

MINUTES  
of  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
NOVEMBER 19, 1964

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office in Richmond, Virginia, on Thursday, November 19, 1964, at 10 A.M. The chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Chilton, Flythe, Holland, Landrith, Sclater and Weaver. Absent: Mr. McWane.

On motion of Mr. Sclater, seconded by Mr. Holland, the minutes of the meeting of October 15, 1964 were approved.

Motion was made by Mr. Sclater, seconded by Mr. Holland, that permits issued from October 15, 1964 to November 18, 1964, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Mr. Holland, cancellation of permits from October 15, 1964 to November 18, 1964, as shown by records of the Department, was approved.

Moved by Mr. Sclater , Seconded by Mr. Holland , that the Commission confirm latter ballot action awarding contract on a bid received October 16, 1964 on the following project:

Bridge Contract #2, Epoxy Surface, Salem District

Furnishing, Delivering and Applying Epoxy Surface to Bridge Deck Salem District - Bridge Contract #2. Award of contract to low bidder, Railroad Waterproofing Corp., Lynbrook, L. I., New York

Bid \$27,688.75

10% for engineering and additional work 2,768.87

Amount chargeable to project, \$30,450.00

\$30,450.00 to be provided from 1964-65 Salem District Primary Maintenance Funds. Motion carried.

Moved by Mr. Sclater , Seconded by Mr. Holland , that the Commission confirm latter ballot action awarding contracts on bids received October 21, 1964 on the following projects:

Route 15 & 29, Project 0019-030-103, C501, B601

0.194 Mi. E. Int. 17 (Opal) - 0.302 Mi. S. Int. 15A (Warrenton)

Fauquier County. Award of contract to low bidder, Moore, Kelly & Raddish, Inc., Orange, Va.

Bid \$871,907.17

10% for engineering and additional work 87,190.71

Work by State Forces 429.00

Amount chargeable to project, \$959,550.00

\$459,550.00 to be provided for in the 1965-66 Primary Construction Allocation.

Route 20, Project 0020-068-102, P401, C502

0.485 Mi. E. Int. 522 - 1.266 Mi. E. Int. Rt. 692 - Grange County

Award of contract to low bidder, Hott & Miller, Wardsenville, W. Va.

Bid \$242,414.29

10% for engineering and additional work 24,241.42

Work by State Forces 2,378.60

Amount chargeable to project, \$269,050.00

Route 29, Project 0029-002-031, C502, B605

1.462 Mi. S. of N. Fork Hardware Rv. - 0.135 Mi. N. of N. Fork

Hardware Rv. - Albemarle County. Award of contract to low bidder,

Moore, Kelly & Raddish, Inc., Orange, Va.

Bid \$597,775.81

10% for engineering and additional work 59,777.58

Work by State Forces 4,212.00

Amount chargeable to project, \$661,750.00

Route 30, Project 0030-050-101, C502

0.205 Mi. N. Int. 610 - Caroline G.L. - King William County. Award of contract to low bidder, Stanley Constr. Co., Inc., Ashland, Va.

Bid REGULAR \$348,927.90

10% for engineering and additional work 34,892.79

Work by State Forces 5,886.50

Amount chargeable to project, \$389,700.00

\$235,444.00 to be provided for in the 1965-66 and 1966-67 Primary Construction Allocations.

Route 81, Project 0081-007-103, B612, B613, B614, B616  
 0.689 Mi. N. Int. 612 (Near Verona) - 3.901 Mi. S. Rockingham-Augusta CL - Augusta County. Award of contract to low bidder, Fendleton Constr. Corp., Wytheville, Va.

Bid	\$327,865.55
10% for engineering and additional work	32,786.35
Work by State Forces	326.00

Amount chargeable to project, \$361,000.00 - 4 Bridges Only  
 Accts. Rec. -- C & P Telephons Co. \$4,180.00

Route 81, Project 0081-011-008, L-801  
 0.019 Mi. N. Int. Rt. 636 (S. of Buchanan) - 0.843 Mi. N. of HCL Buchanan - Botetourt County. Award of contract to low bidder, Greenbrier Farms, Inc., W. Chesapeake, Va.

Bid	\$39,155.75
10% for engineering and additional work	3,915.57
Work by State Forces	326.00

Amount chargeable to project, \$43,400.00 Planting  
 \$43,400.00 to be provided for in the future Interstate Construction Allocation

Route 81 & 60, Project 0081-081-101, G302, B614, B615, B634; 0060-081-101, C501 - 1.020 Mi. S. Int. 60 - 2.148 Mi. N. Int. 60:1.085 Mi. E. Int. 81 - 0.519 Mi. E. Int. 81 - Rockbridge County. Award of contract to low bidder, Helle L. Teer Company, Durham, N. C.

	<u>Const.</u>	<u>R/W</u>
Bid	\$3,170,948.39	\$24.00
10% for engineering and additional work	317,094.83	2.40
Work by State Forces	3,478.00	
Flagging	664.00	

Amount chargeable to project, \$3,492,200.00  
 Interstate Alloc. \$3,313,100.00  
 Primary Alloc. 179,100.00  
 \$29,100.00 to be provided for in the 1965-66 Primary Const. Alloc.

Route 81, Project 0081-082-103, G302  
 0.880 Mi. N. Augusta CL - 3.931 Mi. S. Int. 33 - Rockingham County Award of contract to low bidder, S. T. Wooten Construction Co., Inc., Staunton, N. C.

	<u>Const.</u>	<u>R/W</u>
Bid	\$2,044,931.33	\$6.00
10% for engineering and additional work	204,493.13	.60
Work by State Forces	2,526.00	

Amount chargeable to project, \$2,251,950.00  
 \$132,375.00 to be provided from the Staunton District Interstate Construction Reserve Fund.

Route 81, Project 0081-085-102, G301, Contr. 1  
 0.404 Mi. S. Int. 42 (At Woodstock) - 0.091 Mi. N. Int. 642 - Shenandoah County. Award of contract to low bidder, J. F. Allen Company, Clarkeburg, West Virginia

	<u>Const.</u>	<u>R/W</u>
Bid	\$1,625,432.92	\$32,943.50
10% for engineering and additional work	162,543.29	3,294.35
Work by State Forces	2,746.00	

Amount chargeable to project, \$1,826,950.00

Route 81, Project 0081-085-103, B634, B635, B636, B637, B638, B639, B640, B641, B642, B643, B644 - 3.973 Mi. N. Rockingham CL - 3.378 Mi. S. Int. 675 (S. Edinburg) - Shenandoah County. Award of contract to low bidder, Moore Brothers Co., Inc., Verona, Va.

Bid	\$1,324,242.65
10% for engineering and additional work	132,424.26
Work by State Forces	326.00
Railroad	5,296.00
Amount chargeable to project, \$1,462,300.00 - 11 Bridges Only	

Route 81, Project 0081-095-103, L801  
0.397 Mi. E. Int. 80 - 0.206 Mi. W. Int. 751 - Washington County  
Award of contract to low bidder, Wood-Howell Nurseries, Inc., Bristol, Va.

Bid	\$29,652.00
10% for engineering and additional work	2,965.20
Work by State Forces	326.00
Amount chargeable to project, \$32,950.00	Planting
\$32,950.00 to be provided for in the future Interstate Const. Alloc.	

Route 95, Project 0095-016-002, L801, Contr. 2  
0.033 Mi. N. Hanover CL - 3.537 Mi. N. Int. 207 - Caroline County  
Award of contract to low bidder, Greenbrier Farms, Inc., W. Chesapeake, Virginia

Bid	\$45,398.25
10% for engineering and additional work	4,539.82
Amount chargeable to project, \$49,950.00	
\$49,950.00 to be provided from the Fredericksburg District Interstate Construction Reserve Fund.	

Route 95, Project 0095-016-002, L803, Contr. 3  
3.537 Mi. N. Int. 207 - Spotsylvania CL - Caroline County. Award of contract to low bidder, Ray Mathews Nurseries, Inc., Washington, D. C.

Bid	\$50,708.45
10% for engineering and additional work	5,070.84
Work by State Forces	163.00
Amount chargeable to project, \$55,950.00	Planting
\$55,950.00 to be provided from the Fredericksburg District Interstate Construction Reserve Fund.	

Route 95, Project 0095-042-003, L801, Contr. 1  
0.368 Mi. N. of Rt. 54 - 0.033 Mi. N. Caroline CL - Hanover County  
Award of contract to low bidder, Ray Mathews Nurseries, Inc., Washington, D. C.

