed that they vacate the portion of old Monticello Avenue extending from the present Route 20, Monticello Avenue, to the Druid Avenue Connection; and

WHEREAS, the adjoining landowners have requested that we convey to them any rights, title, and or interest we may have in and to certain portions of old Route 20, and other excess right of way in order that they may more fully develop their adjoining lands; and

WHEREAS, the State Highway Commissioner has certified in writing that the existing right of way of old Route 20, Monticello Avenue, from a point approximately 35 feet opposite survey Station 108+59.19 (centerline N.B.L. Relocated Route 20) to the north revised proposed right of way line of the Druid Avenue Connection at a point approximately 50 feet opposite survey Station 11+00 (centerline Druid Avenue Connection) and from the south revised proposed right of way line of the Druid Avenue Connection at a point approximately 80 feet opposite survey Station 112+55 (centerline N.B.L. Relocated Route 20) to the northeast revised proposed right of way line (9-7-72) of Relocated Quarry Road at a point approximately 170 feet opposite approximate survey Station 117+05 (centerline N.B.L. Relocated Route 20), and also from the southwest revised proposed right of way line (9-7-72) of Relocated Quarry Road at a point approximately 170 feet opposite approximate survey Station 117+55 (centerline N.B.L. Relocated Route 20) to the northeast revised proposed right of way line (9-7-72) of Route 64, at a point 231 feet opposite survey Station 121+49 (centerline N.B.L. Relocated Route 20), including various parcels of excess right of way lying between the east revised proposed right

of way line (9-7-72) of Relocated Route 20 and the west existing right of way line of old Route 20 from a point 25 feet opposite survey Station 108+40 (centerline Relocated Quarry Road) to a point 50 feet opposite survey Station 108+49 (centerline Relocated Quarry Road) and from a point 140 feet opposite survey Station 120+00 (centerline N.B.L. Relocated Route 20) to a point 162 feet opposite survey Station 121+31 (centerline N.B.L. Relocated Route 20), and, also, parcels of land lying between the north proposed right of way line and the north revised proposed right of way line (9-7-72) of Relocated Quarry Road from a point 82 feet opposite survey Station 116+17 (centerline N.B.L. Relocated Route 20) to a point 26 feet opposite survey Station 107+74 (centerline Relocated Quarry Road) and from a point approximately 40 feet opposite approximate survey Station 109+45 (centerline Relocated Quarry Road) to a point approximately 25 feet opposite approximate survey Station 109+55 (centerline Relocated Quarry Road) 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 § 33.1-148 of the 1950 Code of Virginia, as amended, the said sections of old Route 20 are hereby declared abandoned; and in accordance with the provisions of § 33.1-149, being of the same code, the conveyance of the said land and right of way, so abandoned and so certified, to the owners of the adjoining lands at a consideration or considerations satisfactory to the State Right of Way Engineer is approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed or deeds of quitclaim, subject to such restrictions as may be deemed requisite.

Motion carried.

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

WHEREAS, in connection with Route 44, State Highway Project 0044-134-101, RW-201, the Commonwealth acquired certain lands from E. V. Williams Company, Incorporated, by deed dated May 1, 1965 as recorded in Deed Book 881, Page 427, in the Office of the Clerk of the Circuit Court of the City of Virginia Beach; and

WHEREAS, a portion of the lands acquired was used as Borrow Pit No. 1-B; and

WHEREAS, the City of Virginia Beach has requested that the unneeded land of Borrow Pit No. 1-B 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 proposed right of way and limited access line from a point 120 feet opposite survey Station 62+41 (centerline Route 44) to a point 130 feet opposite survey

Station 79+80 (centerline Route 44) does not constitute a section of the public road and is deemed, by him, no longer necessary for the uses of the State Highway System.

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

Motion Carried.