Bid	\$55,522.90
10% for engineering and additional work	5,552.29
Work by State Forces	1,546.00
Amount chargeable to project, \$62,600.00	Planting

Route 264, Project 0264-122-101, C504, B619, B620, B622

0.239 Mi. W. Int. US 13 (Military Hwy.) - 0.479 Mi. E. Int. US 13 (Military Highway) - City of Norfolk. Award of contract to low bidder, E. C. Womack, Inc., Virginia Beach, Virginia

	<u>Const.</u>	<u>R/W</u>
Bid	\$2,641,290.79	\$268,239.20
10% for engineering and additional work	264,129.07	26,823.32
Work by State Forces	2,526.00	
Railroad	13,008.00	
Flagging	917.00	
Amount chargeable to project, \$3,216,950.00		
Accts. Rec.-- C & P Telephone Co. \$7,079.60		

Route 264, Project 0264-124-071, C502, B615, B616, B619

0.012 Mi. E. Des Moines Ave. - Int. Washington St. - City of Portsmouth. Award of contract to low bidder, E. C. Womack, Inc., Virginia Beach, Virginia

	<u>Const.</u>	<u>R/W</u>
Bid	\$3,051,484.08	\$228,136.84
10% for engineering and additional work	305,148.41	22,813.68
Work by State Forces	4,258.00	
Railroad	12,136.00	
Amount chargeable to project, \$3,624,000.00		

Route 460, Project 0460-006-105, C501; 0460-015-101, C501

1.542 Mi. E. Appomattox-Campbell Cl. - 1.557 Mi. W. Appomattox-Campbell Cl. - Appomattox & Campbell Counties. Award of contract to low bidder, English Construction Co., Inc., Altavista, Virginia

Bid	\$463,277.55
10% for engineering and additional work	46,327.75
Work by State Forces	10,421.40
Amount chargeable to project, \$520,050.00	

\$149,447.00 to be provided for in the 1965-66 Primary Const. Alloc.

Route 710, Project 0710-041-122, B617

Bridge over Hycoc River - Halifax County. Award of contract to low bidder, H. W. Carter Constr. Co., Inc., Chase City, Virginia

Bid	\$63,119.05
10% for engineering and additional work	6,311.90
Amount chargeable to project, \$69,450.00.	

Route 85, Project 0085-058-101, B616, B617

0.372 Mi. W. Int. 58 (Near South Hill) - 0.504 Mi. W. Int. 1 Macklenburg County. Award of contract to low bidder, W. W. Waring, Grewe, Va.

Bid	\$349,575.42
10% for engineering and additional work	34,957.54
Work by State Forces	326.00
Amount chargeable to project, \$384,850.00	
Motion carried.	2 Bridges Only

Moved by Mr. Selater , Seconded by Mr. Holland , that the Commission confirm letter ballot action rejecting bids received October 21, 1964 on the following projects and that the work be readvertised:

Route 28, Project 0028-029-103, C503

1.006 Mi. N. SCL Town of Herndon - 1.098 Mi. N. SCL Town of Herndon (Center St. to Spring St.) - Fairfax County.  
Low bid is 18.5% over estimate.

Route 85, Project 0085-058-101, P402, P403

0.372 Mi. N. Rt. 637 (Near Bracy) - 0.372 Mi. N. Rt. 58 (Near South Hill) - Mecklenburg County. Low bid is 11.3% over estimate.

Route 602, Project 0602-059-105, C501

Int. 17 (Near Church View) - Int. 610 (Bevis) - Middlesex County  
Low bid is 12.2% over estimate.

Route 611 & 241, Project 0611-029-111, C501, B608; 0241-029-101,

C501- 0.107 Mi. S. Int. 644 - Int. 241 (Telegraph Rd.) & Int. 611 - 0.160 Mi. S. Int. 611 - Fairfax County. Low bid is 11.0% over estimate.

Route 627, Project 0627-016-116, C501; 0627-049-107, B604; 108, C501

0.342 Mi. W. of Caroline-King & Queen CL - 0.918 Mi. E. of Caroline-King & Queen CL - Caroline & King & Queen County.  
Low bid is 17.6% over estimate.

Route 693, Project 0693-060-105, C501, B602

0.250 Mi. N. Mill Branch - 0.293 Mi. S. Mill Branch - Montgomery County. Low bid is 16.0% over estimate.  
Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Landrith, that  
WHEREAS, under authority of Section 33-50.2 of the Code of Virginia of 1950, as amended, request is made by the Town of Narrows for payment at the base rate of \$300 per mile annually on additional street mileage meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Narrows on the entrance road leading to the new Narrows High School, a distance of 0.13 mile, that has been brought up to standards required by this section of the Code, effective beginning the second quarter, October 1, 1964, for the quarterly payment due after December 31, 1964.

The above addition totaling 0.13 mile will increase the total mileage of approved streets in the Town of Narrows from 10.96 miles to a new total of 11.09 miles. Motion carried.

Moved by Mr. Flythe , Seconded by Judge Weaver , that  
WHEREAS, Section 33-136.1 of the Code of Virginia provides  
a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the  
Commission for constructing, reconstructing, maintaining or improving  
access roads within counties, cities and towns to industrial sites  
on which manufacturing, processing or other establishments will be  
built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Roanoke County by  
resolution has requested the use of industrial access funds to pro-  
vide proper access to the new facilities of Shell Oil Company,  
Plantation Pipe Line Company, and Marathon Oil Company, and the  
expanded facility of Virginia Prestressed Concrete Corporation, lo-  
cated south of Roanoke and just west of Route 119; estimated to cost  
\$85,000; and

WHEREAS, it appears that this request falls within the  
intent of Section 33-136.1 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 \$85,000 from the  
industrial access fund for 1964-65 be allocated for the purpose of  
improving access to the new facilities of Shell Oil Company,  
Plantation Pipe Line Company, and Marathon Oil Company, and the  
expanding facility of Virginia Prestressed Concrete Corporation,  
south of Roanoke and just west of Route 119 in Roanoke County,  
Project 0753-080-127, C-501, contingent upon the necessary right of  
way and the adjustment of utilities being provided at no cost to the  
Commonwealth . Motion carried.

Moved by Mr. Flythe , Seconded by Mr. Chilton , that  
WHEREAS, Section 33-136.1 of the Code of Virginia provides  
a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the  
Commission for constructing, reconstructing, maintaining or improving  
access roads within counties, cities and towns to industrial sites  
on which manufacturing, processing or other establishments will be  
built under firm contract or are already constructed."; and

WHEREAS, the Town Council of Rocky Mount, Virginia, and the  
Board of Supervisors of Franklin County have by resolution requested  
the use of industrial access funds for providing proper access to the  
new facility of Helms, Incorporated, within the Town of Rocky Mount,  
estimated to cost \$50,000; and

WHEREAS, it appears that this request falls within the in-  
tent of Section 33-136.1 and has complied with the Highway Commission'  
policy on the use of industrial access funds, including the guarantee-  
ing of right of way and the adjustment of utilities.

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the  
industrial access fund for 1964-65 be allocated for the purpose of  
providing access to the new facility of Helms, Incorporated, within  
the Town of Rocky Mount in Franklin County, Project 9999-157-101,  
C501, contingent upon the necessary right of way being provided at  
no cost to the Commonwealth, and further contingent upon the adjust-  
ment of utilities at no cost to the Commonwealth. Motion carried.

Moved by Mr. Solater , Seconded by Mr. Landrith, that  
WHEREAS, Section 33-136.1 of the Code of Virginia provides  
a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the  
Commission for constructing, reconstructing, maintaining or improving  
access roads within counties, cities and towns to industrial sites  
on which manufacturing, processing or other establishments will be  
built under firm contract or are already constructed."; and

WHEREAS, the Town Council of the Town of Marion and the  
Board of Supervisors of Smyth County have requested by resolution  
the use of industrial access funds to provide proper access to the  
new facilities to be constructed by the Marion Bottling Company,  
Incorporated and the Appalachian Manufacturing Corporation, which  
project is located partially within the Town of Marion and partially  
in Smyth County and which is an extension of Brunswick Lane in  
Marion to tie in to Route 691 just southeast of Marion, estimated to  
cost \$150,000; and

WHEREAS, it appears that this request falls within the  
intent of Section 33-136.1 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 \$150,000 from the  
industrial access fund for 1964-65 be allocated for the purpose of  
providing access to the new facilities to be constructed by the  
Marion Bottling Company, Incorporated and the Appalachian Manufactur-  
ing Corporation, Project 9999-019-101, C501 in the Town of Marion  
and Project 0767-086-131, C501 in Smyth County, contingent upon the  
following:

1. A certificate from the Marion Bottling Company, Inc.  
and the Appalachian Manufacturing Corporation that  
they have both entered into a firm contract for the  
construction of their new facilities; and
2. The right of way and the adjustment of utilities being  
furnished at no cost to the Commonwealth.

Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that  
WHEREAS, in connection with the construction of Interstate  
Route 64, Project 0064-122-070, EW-201 in the City of Norfolk, it  
was necessary to reconstruct and relocate a privately owned sewer  
line on right of way and land belonging to the Commonwealth of  
Virginia and acquired as a part of said Route and Project, including  
the construction of a pumping station in connection therewith on  
said land; and

WHEREAS, the City of Norfolk proposes to take over the  
operation and maintenance of the said sewer line and pumping station  
and requires an easement for such uses of such facilities over the  
lands of the Commonwealth; and

WHEREAS, the conveyance of such an easement over said  
lands is deemed expedient.

NOW, THEREFORE, as provided in Section 2-4.2 of the 1950  
Code of Virginia as amended the State Highway Commissioner is hereby  
authorized, after first having obtained the consent of the Governor  
in writing, to convey to the City of Norfolk, its successors and  
assigns an easement for such purposes over and across such land,  
same being outside and beyond the limits of the Limited Access  
Highway itself, under such conditions as he may deem proper.  
Motion carried.



Moved by Mr. Chilton , Seconded by Mr. Sciater , that  
WHEREAS, in accordance with the provisions of Section 128  
of Title 23 - Highways, United States Code, a Public Hearing was  
held in the Town Hall at West Point, Virginia, at 10:30 a.m., on  
September 23, 1964, concerning the proposed construction of Route 33  
from 0.156 mile west of the East Corporate Limits of West Point to  
0.302 mile west of the East Corporate Limits of West Point, King  
William County, State Project 0033-050-102, C-501, Federal Project  
F-075-1(4), 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 development as planned  
and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of the project be  
approved in accordance with the general plans as proposed and  
presented at the Public Hearing by the Department Engineers. This  
proposed improvement is generally along the existing Route 33  
alignment. Motion carried.

Moved by Mr. Landrith , Seconded by Mr. Sciater , that  
WHEREAS, by virtue of Chapter 263 of the Acts of Assembly  
of 1932, roads within grounds of state institutions were included  
in the Primary System of Highways; and

WHEREAS, under authority of Section 33-26 of the 1950 Code  
of Virginia, as amended, the Highway Commission may add such addition-  
al roads, bridges and streets as it shall deem proper to the Primary  
System of Highways; and

WHEREAS, request is made for addition to the Primary System  
of a newly constructed road within the grounds of George Mason College,  
a branch of the University of Virginia; and

WHEREAS, the new road constructed by the Fairfax County  
Department of Public Works in co-operation with the University of  
Virginia meets standards required for acceptance as a part of the  
Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the new road known as  
University Drive, leading from Route 123 easterly 0.31 mile through  
the grounds of George Mason College to the Fairfax City Limits, be  
added to the Primary System of Highways, and designated as new  
State Route 383. Motion carried.

Moved by Mr. Landrith , Seconded by Mr. Holland , that  
WHEREAS, the 1964 session of the General Assembly enacted certain legislation which necessitated changing the distribution of Urban Construction Funds from a district allocation basis to an apportionment basis to each individual city and town; and

WHEREAS, the transfer of funds, allocated prior to July 1, 1964, from district accounts to the various individual city and town accounts created sizable balances and deficits in certain cities and towns;

NOW, THEREFORE, BE IT RESOLVED, that the policy for the complete utilization of the balances and the amortization of the deficits shall be as set forth below:

#### I. Balances

- a. Any city or town that had accumulated a sizable Urban Construction Fund balance prior to July 1, 1964, shall be given one year to select acceptable projects and officially authorize surveys and plans for the full utilization of the balance.
- b. An additional three years shall be given to get the work under contract.
- c. Those funds not officially obligated at the end of one year or not under contract at the end of four years shall be withdrawn and transferred to areas where the needs are more acute.

#### II. Deficits

- a. In those cities and towns that have utilized their Urban Construction Funds a number of years in advance of their apportionment, 50% of the Construction Funds apportioned for fiscal year 1964-65 and for each year following shall be credited toward the reduction of the overexpenditures.
- b. The remaining 50% may be programmed for additional urban construction projects or plant mix projects, provided sufficient funds are on hand to completely finance the project upon its anticipated date of completion. Motion carried.

Moved by Mr. Holland , Seconded by Mr. Schlater , that  
WHEREAS, \$900,000 Reserve Maintenance Funds of the State of Virginia Toll Revenue Bonds (Series 1934) Account with Virginia National Bank, Trustee, has been previously invested in 3 3/4% U. S. Treasury Notes maturing November 15, 1964, and

WHEREAS, the Trustee advises that U. S. Treasury 4% Notes due May 15, 1966, are now available which are estimated to yield 3.94% and

WHEREAS, the Department's estimates indicate that these funds will not be needed for major repairs by the due date of the above securities, as a result of which these funds should be reinvested for the said period, now therefore,

BE IT RESOLVED, by the State Highway Commission that the said \$900,000 be reinvested by the Trustee in U. S. Treasury 4% Notes due May 15, 1966, under provisions of Section 602 of the Trust Indenture, subject to approval by the Consulting Engineers as required under this Section. Motion carried.

Moved by Mr. Chilton , Seconded by Mr. Holland , that  
WITNESSETH THAT WHEREAS, on or about the 7th day of November, 1963, Jack L. Massie, entered into a contract with the State Highway Commission for the construction in connection with Project 0611-057-102, C501 on Secondary Route 611 in Mathews County; and

WHEREAS, on this project there was a large amount of root mat and other unsuitable material removed and replaced with borrow; and

WHEREAS, work orders have or will be issued which will increase the scope of the contract beyond twenty-five per cent (25%) of the original contract; and

WHEREAS, Section 104.03 of the Virginia Department of Highways Road and Bridge Specifications requires a supplemental agreement when the original contract is increased by more than twenty-five per cent (25%); and

WHEREAS, the above-mentioned contractor has indicated that he is willing to do the necessary excavation and furnish the necessary additional borrow at the unit prices set forth in the original contract;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commissioner is hereby authorized to enter into, on behalf of this Commission, a supplemental agreement with Jack L. Massie on the above-mentioned project for the necessary additional borrow material and excavation at the unit prices set forth in the original contract and an additional sum of \$16,709.93 is hereby allocated to the project for the purpose of carrying out the work under the supplemental agreement. Motion carried.

Moved by Mr. Landrith , Seconded by Mr. Chilton , that  
WHEREAS, by proper resolutions, the Boards of Supervisors of several 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 33-76.7 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.

**ACCOMACK COUNTY**

- Route 2101, from 1.45 miles north of Route 175-Y to dead end 1.00 Mi.
- Route 686, from Route 658 to dead end 0.30 Mi.

APPOMATTOX COUNTY

- Route 501, beginning at a point 0.60 mile northeast of Route 612 and extending northeast 0.40 mile to dead end-0.40 Mi.
- Route 613, beginning at a point 0.70 mile northwest of the intersection of Rt. 671 and extending northwest 0.20 mile to dead end - 0.20 Mi.
- Route 641, beginning at a point 0.50 mile southwest of Route 644 and extending southwest 0.10 mile to dead end 0.10 Mi.
- Route 684, beginning at a point 0.80 mile east of Route 616 and extending east 0.20 mile to dead end 0.20 Mi.
- Route 684, beginning at a point 1.35 miles west of Route 616 and extending west 0.15 mile to dead end 0.15 Mi.

BEDFORD COUNTY

- Route 732, from 0.90 miles north of Route 608 to Route 734 1.80 Mi.
- Route 641, from 0.10 mile east of Rt. 43 to 0.30 mile west of Route 643 0.80 Mi.
- Route 772, from Blue Ridge Parkway to 0.70 mile west Route 600 1.30 Mi.
- Route 614, from Blue Ridge Parkway to Botetourt County Line 0.20 Mi.
- Route 797, from 1.10 miles east of Route 608 to Route 634 0.70 Mi.

CAMPBELL COUNTY

- Route 627, beginning at the intersection of Route 695 and extending west 0.50 mile to dead end - 0.50 Mi.
- Route 634, beginning at a point 0.55 mile southeast of Route 664 and extending southwest 0.15 mile to dead end - 0.15 Mi.
- Route 666, beginning at a point 0.35 mile northeast of Route 660 and extending northeast 0.15 mile to dead end -0.15 Mi.
- Route 680, beginning at a point 2.02 miles northeast of Route 898 and extending northwest 0.30 mile to dead end 0.30 Mi.
- Route 744, beginning at a point 0.13 mile north of Route 1520 and extending northwest 0.17 mile to dead end - 0.17 Mi.
- Route 748, beginning at a point 0.40 mile north of Route 24 and extending north 0.60 mile to dead end - 0.60 Mi.
- Route 795, beginning at a point 1.10 miles northwest of Route 601 and extending northwest 0.10 mile to dead end 0.10 Mi.
- Route 805, beginning at a point 1.40 miles south of Route 615 and extending south 0.05 mile to dead end 0.05 Mi.