Moved by Mr. Roos,

seconded by Mr. Hall,

that

WHEREAS, in connection with Route 614, State Highway Project 0614-087-119, C-501, the Commonwealth acquired certain lands from Mayo H. Worrell by deed dated May 7, 1970 as recorded in Deed Book 191, Page 350 and from Robert E. Doolittle and Shannon S. Doolittle by Certificate No. C-19233 dated October 16, 1970, as recorded in Deed Book 192, Page 736, case for which has been concluded; both of the aforementioned instruments are recorded in the Office of the Clerk of the Circuit Court of Southampton County; and

WHEREAS, under the aforementioned project, a portion of Route 614 has been relocated in a northern direction from Station 66+30 to the Southampton-Isle of Wight County line, 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 Southampton County held on the 28th day of February, 1972, a resolution was passed abandoning as a public road the old section of Route 614; and

WHEREAS, in negotiating for certain right of way required for a new portion of Route 614, it was agreed that we would recommend to the State Highway Commission that the excess land lying between the center of old Route 614 and the south proposed right of way line of relocated Route 614 be conveyed to the adjoining landowners; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the center of old Route 614 and the south proposed right of way line of relocated Route 614 from a point 35 feet opposite approximate survey Station 68+00 (centerline Route 614) to a point 35 feet opposite approximate survey Station 72+00 (centerline Route 614) 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, so certified, to the adjoining landowners of record, in accordance with the provisions of § 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, in exchange for the lands required for relocated Route 614, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Roos,

seconded by Mr. Hall,

that

WHEREAS, in connection with Route 32, State Highway Project 0032-133-101, RM-201, the Commonwealth acquired certain lands, a portion of which lies outside the proposed right of way, from Clyde C. Pharis by Certificate No. C-14937 dated May 14, 1968 as recorded in Deed Book 49, Page 294 in the Office of the Clerk of the Circuit Court of the City of Suffolk, case for which has been concluded; 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 of Route 32 from a point approximately 33 feet opposite approximate survey Station 10+68 (Construction centerline Route 32) to a point approximately 33 feet opposite approximate survey Station 11+00 (Construction centerline Route 32) 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 § 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. Roos,

seconded by Mr. Hall,

that

WHEREAS, the Commonwealth is the apparent owner of the right of way of the old Hardy-Winchester Turnpike in Frederick County; and

WHEREAS, the old Turnpike was widened under State Highway Project 534-C and was designed as Route 36 and later Route 50; and

WHEREAS, a portion of Route 50, which is now secondary Route 803, lies outside the normal 60-foot right of way from approximate Station 750+00 to approximate Station 755+00 and the adjoining landowner has requested that this land be conveyed to him in order that he may more fully develop his land; and

WHEREAS, at the regular meeting of the Board of Supervisors of Frederick County, held on the 14th day of June, 1972, a resolution was passed abandoning as a public road the excess right of way of Route 803 which was once a portion of Hardy-Winchester Turnpike; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying southeast of and adjacent to the southeast normal right of way line of Route 803 from a point approximately 30 feet opposite approximate survey Station 750+00 (centerline Route 803) to a point approximately 30 feet opposite approximate survey Station 755+00 (centerline Route 803) 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, to the adjoining landowner of record, 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 a deed of quitclaim, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Roos,

seconded by Mr. Hall,

that

WHEREAS, in connection with Route 623, State Highway Project 0623-060-129, C-501, the Commonwealth acquired certain lands from Cecil C. Crockett and Ruby B. Crockett by Certificate No. C-10717 dated November 4, 1965 as recorded in Deed Book 788, Page 126 in the Office of the Clerk of the Circuit Court of Roanoke County, case for which has been completed; and

WHEREAS, a portion of Route 623 has been relocated in a northern direction under the aforesaid project from a point opposite survey Station 21+50 (centerline E.B.L. Route 623) to a point opposite survey Station 29+37 (centerline E.B.L. Route 623) 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 Roanoke County, held on the 20th day of November, 1967, a resolution was passed abandoning as a public road the old section of Route 623; and

WHEREAS, the adjoining landowners have requested that the portion of land lying between the center of old Route 623 and the revised south proposed right of way line of present Route 623 be conveyed to them in order that they may more fully develop their adjoining property; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the center of old Route 623 and the revised south proposed right of way line of present Route 623 from a point 21 feet opposite survey Station 23+30 (centerline E.B.L. Route 623) to a point 21 feet opposite survey Station 25+85 (centerline E.B.L. Route 623) 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, so certified, to the owners of record of the adjoining land, in accordance with the provisions of §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 a deed, without warranty, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Roos,

seconded by Mr. Hall,

that

WHEREAS, in connection with the construction of Route 30 and Route 168, State Highway Project 1177-D, the Commonwealth acquired certain lands from W. H. Haley by instrument dated August 9, 1938, final order for which was recorded in Deed Book 30, Page 211 on September 21, 1938 in the Office of the Clerk of the Circuit Court of James City County; and