**CAMPBELL COUNTY**  
(continued)

- Route 806, beginning at a point 0.75 mile north of Route 606 and extending north 0.10 mile to dead end 0.10 Mile
- Route 867, beginning at a point 0.45 mile south of Route 604 and extending south 0.05 mile to dead end 0.05 Mile
- Route 1408, beginning at a point 0.55 mile north of Route 679 and extending north 0.15 mile to dead end 0.15 Mile

**CARROLL COUNTY**

- Route 613, from 0.40 mile east of Route 611 to intersection Route 621 0.80 Mile
- Route 665, From the intersection of Route 712 to 0.60 mile north of the intersection of Route 712 0.60 Mile
- Route 666, from intersection Route 670 to 0.50 mile north of intersection of Route 670 0.50 Mile
- Route 694, from the intersection of Route 788 to 0.70 mile north of Route 788 0.70 Mile
- Route 697, from the intersection of Route 683 to 0.60 mile north of the intersection of Route 683 0.60 Mile
- Route 707, from intersection Route 701 to 0.60 mile north of intersection Route 701 0.60 Mile
- Route 720, from the intersection of Route 608 to the intersection Route 815 0.30 Mile
- Route 733, from 1.00 mile west of intersection Route 620 to 2.00 mile west of intersection Route 620 1.00 Mile
- Route 761, From 0.70 mile north of intersection of Route 753 to the intersection of Route 766 0.90 Mile
- Route 801, from 0.45 mile west of Route 94 to 1.00 mile west of Route 94 0.55 Mile
- Route 808, From intersection of Route 705 to 0.25 mile north of intersection of Route 705 0.25 Mile
- Route 818, From 0.70 mile north of Route 648 to 1.45 miles north of Route 648 and including a 62-foot swinging bridge 0.75 Mile
- Route 824, from 0.15 mile east of the intersection of Route 701 to the intersection Route 711 1.05 Miles
- Route 866, from the intersection of Route 675 to 0.50 mile south of the intersection of Route 675 0.50 Mile
- Route 830, from 1.00 mile west of the intersection of Route 52 to 2.00 miles west of intersection Route 52 1.00 Mile

**CULPEPER COUNTY**

- Route 689, from a point 0.30 mile southwest of Route 522, running westerly 0.50 mile to a point 0.10 mile east of Route 655 - 0.50 Mile

**FLOYD COUNTY**

- Route 606, from 0.60 mile north of intersection Route 738 to 1.20 miles north of Route 738 - 0.60 Mi.
- Route 608, from the intersection of Route 674 to 1.00 mile east of the intersection of Route 674 - 1.00 Mile
- Route 692, from the intersection of Route 719 to 1.75 miles east of Route 719 - 1.75 Mi.
- Route 700, from the intersection of Route 692 to 0.60 mile north of the intersection of Route 692 - 0.60 Mile
- Route 728, from the intersection of Route 221 to 1.50 miles north of the intersection of Route 221 - 1.50 Mile
- Route 732, from the intersection of Route 784 to 0.60 mile north of intersection of Route 784 - 0.60 Mile
- Route 733, from the intersection of Route 735 to the intersection of Route 688 - 1.50 Miles
- Route 734, from the intersection of Route 735 to the intersection of Route 733 - 0.90 Mile
- Route 743, from 0.70 mile southeast of Route 744 to 1.50 mile southeast of Route 744 - 0.80 Mile
- Route 744, from the intersection of Route 740 to 0.50 mile east of Route 740 - 0.50 Mile
- Route 748, from the intersection of Route 730 to the intersection of Route 740 - 1.20 Mile
- Route 792, from intersection Route 649 to 0.40 mile north of intersection Route 649 - 0.40 Mile
- Route 796, from the intersection of Route 648 to dead end - 0.10 Mile
- Route 797, from the intersection of Route 709 to 0.40 mile north of Route 709 - 0.40 Mile
- Route 801, from the intersection of Route 679 to intersection Route 683 - 1.20 Mile
- Route 805, from the intersection of Route 806 to 0.30 mile north of the intersection of Route 806 - 0.30 Mile
- Route 808, from the intersection of Route 653 to 1.90 miles east of intersection of Route 653 - 1.90 Mile

- FAYANNA COUNTY**
- Route 611, from 0.50 mile south of Route 662 south to dead end - 0.80 Mi.
  - Route 658, from 0.12 mile southeast of Route 640 southeasterly to dead end - 0.48 Mi.
- GILES COUNTY**
- Route 643, from 0.50 mile south of West Virginia State Line to 1.00 mile south of West Virginia State Line - 0.50 Mi.
  - Route 661, from 0.75 mile south of Route 663 to 0.40 mile west of Route 662 - 0.85 Mi.
- GLOUCESTER COUNTY**
- Route 675, from Route 198 to dead end - 0.10 Mi.
  - Route 693, from Route 17 to Route 601 - 0.07 Mi.
- ISLE OF WIGHT COUNTY**
- Route 620, from Route 644 to Route 689 - 0.20 Mi.
  - Route 646, from Route 620 to 1.65 Miles north Route 620 - 1.65 Mi.
  - Route 685, from Route 602 to Route 620 - 1.20 Mi.
- KING AND QUEEN COUNTY**
- Route 601, from 2.30 miles south of intersection Route 605 to 2.60 miles south intersection Route 605 - 0.30 Mi.
  - Route 1201, from Route 629 to dead end - 0.05 Mi.
- KING GEORGE COUNTY**
- Route 613, from intersection Route 301 to intersection Route 614 - 0.10 Mi.
  - Route 610, from intersection Route 607 to intersection of Route 646 - 0.08 Mi.
- LOUDOUN COUNTY**
- Section 1 of old location 614, from Route 606 at Station 105+10 to 0.10 mile southwest of Route 606 - 0.10 Mi.
  - Section 2 of old location Route 634, from Station 217+00 (Rte. 606) to Sta. 231+00 (Route 606) - 0.34 Mi.
  - Section 3 of old location Route 634, from Station 262+20 (Route 606), to Station 277+00 (Route 606) - 0.31 Mi.
  - Section 4 of old location Route 634, from Route 606 at Station 301+50 to 0.06 Mile northeast Route 606 - 0.06 Mi.
  - Section 6 of old location Route 607, from Route 634 to Route 606 - 0.45 Mi.
  - Route 655, from 0.30 mile east Route 698 to 1.60 miles west Route 15 - 0.50 Mi.
  - Route 681, from Route 663 to Route 669 - 0.50 Mi.

- LOUDOUN COUNTY**  
(continued)
- Route 694, from 0.12 mile west of Route 287 to 0.13 mile south Route 697 - 1.05 MI.
  - Route 717, from 0.50 mile northwest Route 287 to Route 611 - 0.50 MI.
  - Route 723, from 0.90 mile west of Route 704 to 1.45 miles west of Route 704 - 0.55 MI.
  - Route 724, from Route 725 to 0.50 mile south Route 725 - 0.50 MI.
  - Route 736, from 737 to Route 779 - 0.80 MI.
- LOUISA COUNTY**
- Route 752, from Route 522 near the South Anna River southwest to Route 522 near Route 640 - 0.33 MI.
- LANCASTER COUNTY**
- Route 674, from Route 49 to dead end - 0.20 MI.
  - Route 696, from Route 613 to Route 637 - 0.20 MI.
- MATHEWS COUNTY**
- Old location of Route 611, Section 1, from Station 52+40 southeasterly 0.07 mile - 0.07 MI.
- MONTGOMERY COUNTY**
- Route 648, from 2.30 miles east of Route 624 to 0.20 mile north of Route 785 - 1.50 MI.
  - Route 628, from 0.25 mile south of Route 785 to 1.25 miles south of Route 785 - 1.00 MI.
  - Route 715, from Route 636 to 0.60 mile north of Route 636 - 0.60 MI.
- MANASSAS COUNTY**
- Route 646, from Route 675 to 0.60 mile north of Route 675 - 0.60 MI.
- ORANGE COUNTY**
- Route 652, from a point 1.40 miles northwest of Route 33, running 0.80 mile through the McHurren farm to a point 1.30 miles southwest of Route 654 - 0.80 MI.
  - Route 605, from a point 0.90 mile north of the intersection of Route 698 running northerly 1.80 miles to the intersection of Route 20 - 1.80 MI.
  - Section 5 of old location Route 612, from Station 32+15 east, Project 0612-068-104, C501 - 0.03 MI.
- PITTSYLVANIA COUNTY**
- Old location of Route 818: Section 3, from Station 48+80 easterly 0.15 mile to Station 55+40; and Section 4, from Sta. 55+40 southerly 0.13 mile to Station 62+00; and Section 6, from Station 77+00 southeasterly 0.19 mile to Station 86+00; and Section 7, from Station 90+50 southeasterly 0.23 mile to Station 103+35, Project 0818-071-111, C-501, B-610 - 0.70 MI.



- PRINCE WILLIAM COUNTY**
- Route 614, from 0.54 mile north of Route 689 to dead end - 0.46 MI
  - Route 610, from 1.52 mile north of Route 663 to dead end - 0.78 MI
- SPOTSYLVANIA COUNTY**
- Route 647, from 0.10 mile south intersection Route 605 to 0.60 mile south intersection Route 603 - 0.50 MI.

Motion carried.

Moved by Mr. Flythe, Seconded by Mr. Sciater, that  
**WHEREAS**, Section 46.1-193 and Section 46.1-345 of the Code of Virginia of 1950, as amended, provides for increasing or decreasing speed limits from the statutable established speed limits and/or establishing a minimum speed limit when such increase or decrease and/or establishment of a minimum speed limit has been prescribed by the State Highway Commission after an engineering and traffic investigation; and

**WHEREAS**, the Highway Department has now completed the required engineering and traffic investigation for the herein specified section or sections of highway and has determined that the respective maximum and/or minimum speed limit should be established accordingly and as affixed herein.

**NOW, THEREFORE, BE IT RESOLVED:** that the speed limit for all vehicles not otherwise restricted by statute, be ascribed for the following specified section or sections of highway as shown on the attached tabulations by districts. Motion carried.

Route	Location	Length (Miles)	Speed Limit (MPH)
Tazewell County			
631	Fr: Route 627 (Busthead) To: 0.80 Mi. E. of Rte. 712	4.40	35
Washington County			
645	Fr: Route 638 To: 0.18 Mi. east of Rte. 655	1.00	35
LYNCHBURG DISTRICT			
Halifax County			
501	Fr: SCL Halifax (M.P. 22.75) To: NCL South Boston (M.P. 26.33)	3.58	45
RICHMOND DISTRICT			
Chesterfield County			
60	Fr: WCL Richmond (M.P. 2.54) To: 0.36 Mi. west of WCL Richmond (M.P. 2.90)	0.36	35
60	Fr: 0.36 Mi. west of WCL Richmond (M.P. 2.90) To: 0.18 Mi. west of Route 684 (M.P. 3.90)	1.00	45
147	Fr: Chippenham Parkway (M.P. 1.43) To: 0.08 Mi. S. of Brook Wood Road (M.P. 2.90)	1.47	45
613	Fr: Route 1 To: Route 145	0.85	35
Hampover County			
301	Fr: 0.25 Mi. N. of Rte. 657 (M.P. 4.34) To: 0.31 Mi. S. of Rte. 657 (M.P. 4.90)	0.56	45
Henrico County			
250	Fr: WCL Richmond (M.P. 4.66) To: Hungary Spring Road (M.P. 8.03)	3.37	45
Henkleburg County			
626	Fr: 0.20 Mi. S. of Rte. 647 To: 0.80 Mi. N. of Rte. 647	1.00	35
New Kent County			
33	Fr: WCL West Point (M.P. 0.00) To: 0.47 Mi. W. of Rte. 30 (M.P. 2.00)	2.00	45
33	Fr: 0.47 Mi. W. of Rte. 30 (M.P. 2.00) To: 0.05 Mi. E. of Rte. 168 (M.P. 4.55)	2.55	60/50

**SUFFOLK DISTRICT**

Route	Location	Length (Miles)	Speed Limit (MPH)
<b>Southampton County</b>			
195	Fr: 0.02 MI. W. of S.A.L. R.R. (M.P. 0.29) To: 0.32 MI. W. of S.A.L. R.R. (M.P. 0.59)	0.30	35
195	Fr: Route 35 (M.P. 0.00) To: 0.02 MI. W. of S.A.L. R.R. (M.P. 0.29)	0.29	25
<b>FREDERICKSBURG DISTRICT</b>			
<b>Mathews County</b>			
611	Fr: Route 1003 To: 0.44 MI. N. of Rte. 1003	0.44	35
<b>Northumberland County</b>			
201	Fr: 0.23 MI. S. of Rte. 360 (M.P. 6.69) To: Route 360 (M.P. 6.92)	0.23	45
<b>CULPEPER DISTRICT</b>			
<b>City of Alexandria</b>			
1	Fr: SCL Alexandria (M.P. 6.00) To: Franklin Street (M.P. 5.49)	0.51	45
241	Fr: SCL Alexandria (M.P. 1.32) To: Mill Road (M.P. 1.70)	0.38	35
<b>Fairfax County</b>			
1003	Fr: South Rte. 677 To: Route 676	0.60	35
3631	Fr: East Route 193 To: Route 3633	0.25	25
1845	Fr: Route 7 To: Route 244	0.37	25
<b>Loudoun County</b>			
719	Fr: 0.10 MI. S. of S. Rte. 626 To: 0.10 MI. N. of N. Rte. 626	0.50	35

Moved by Mr. Baughan , Seconded by Mr. Holland , that  
**WHEREAS**, it is recommended by our Highway Engineers that  
the route marker designation on U. S. Route 211 be extended from its  
present terminus at intersection of U. S. Route 11 in New Market  
westerly to connect with Interstate Route 81 in Shenandoah County;  
**NOW, THEREFORE, BE IT RESOLVED**, that U. S. Route 211 be  
extended from its present terminus at the intersection of U. S.  
Route 11 in New Market, southerly overlapping U. S. Route 11, thence  
westerly over State Route 260 to an intersection with Interstate  
Route 81, just west of the W. C. L. New Market in Shenandoah County.  
Motion carried.

Moved by Mr. Flythe , Seconded by Mr. Landrith , that  
**WHEREAS**, under authority of Section 33-35.4 of the Code of  
Virginia, 1950, as amended, request is made by the City of Galax for  
payment at the base rate of \$800 per mile annually on additional  
street mileage meeting required standards for maintenance payments;  
**NOW, THEREFORE, BE IT RESOLVED**, that quarterly payments  
at the base rate of \$800 per mile annually be made to the City of  
Galax on additional streets, totaling 0.86 mile and meeting standards  
required by this section of the Code, effective beginning October 1,  
1964, for the quarterly payment due after December 31, 1964. The  
additional mileage eligible for payment, described as follows:

Madison St.	- From Washington St. to Center St.	- 0.05 MI
Washington St.	- From Main St. to Rail Road Ave.	- 0.11 MI
Morris St.	- From Anderson Road to Dead End	- 0.06 MI
Eastview St.	- From Gillespie Lane to Dead End	- 0.03 MI
Circle Drive	- From Clark Ave. to Long St.	- 0.11 MI
Caldwell St.	- From Shaw St. to Eastview St.	- 0.07 MI
Road to Dump	- From Lineberry Road to E.C.L.	- 0.09 MI
Jefferson St.	- From Virginia St. to Hwy. 58	- 0.02 MI
Shaw Street	- From Givens St. to Meadow St.	- 0.06 MI
Glover St.	- From Valley St. to W.C.L.	- 0.26 MI

The above addition, totaling 0.86 mile, will increase the total  
mileage in the City of Galax from 27.01 miles to 27.87 miles of  
approved streets. Motion carried.

Moved by Mr. Chilton , Seconded by Mr. Hollins , that  
WHEREAS, the Commonwealth acquired certain lands for  
Route 4 under Project 1061-G from F. D. Eiler by deed dated June 22,  
1936, recorded in Deed Book 168, Page 307, and from Harvey S.  
Harrison and Rosa Mae Fowler by deed dated June 22, 1936, recorded  
in Deed Book 168, Page 302; and

WHEREAS, present Route 33, Project 0033-082-008, NW-202  
has been constructed in lieu of a section of Route 4 between survey  
Station 280+42 (E.B.L.) and survey Station 291+70 (E.B.L.) of the  
centerline of Project 0033-082-008, NW-202, serves the same citizens  
and has been approved by the State Highway Commissioner; and

WHEREAS, the owners of the adjoining lands in order to  
provide for the more orderly development of their property have  
requested that the old right of way be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in  
writing that the said section of the old right of way does not  
constitute a section of the public road and is no longer necessary  
for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of  
section 33-76.5 of the 1950 Code of Virginia, as amended, the said  
section of the old right of way from a point opposite survey Station  
280+42 (E.B.L.) to a point opposite survey Station 291+70 (E.B.L.)  
is hereby declared abandoned and in accordance with the provisions  
of Section 33-76.6 of said code, the sale of the said land and  
right of way so abandoned and so certified to the owner or owners of  
the adjoining lands at a price satisfactory to the State Right of  
Way Engineer, is approved and the State Highway Commission is  
authorized to execute in the name of the Commonwealth a deed or  
deeds conveying same without warranty, subject to such reservations  
and conditions as he may deem requisite. Motion carried.