WHEREAS, due to the relocation of a portion of Route 30 and the construction of Connection Route 168 under State Highway Project 0030-047-101, RW-201, the connection of old Route 30 and 168 with old Route 30 is no longer necessary, 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 have requested that the unneeded right of way be conveyed to them in order that they may more fully develop their adjoining lands; and

WHEREAS, the State Highway Commissioner has certified in writing that the lands comprising the right of way of the connection of old Route 30 and 168 with old Route 30 from a point 30 feet opposite survey Station 21+25 (centerline present Connection Route 168) to a point approximately 185 feet opposite approximate survey Station 24+12 (centerline present connection Route 168) and also from a point 32 feet opposite survey Station 28+00 (centerline present Connection Route 168) to a point 58 feet opposite survey Station 631+90 (centerline proposed W.B.L. Route 30) 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 § 33.1-148 of the 1950 Code of Virginia, as amended, the said connection of old Route 168 and 30 with old Route 30 is hereby declared abandoned; and in accordance with the provisions of § 33.1-149, being of the same code, the conveyance of the said land is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the owners of record of the adjoining land at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Ross , seconded by Mr. Hall ,

that

WHEREAS, in connection with Route 337, State Highway Project 337-122-104, RW-202, the Commonwealth acquired certain lands, a portion of which lies outside the right of way line, from the City of Norfolk by Certificate No. C-14661 dated April 3, 1968 as recorded in Deed Book 1109, Page 335, case of which has been completed, and from Morris E. Fine and Salma C. Snyder, Trustees for Louis O. Snyder and Gary Lee Snyder by Certificate No. C-14660 dated April 4, 1968 as recorded in Deed Book 1109, Page 334, case for which has been completed; both instruments are recorded in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying northeast of and adjacent to the northeast proposed right of way line of the North Service Road from a point approximately 23 feet opposite approximate survey Station 534+92 (baseline North Service Road) to a point approximately 17 feet opposite approximate survey Station 535+95 (baseline North Service Road) 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 § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the land, so certified, is in the public interest, and the



State Highway Commissioner is hereby authorized to execute a deed, or deeds, in the name of the Commonwealth conveying same, without warranty, to the adjoining landowners of record for a consideration or 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, the Highway Commission on May 11, 1967, approved the proposed construction of Route 460 from the east end of the New River Bridge (0.93 mile west of the West Corporate Limits of Pearisburg) to 1.1 miles west of the West Corporate Limits of Pembroke (Pearisburg Bypass), in Giles County, State Project 6460-035-113, PE-101, and

WHEREAS, a portion of the bypass from 1.417 miles east of the East Corporate Limits of Pearisburg to 1.1 miles west of the West Corporate Limits of Pembroke was designated a Limited Access Highway by the Highway Commission on April 29, 1971.

NOW, THEREFORE, BE IT RESOLVED, that the remaining portion of the Pearisburg Bypass from the east end of the New River Bridge (0.93 mile west of the West Corporate Limits of Pearisburg) to 1.417 miles east of the East Corporate Limits of Pearisburg be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy, and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-34 of the 1950 Code of Virginia, as amended, that this same section of the Pearisburg Bypass, a distance of 3.2 miles, be added to the Primary System of Highways.

MOTION CARRIED

On motion of Mr. Roos, seconded by Mr. Crowe, the Preliminary Budget of Current Expenses, 1973, for the Virginia Beach-Norfolk Expressway was approved.