Moved by Mr. Chilton , Seconded by Mr. Holland , that  
WHEREAS, the Commonwealth did acquire 2.15 acres more or  
less land from the Virginia Iron, Coal and Coke Company by deed  
dated January 2, 1923, recorded in Deed Book 35, Page 600, and by  
deed dated January 16, 1946, recorded in Deed Book 73, Page 341, and  
0.777 acre of land from O. E. Galliber, Jr. by deed dated June 30,  
1948, recorded in Deed Book 81, Page 355. These deeds are recorded  
in the Clarke Office of the Corporation Court of the City of Bristol,  
Virginia, and

WHEREAS, the Bristol District Headquarters has been relo-  
cated, and

WHEREAS, there has been expression of interest to purchase  
the same land on the part of one or more persons, and

WHEREAS, there may be others interested in purchasing the  
same land, and

WHEREAS, in order to secure the best offer the lands are to  
be advertised for an auction sale, with the right reserved to reject  
any and all bids and the price to be not less than the appraised  
value as determined by the Right of Way Division, and

WHEREAS, the State Highway Commissioner has certified in  
writing that the lands of the Bristol District Headquarters fronting  
on Commonwealth Avenue in Bristol, Virginia, do not constitute a  
section of the public road and are deemed no longer necessary for the  
uses of the State Highway System.

**NOW, THEREFORE**, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the sale of the said land, so certified is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth of Virginia, a deed or deeds to convey same without warranty. Motion carried.

Moved by Mr. Chilton , Seconded by Mr. Holland , that  
**WHEREAS**, the Commonwealth did acquire certain lands from John G. Wilkerson and Lucille M. Wilkerson by deed dated October 29, 1962, recorded in Deed Book 96, Page 269; from Elwood Thornton Taylor and May Ella Taylor by deed dated December 4, 1962, recorded in Deed Book 96, Page 266; and from Archie C. Smith by deed dated October 29, 1962, recorded in Deed Book 96, Page 222. The above mentioned deeds are recorded in the Office of the Clerk of the Circuit Court of Essex County for the construction of Route 17 under Project 0017-028-102, C-501, and

**WHEREAS**, the plans were changed to delete the sidewalks and the median strip, thus eliminating the need for the fee ownership of the lands acquired and lying on the west (left) side of the west existing right of way line from a point opposite approximate survey Station 157+73 to a point opposite approximate survey Station 158+23; from a point opposite approximate survey Station 159+73 to a point opposite approximate survey Station 160+23; and from a point opposite approximate survey Station 163+46 to a point opposite approximate survey Station 163+61 of the captioned project, and

**WHEREAS**, the landowners have agreed to execute a slope easement agreement for the lands needed for the construction of the project in exchange for a quit claim deed to the land conveyed, and

**WHEREAS**, the State Highway Commissioner has certified in writing that the land lying on the west (left) side of the survey centerline and adjacent to the existing west (left) existing right of way line from a point opposite approximate survey Station 157+73 to a point opposite approximate survey Station 158+23; and from a point opposite approximate survey Station 159+73 to a point opposite approximate survey Station 160+23; and from a point opposite approximate survey Station 163+46 to a point opposite approximate survey Station 163+61 does not constitute a section of the public road and is not needed for the uses of the State Highway System.

**NOW, THEREFORE**, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the conveyance of said land is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds to convey same by quit claim subject to any restrictions he may deem requisite. Motion carried.

MOVED by Mr. Chilton , Seconded by Mr. Holland , the  
WHEREAS, the Commonwealth is the owner of certain lands  
acquired from the Richmond, Fredericksburg and Potomac Railroad  
Company by deed recorded in the office of the Clerk of the Circuit  
Court of Stafford County in Deed Book 131, Page 396, acquired in  
conjunction with the reconstruction of Route 607, Project 0607-089-  
103, C-501; and

WHEREAS, the Richmond, Fredericksburg and Potomac Railroad  
Company proposes to construct a new track to connect their main line  
of operations with the former track and right of way of the United  
States Navy Department's Dahlgren Railroad, and so desires to make  
use of two small parcels of the lands so acquired in order to make  
the proposed connection; and,

WHEREAS, the Commonwealth is also the owner of a certain  
easement across the right of way of the said Dahlgren Railroad  
obtained from the United States Navy by deed recorded in the said  
Clerk's Office in Deed Book 129, Page 218 which imposes certain  
maintenance obligations upon the Commonwealth with respect to said  
Route 607, which maintenance obligations the said Richmond,  
Fredericksburg and Potomac Railroad has agreed to assume in exchange  
for the two said parcels of land needed by them; and

WHEREAS, the State Highway Commissioner has certified that  
the said parcels of land so needed do not constitute a section of  
the public road and are deemed no longer necessary for the uses of  
the Secondary System of State Highways.

NOW, THEREFORE, in accordance with the provisions of  
Section 33-76.11 of the 1950 Code of Virginia as amended, this  
commission hereby authorizes the conveyance of the two parcels of  
land so certified to the Richmond, Fredericksburg and Potomac Railro-  
Company in exchange for its assumption of the obligations of  
maintenance aforesaid, and the State Highway Commissioner is  
authorized to execute a deed of quitclaim accordingly.  
Motion carried.

Moved by Mr. Chilton , Seconded by Mr. Holland , the  
WHEREAS, the Commonwealth is the owner of the old right of  
way of Route 17, as shown on plan Sheet 17 of Project 2089-01 as an  
area to be obliterated lying on the north (Right) side of the office  
revised centerline between Station 73+00 and Station 79+65, and

WHEREAS, on Sheet 14C of the plans for Project 0095-089-  
101, BW-201, showing the connection to Route 17 the location of the  
said obliterated Route 17 is not shown as the exact location can not  
be established, and

WHEREAS, the adjoining landowners in order to more fully  
develop their property and to clear any cloud on their title, due to  
the old right of way, are requesting that the land of the old right  
of way be conveyed to them by quit claim deed in exchange for a deed  
from them conveying any rights they may have in a ten foot strip of  
land adjacent to the north right of way line, and

WHEREAS, the State Highway Commissioner has certified in  
writing that the said section of old right of way is no longer  
necessary for the use of the State Highway System.

**NOW, THEREFORE**, in accordance with the provisions of Section 33-76.5 of the 1950 Code of Virginia, as amended, the Commission declares the section of old right of way, from a point opposite approximate survey Station 72+83 (E.B.L., Route 17) to a point opposite approximate survey Station 78+20 (E.B.L., Route 17) of the E.B.L. centerline of Route 17 of Project 0095-089-101, HW-201 to be abandoned, and in accordance with the provisions of Section 33-76.6 of the said code, as amended, the conveyance of said right of way between survey Station 72+83 (E.B.L., Route 17) and survey Station 78+20 (E.B.L., Route 17) so abandoned to the owner or owners of record to the adjoining lands is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed or deeds of quit claim for same subject to any restrictions he may deem requisite. Motion carried.

Moved by Mr. Chilton, Seconded by Mr. Holland, that **WHEREAS**, the Commonwealth did acquire from the County School Board of Smyth County by deed dated November 1, 1957, recorded in Deed Book 153, Page 343, a tract of land containing 15.0 acres, and

**WHEREAS**, approximately 7.50 acres are lying on the northwest (left) side of the proposed and limited access line from a point opposite approximate survey Station 868+98 (office revised W.B.L.) to a point opposite approximate survey Station 15+54 (Ramp B centerline) of Route 81, Project 0081-086-003, HW-1, and

**WHEREAS**, the Town of Chilhowie wishes to acquire 1.46 acre, more or less, and a 16 foot right of way to the said land lying northwest of the proposed northwest (left) right of way and limited access line for the construction of its sewage treatment plant; and

**WHEREAS**, the State Highway Commissioner has certified in writing that the land lying on the northwest (left) side of the northwest proposed right of way and limited access line from a point opposite approximate survey Station 868+98 (Office revised centerline W.B.L.) to a point opposite approximate survey Station 15+54 (Ramp B. Centerline) does not constitute a section of the public road and is no longer necessary for the uses of the State Highway System.

**NOW, THEREFORE**, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the sale of the said land so certified is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth of Virginia a deed, without warranty, to convey same at a price satisfactory to the State Right of Way Engineer. Motion carried.



MOVED by MR. Holland , Seconded by MR. Chilton, that  
WHEREAS, there has been an increasing amount of construc-  
tion of gas and/or petroleum products transmission pipelines through-  
out the State, by Public Service Corporation; and,

WHEREAS, these transmission pipelines at times pass through  
existing or proposed subdivisions which streets are to be taken into  
the Secondary Highway System, and

WHEREAS, it is desirable to establish criteria and policy  
to apply to these situations,

NOW, THEREFORE, the State Highway Commission hereby adopts  
the following policy entitled "Policy Governing Gas or Petroleum  
Products Transmission Pipelines through Subdivisions when Streets  
are to be taken into the Secondary System of State Highways";

1. When a gas or petroleum products transmission pipeline  
is to be constructed through an existing subdivision,  
the street right of way may be utilized under the  
following conditions:
  - a. Provided the pipeline is constructed in conformity  
with standards, specifications, and safety regula-  
tions of the applicable pipeline code for the ulti-  
mate use of pipeline and for the ultimate develop-  
ment, traffic volume, and population density of  
the area.
  - b. Provided the pipeline is not constructed under the  
pavement or shoulders of the street (except for  
crossings. The pipeline may be constructed in the  
median or sidewalk areas of non-limited access  
streets if it will not conflict with other utilities  
drainage facilities, or other roadway features.
  - c. Provided the pipeline is covered by a permit which  
places all liability for the pipeline and any damage  
to person or property, and the responsibility for  
future adjustments of the pipeline, upon the public  
service corporation.
2. When a gas or petroleum products transmission pipeline is existing  
through an area which is to be developed as a subdivision, the  
developer may lay out the streets to include the pipeline under  
the following conditions:
  - a. Provided the pipeline was constructed in conformity  
with standards, specifications, and safety regula-  
tions of the applicable pipeline code for the ulti-  
mate use of the pipeline and for the ultimate de-  
velopment, traffic volume, and population density  
of the area.
  - b. Provided the pipeline will not be located under the  
pavement or shoulders of the street (except for  
crossings).

The pipeline may remain in median or sidewalk areas on non-limited access streets if it does not conflict with other utilities, drainage facilities, or other roadway features.

- c. That, upon application by the developer to the State to take over the subdivision streets for maintenance, the public service corporation will quitclaim to the State any and all rights within the subdivision streets. The pipeline will then be covered by a permit which will place all liability for the pipeline and any damages to person or property, and the responsibility for future adjustments of the pipeline, upon the public service corporation.

In the event all the above conditions cannot be met, the developer should lay out and develop the subdivision so that the pipeline is contained in a distinct and separate right of way of its own. In this case, it will still be necessary for the public service corporation to quitclaim to the State any and all rights where the pipeline crosses the subdivision streets and to assume all liability as set out in Sections 1 (c) and 2 (c) above. In such cases, the road crossings shall also be covered by a permit.

BE IT FURTHER RESOLVED, that this policy shall be made a part of the Subdivision and Permit requirements and Utility procedures of the Department. Motion carried.

Moved by Mr. Landrith, Seconded by Judge Weaver, that WHEREAS, the General Assembly of 1964 authorized the establishment of an Arterial Network of roads, to be selected by the State Highway Commission, the improvement of which was to be completed within 12 years;

WHEREAS, after careful study the Department recommended to the Commission a network of some 1672 miles of roads that met the necessary requirements for inclusion in this system;

WHEREAS, on March 19, 1964 the Commission adopted a resolution designating the specific roads to be improved as part of this network;

WHEREAS, since that time the Department has received, and is continuing to receive requests for inclusion of other roads or segments of roads thereof in the network; and

WHEREAS, the General Assembly has provided funds for the Arterial Network for 1964-65 and 1965-66 but has not provided sufficient funds for future years to complete the network within the specified time; therefore,

BE IT RESOLVED, that because of these facts the Highway Commission feels that the Arterial Network should not be expanded until the financing of the routes previously designated by the Commission has been assured. Motion carried.

Moved by Mr. Flythe, Seconded by Judge Weaver, that  
WHEREAS, General James Aylor Anderson was born on  
December 26, Eighteen Hundred and Ninety-Two, of a highly regarded  
family, being the son of Conway Marion Anderson, a school teacher,  
county surveyor and farmer in Linden, Virginia, and Anna Lou  
Walter, his wife; and

WHEREAS, General Anderson attended Virginia Military  
Institute at Lexington, graduating with the Institute's top  
scholastic award in 1913 and later served the Institute as Assistant  
Professor of Civil Engineering, as Professor of Civil Engineering  
and as Dean of the Faculty; and

WHEREAS, General Anderson was appointed as the fourth  
State Highway Commissioner by Governor James H. Price on August 1,  
Nineteen Hundred and Forty-One and subsequently served that office  
until his retirement on December 31, Nineteen Hundred and Fifty-  
Seven; and

WHEREAS, General Anderson entered upon his assigned task  
as Virginia Highway Commissioner with unparalleled devotion and  
sense of duty, exercising sound judgment, pursuing a vigorous road  
modernization program and achieving an historic record of accomplish-  
ment as a leader and administrator, culminating in his selection as  
the President of the American Association of State Highway Officials  
in Nineteen Hundred and Fifty-One, and as the recipient of the  
coveted Bartlett Award for outstanding achievement nationally in  
the field of highway progress; and

WHEREAS, his long and illustrious career as a highway  
builder and as a man of unlimited resources and abilities won for  
him wide respect, friendship and honor throughout the Commonwealth  
and nation; and

WHEREAS, death came suddenly to General James Aylor  
Anderson at Lexington, Virginia, on November 16, Nineteen Hundred  
and Sixty-Four, depriving us of a beloved friend and dedicated  
servant; and

WHEREAS, it is fitting and proper that this State Highway  
Commission express its deep regret upon his death

NOW, THEREFORE, BE IT RESOLVED, that this State Highway  
Commission of Virginia hereby expresses its deep regret and sense  
of great loss

FURTHER, BE IT RESOLVED, that the State Highway  
Commission of Virginia hereby extends sympathy to the family of  
General James Aylor Anderson upon the loss of this devoted husband  
and father, in this their hour of grief.

RESOLVED FURTHER, that a copy of this resolution be  
forwarded to the family of General James Aylor Anderson as a token  
of the love and appreciation with which he was regarded by this  
Commission and by his many friends and fellow public servants of the  
Virginia Department of Highways. Motion carried.

Moved by Judge Weaver, Seconded by Mr. Holland, that  
WHEREAS, State Senator Charles Thomas Moses was born on  
June 27, Eighteen Hundred and Ninety-Seven, the son of Mr. and Mrs.  
Thomas W. Moses of Appomattox County; and

WHEREAS, Senator Moses entered the service of the  
Commonwealth as a member of the Virginia State Senate from the 11th  
Senatorial District in Nineteen Hundred and Thirty-Six and sub-  
sequently became senior member and President Pro Tempore of that  
body of the Virginia General Assembly; and

WHEREAS, Senator Moses served with devotion and great  
distinction with a number of vital legislative units, including the  
Road Committee of the Virginia State Senate and represented that  
Legislative Committee on the Governor's Highway Study Commission  
in Nineteen Hundred and Sixty-Two and Sixty-Three; and

WHEREAS, Senator Moses did perform invaluable service to  
his constituents and to the citizenry at large in all facets of  
legislative responsibility and did prove himself to be a staunch  
advocate of all programs aimed at improvement of Virginia's Highway  
System and gave himself to this cause with understanding, skill  
and sound judgment; and

WHEREAS, death ended the career of this prominent public  
servant on November 17, Nineteen Hundred and Sixty-Four,

NOW, THEREFORE, BE IT RESOLVED, that this State Highway  
Commission of Virginia hereby expresses its deep regret and sense  
of great loss

FURTHER BE IT RESOLVED, that this State Highway Commission  
of Virginia hereby extends sympathy to the family of State Senator  
Charles Thomas Moses in this their hour of grief.

RESOLVED FURTHER, that a copy of this resolution be  
forwarded to the family of State Senator Charles Thomas Moses as  
a token of the esteem with which he was regarded by this Commission.  
Motion carried.

Moved by Mr. Landrith, Seconded by Mr. Selster, that

WHEREAS, the Employees' Benefit Association of the Central  
Highway Office was charged with the arduous responsibility of obtain-  
ing funds for the 1964 United Givers Fund; and

WHEREAS, this is the first year that such Association has  
been called upon to perform this necessary function; and

WHEREAS, by reason of efforts exceeding those expected  
in the ordinary course of employment, approximately one hundred  
and twenty-six per cent of the goal was collected.

NOW, THEREFORE, BE IT RESOLVED, that the Highway  
Commission commends the Employees' Benefit Association of the  
Central Highway Office for the excellent work it did in behalf of  
the United Givers Fund.

BE IT FURTHER RESOLVED, that a copy of this resolution be  
transmitted to the President of the Employees' Benefit Association  
of the Central Highway Office. Motion carried.

The chairman stated construction on Interstate Route 64 in Allegheny County, through Clifton Forge and Covington into West Virginia, by White Sulphur Springs, would be extremely heavy and in some cases would obliterate Route 60. A detour is to be provided over primary Routes 311 and 159 which parallel Route 60. Travel is normally very light but at Allegheny Station there is the only one-way underpass along the C&O Railway on the primary system. Signal lights have been devised to govern traffic but the traffic is going to be increased from 370 to an estimated 2500 vehicles per day during the 18 to 24 months the detour will be in effect. Traffic engineers believe it can be handled by signal lights but delays will probably result from construction. He stated the Department had looked into a new structure, at the request of citizens in the area, and that such structure would cost \$250,000 and take 18 months to 2 years to build and that there is not that much time. In the last few days, he stated it had occurred to Department engineers that perhaps what is known as a multiple arch could be installed adjacent to the present one-lane underpass under the C&O R.R. fill by tunneling. Provisional upon this installation, being practical, at an estimated cost of \$100,000, and the C&O agreeing, Mr. Baughan moved that the Highway Commission allocate for this work \$50,000 from the Staunton District Reserve Fund, the remaining \$50,000 to be charged to the Interstate project. (Mr. Fugate stated this would have to be entirely State funds, as the Bureau will not participate). The motion was seconded by Judge Weaver, and carried.