PRELIMINARY BUDGET OF CURRENT EXPENSES  
 ORGANIZATION AND OPERATION  
 NORFOLK-VIRGINIA BEACH TOLL ROAD  
 FOR CALENDAR YEAR 1973

General Administration

Staff Salaries	\$ 41,000.00	
Matching S. S., Retirement, Group Ins., & Health Ins.	24,000.00	
Operations Salaries	<u>195,000.00</u>	\$ 260,000.00

Other Operations Expenses

Buildings including Utilities & Office Supplies	\$ 12,000.00	
Brink's Inc. (Pick up of daily collections including counting money from automatics)	8,500.00	
Communications	3,000.00	
Professional services ( Consulting Engineers & Auditors)	17,000.00	
Rental of Automatic Toll Machines	60,000.00	
Advertising	2,000.00	
Uniforms	3,000.00	
Operations, Motor vehicles, & travel expense	5,500.00	
State Police	<u>106,000.00</u>	\$ 217,000.00
 Total		 <u>\$ 477,000.00</u>

Roadway Maintenance will be performed by Virginia Department of Highways and financed from State Funds. Insurance premiums will be paid from Reserve Maintenance Funds.

Mr. Fugate stated the Chesterfield County Board of Supervisors had conferred with him with the request that the proposed new corridor from Richmond to Petersburg be routed through Chesterfield County. He said he assured the Board that although the Federal Highway Administration had approved in concept the routing adopted by the Commission at its meeting on September 21, 1972, it may be necessary to study other locations in this corridor and that the Commission will select the best possible route.

He said Chesterfield's primary need is for the completion of the Richmond Beltway, one-half of which (the part from I-64 west to I-95 south at Dutch Gap) is in the Interstate System. This is badly needed by Chesterfield, he said, to serve fast developing areas in the county and because of the suburban traffic and bypass traffic of Richmond.

Mr. Fugate said there was a provision in the House version of the 1972 highway bill which would establish a 10,000 mile high-priority primary system. The roads in this system would have to meet practically the same design standards as for the Interstate, would have to be heavily travelled primary roads, and would have to connect with the Interstate. He said the other half of the beltway loop would be a perfect candidate for this system, which was in the House bill but not in the Senate bill. He said he pointed this out to the Chesterfield Board, who were much intrigued by the idea, and he hoped the final version of the 1972 highway act would contain this 10,000 mile system, because Virginia has many routes in this category and could quickly make up whatever part of the 10,000 miles the State could qualify for.

This proposal, he said, would be financed with 70% Federal-30% State funds and additional money was provided over and above the other apportionments in the House bill for this purpose.

In reporting on the status of proposed construction of the southwest quadrant of the Leesburg Bypass, Mr. Fugate said this location had been under consideration for the past ten years; that on four occasions the Commission had made thorough review, at the request of local interests, and on three different occasions had confirmed a location along Line A. After the fourth review and report, he said, it was decided that someone who had no interest in the Leesburg area should be called in for another review. The firm of Environmental Planning and Design, a nationally known firm well versed in city planning and in environmental considerations, was employed and made a study and report, which confirmed what the Commission had decided three times: that the best location for all concerned, including Leesburg and Loudoun County, was Line A, but which made some suggestions for design changes. He said the engineering staff is now proceeding with these design changes.

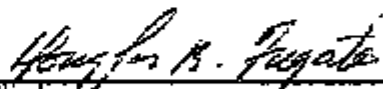
Mr. Fugate reviewed correspondence received in opposition to Line A and said he had talked with the mayor of Leesburg and the mayor of Purcellville, that they did not like Line A, but now that the Commission had reached a final decision, hoped the work would proceed with all possible speed. There being no disposition on the part of any member of the Commission to do other than proceed with Line A, Mr. Fugate said he hoped the design changes would be ready for approval in time to schedule the beginning of construction by the fall of 1973.

Mr. Fugate spoke of the response of the Highway organization to the statewide disasters from Hurricane Agnes and the October storm, and on motion of Mr. Glass, seconded by Mr. Fitzpatrick, the Commission asked that the Chairman commend Department employees for their excellent work in opening roads and repairing damage after these two floods.

On motion of Mr. Crowe, seconded by Mr. Fitzpatrick, the Commission concurred in the action of the City of Richmond in naming the new bridge across the James River on Route 60, between Eighth and Ninth Streets in the City of Richmond, the MANCHESTER BRIDGE.

The meeting was adjourned at 2:40 p.m.

Approved:

  
Chairman

Attested:

  
Secretary