An appeal was made by Delegate C. W. Cleaton and Mr. Ivan L. Hauenstein (of Magnolia Homes, Inc.,) of South Hill, for revision of Commission policy governing special permits for moving mobile homes and prefabricated house sections to permit movement of such loads up to 12 ft. in width. The chairman stated that the recent adoption by North Carolina and other states surrounding Virginia of a special permit width of twelve feet for the movement of these vehicles had placed Virginia manufacturers at a disadvantage, also that the AASHTO Transport Committee was considering a change in the AASHTO standard to permit movement of wider loads. He stated that he was reluctant to recommend a change in policy since such movement, if it becomes large in volume, could be a hazard and inconvenience to other traffic. He thought the Commission should keep a close watch on the situation and if the policy was adopted as recommended, it should be prepared to change if the great bulk of users of Virginia highways are in any way inconvenienced or exposed to hazard because of the policy.

On motion of Mr. Landrith, seconded by Mr. Flythe, the Commission voted the adoption of the following resolution:

Moved by Mr. Landrith , Seconded by Mr. Flythe that

WHEREAS, there has been a substantial increase in the number of requests for permits for the movement of 12-ft. wide mobile homes, 12-ft. wide prefabricated house sections and 12-ft. wide boats on trailers over the highways of Virginia, and,

WHEREAS, certain bordering States have revised their policies to permit the limited movement of 12-ft. wide units over selected routes, and,

WHEREAS, it is desirable to establish criteria and policies to apply to these requests in order to allow controlled movement of mobile homes, prefabricated house sections, and boats, none of which shall exceed 12 ft. in width,

BE IT RESOLVED that the State Highway Commission hereby adopts the following policy entitled, "Rules Pertaining to the Movement of Mobile Homes, Prefabricated House Sections and Boats on Trailers with Widths in Excess of 10 ft. 4 in. but Not More than 12 ft." -

- A. Permits may be issued for movement of mobile homes, prefabricated house sections and boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. on -
  1. All State highways (Interstate, Primary and Secondary) with divided lanes.
  2. Selected undivided primary and secondary routes where engineering study indicates safe travel as intended in Section 46.1-203 of the Virginia Code. Restricted movement on other routes may be considered for approval by the Permit Engineer.
- B. Coordination with Municipalities - Permits will not be issued for mobile homes, prefabricated house sections, or boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. on eligible routes leading to municipalities until the permittee produces in writing permission from the municipality to pass through the municipality.
- C. The maximum length of mobile homes or prefabricated house sections including coupling and towing vehicles will be 75 ft.
- D. The permit shall be approved or disapproved by the Permit Engineer and such action shall be final. Restrictions shall be considered for safety of the travelling public and will be binding throughout the move.
- E. A fee of four dollars (\$4.00) will be assessed for each overwidth permit for mobile homes, prefabricated house sections and boats on trailers.
- F. Application for permits to move mobile homes, prefabricated house sections, or boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. shall be submitted in writing to the Permit Engineer, Virginia Department of Highways, 1221 East Broad Street, Richmond, Virginia, 23219. Such applications may be initiated through field channels. All applications shall be made at least ten (10) days in advance of date of requested movement.

THEREFORE, BE IT FURTHER RESOLVED, that this policy shall be made a part of the "Hauling Permit Manual," January, 1960, Virginia Department of Highways.

Motion carried.

11-20-66

**RULES AND REGULATIONS PERTAINING TO THE ISSUANCE OF SPECIAL PERMITS FOR THE MOVEMENT OF MOBILE HOMES, PREFABRICATED HOUSE SECTIONS AND BOATS ON TRAILERS WITH WIDTHS IN EXCESS OF 10 FT. 4 IN. BUT NOT MORE THAN 12 FT. IN ACCORDANCE WITH HIGHWAY COMMISSION RESOLUTION OF NOVEMBER 19, 1964.**

- A. Permits may be issued for: movement of mobile homes, prefabricated house sections, and boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. on -
  1. All State highways (Interstate, Primary and Secondary) with divided lanes.
  2. Selected undivided primary and secondary routes where engineering study indicates safe travel as intended in Section 46.1-203 of the Virginia Code.
  3. Movement on other routes may be considered for approval by the Permit Engineer. On origin and destination routes having 500 VPD or more distances not to exceed five (5) miles from selected routes (See Item No. 2) or five (5) miles from corporate limits of towns and cities having population of 3,500 or more may be allowed. On routes of less than 500 VPD movement may be extended beyond the 5-mile limit as approved by the Permit Engineer.
- B. Coordination with municipalities - Permits will not be issued for mobile homes, prefabricated house sections, or boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. on eligible routes leading to municipalities until the permittee produces in writing permission from the municipality to pass through the municipality.
- C. The maximum length of mobile homes or prefabricated house sections including coupling and towing vehicles will be 75 ft.
- D. Applications for permits to move mobile homes, prefabricated house sections or boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. shall be submitted in writing to the Permit Engineer, Virginia Department of Highways, 1221 East Broad Street, Richmond, Virginia, 23219. Such applications may be initiated through field channels. All applications shall be made at least ten (10) days in advance of date of requested movement.
- E. The permit shall be approved or disapproved by the Permit Engineer and such action shall be final. Restrictions shall be considered for the safety of the travelling public and will be binding throughout the move. Non-conformance with permit requirements as evidenced by citations issued by Virginia State Police shall be considered sufficient grounds for denial of further permits for movement of mobile homes, prefabricated house sections or boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft.

Rules and Regulations Pertaining to Issuance of Special Permits - Continued

- F. The following regulations, in addition to those presently in effect for 10 ft. 4 in. wide movements, shall apply to the movement of mobile homes, prefabricated house sections and boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. on -
1. The maximum width shall not exceed 12 ft., including all appurtenances.
  2. Red flags in good condition shall be displayed at each of the four corners of the vehicle combination. Minimum size of red flag shall not be less than twelve (12) inches square.
  3. If traffic build-up behind towed vehicles becomes heavy (considered to be five (5) or more) the entire combined unit shall be removed from travelled way to allow traffic to pass.
  4. The maximum speed shall be 45 MPH on divided highways or four lane highways. A maximum of 35 MPH shall be maintained on two or three lane highways where conditions permit movement on such highways. Speed limits will be noted on each permit issued.
  5. No movement of mobile homes, prefabricated house sections or boats on trailers with widths in excess of 10 ft. 4 in. but not more than 12 ft. will be permitted on Fridays, Saturdays, Sundays or holidays. Neither will authorized travel be given for one-half day preceding or following a holiday.
  6. Towing vehicles for mobile homes or prefabricated house sections over 10 ft. 4 in. in width must be a truck or tractor-truck having dual wheels on drive axle and a manufacturer's rated capacity of not less than one and one-half (1½) tons.
  7. Pilot cars shall be required both in front and in rear of each mobile home, prefabricated house section or boat movement over 10 ft. 4 in. in width. Flagman shall be used at ramps, intersections or turning movements where general traffic movements are involved or restricted to any degree in entering or leaving main highways. "WIDE LOAD" signs are required on pilot cars.
  8. All permits for movement of mobile homes, prefabricated house sections or boats over 10 ft. 4 in. in width shall be single-trip permits. Blanket permits will not be considered under any circumstances.
  9. Fees - A fee of four dollars (\$4.00) will be assessed for each permit. On all mobile homes, an additional house trailer permit as required by the Division of Motor Vehicles, will be necessary. This carries a fee of one dollar (\$1.00).



Mr. Fugate again stated that the policy should be administered with discretion, bearing in mind that these movements should be permitted only when they can be safely made, without endangering other traffic and without causing undue congestion, realizing that this is a special privilege, exceeding the limit prescribed by law by fifty per cent. He stated that one of the dangers in raising the limit is the precedent that it establishes.

On motion of Judge Weaver, seconded by Mr. Holland, the Commission approved the Annual Report for the year ended June 30, 1964.

The Chairman announced that Mr. F. A. Davis, Deputy Commissioner and Chief Engineer, would retire December 31, 1964. Motion was made by Mr. Flythe, seconded by all members of the Commission, that the Commission recognize by resolution Mr. Davis' long and valuable service to the Department.

Members of the Commission complimented the Department on the 1965 Highway Map and Mr. Fugate asked that Mr. Knight and Mr. Mills extend congratulations to all who assisted in its preparation.

The meeting was adjourned at 12:05 P.M.

Approved:

  
Chairman

Attested:

  
Secretary