

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION
Natural Bridge, Virginia
November 17, 1982

The monthly meeting of the State Highway and Transportation Commission was held in the Directors' Room at Natural Bridge Hotel, Natural Bridge, Virginia, on November 17, 1982, at 3:10 p.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Guiffre, Mohr, Quicke, Smalley, Smith, Vaughan and Watkins.

Absent: Messrs. Brydges and Humphreys.

On motion of Mr. Bane, seconded by Mr. Smalley, the minutes of the meeting of September 16, 1982, were approved.

On motion of Mr. Bane, seconded by Mr. Smalley, permits issued from October 21, 1982, to November 16, 1982, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Bane, seconded by Mr. Smalley, that cancellation of permits from October 21, 1982, to November 16, 1982, inclusive, as shown by records of the Department, be approved.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission approve additions to the Secondary System from October 21, 1982, to November 16, 1982, inclusive, as shown by records of the Department.

Motion carried.

Mr. King introduced Mrs. Sally H. Cooper to the Commission, who is the Department's first Director of Public Transportation.

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action on the following
resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made
to the City of Fredericksburg on additional streets, totaling 0.49
mile, and meeting required standards under the aforementioned section
of the Code, effective July 1, 1982, for quarterly payments after
September 30, 1982. The additional streets and mileage eligible for
payments are described as follows:

Springwood Drive	From Lafayette Boulevard to Dead End	0.39 Mi.
King's Mill Drive	From Route 1 Bypass to Dead End	0.10 Mi.

These "Other Streets" additions, totaling 0.49 mile, increase
the total "Other Streets" mileage in the City of Fredericksburg from
47.62 miles to 48.11 miles of approved streets subject to payment.

Motion carried

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action on the following
resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made
to the Town of Luray on additional streets, totaling 0.06 mile, and
meeting required standards under the aforementioned section of the
Code, effective July 1, 1982, for quarterly payments after October 30,
1982. The additional street and mileage eligible for payments is
described as follows:

Painter Street	From U.S. Route 211 to 300' SE	0.06 Mi.
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This "Other Streets" addition, totaling 0.06 mile, increases the
total "Other Streets" mileage in the Town of Luray from 21.93 miles
to 21.99 miles of approved streets subject to payment.

Motion carried

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Smithfield on additional streets, totaling 0.92 mile, and meeting required standards under the aforementioned section of the Code, effective July 1, 1982, for quarterly payments after September 30, 1982. The additional streets and mileage eligible for payments are described as follows:

Watson Drive	From Azalea Avenue to Faye Drive	0.46 Mi.
Faye Drive	From Riverview Drive to Cul-de-sac	0.34 Mi.
Morris Creek Circle	From Faye Drive to Cul-de-sac	0.12 Mi.

These "Other Streets" additions, totaling 0.92 mile, increase the total "Other Streets" mileage in the Town of Smithfield from 20.07 miles to 20.99 miles of approved streets subject to payment.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley
that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of South Boston on additional streets, totaling 0.96 mile, and meeting required standards under the aforementioned section of the Code, effective July 1, 1982, for quarterly payments after September 30, 1982. The additional streets and mileage eligible for payments are described as follows:

Briggs Street	From North Main Street to Ridge Street	0.11 Mi.
Ridge Street	From Briggs Street to Alderson Avenue	0.24 Mi.
Spring Avenue	From Ridge Street to 887' South	0.17 Mi.
Alderson Ave.	From Ridge Street to Clay Street	0.06 Mi.
Clay Street	From Alderson Avenue to Grace Avenue	0.08 Mi.
Grace Avenue	From Clay Street to College Street	0.18 Mi.
Hicks Street	From Spring Avenue to 417' East	0.08 Mi.
Ferriwick Dr.	From 1598' South of Arbroath Rd. to End	0.05 Mi.

These "Other Streets" additions, totaling 0.96 mile, increase the total "Other Streets" mileage in the City of South Boston from 36.44 miles to 37.40 miles of approved streets subject to payment.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on the following resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Virginia Beach on additional streets, totaling 13.25 miles and meeting required standards under the aforementioned section of the Code, effective July 1, 1982, for quarterly payments after September 30, 1982. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 9, dated May 4, 1982.

These "Other Streets" additions, totaling 13.25 miles, increase the total "Other Streets" mileage in the City of Virginia Beach from 879.99 miles to 893.24 miles of approved streets subject to payment.

Motion carried.

AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY

CITY OF VIRGINIA BENCH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 13.25

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 27.16

SUBMITTED BY THE CITY OR TOWN (Date May 4, 1982) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
						Yes	No			
Ocean Hills Road	Holly Road to cul-de-sac		50'	30'	.13	No	No	stone	plant mix	2, 26
Ocean Hills Court	Ocean Hills Road to cul-de-sac		40	30	.04	"	"	"	"	2, 28
Lynnhaven Place	N. Lynnhaven Rd. to Virginia Beach Blvd.		90	2/24	.31	Yes	Yes	"	"	4, 28
East Road	Bay Point Drive to Dead End Cuddy Park Drive		50	30	.04	No	No	Agg.	"	2, 28
Bay Point Court	Bay Point Drive to Cul-de-sac		100	80	.02	"	"	"	"	2, 28
Sunset Point	Bay Point Drive to Cul-de-sac		50	30	.20	"	"	"	"	2, 40
Sunset Court	Sunset Point to Cul-de-sac		100	80	.03	"	"	"	"	2, 26
Bay Breeze Drive	Cul-de-sac South 230' past Sunset Point		50	30	.12	"	"	"	"	2, 24
Bay Point Drive	Sunset Point (125' S) Cul-de-sac		50	30	.19	"	"	"	"	2, 38
Oxford Drive	Kings Lake Drive to Sir Wilfred Place		80	2/24	.12	Yes	Yes	"	"	2, 24
Oxford Drive	Sir Wilfred Place to Kings Landing Circle		60	36	.13	No	No	"	"	2, 26
Lois Circle	Oxford Drive to Cul-de-sac		50	30	.07	"	"	"	"	2, 14
Kings Landing Circle	Green Pine Lane to Cul-de-sac		50	30	.20	"	"	"	"	2, 40

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

1.60

SIGNED

Walter E. Ham

Walter E. Ham 3/22

Dept. of Highways' Engineer

ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	WAY WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) I.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
WILFRED PLACE <i>ELI</i>	Oxford Drive West 750' to Boguesen Circle		50'	30'	.14	NO	Agg.	Plant Mix	2 .28
Timberwood Lane	Old Donation Pkwy. to cul-de-sac		50	30	.21	"	Stone	" "	2 .42
Forest Park Court	Timberwood Lane to cul-de-sac		50	30	.03	"	"	" "	2 .06
Timber Court	Timberwood Lane to cul-de-sac		50	30	.03	"	"	" "	2 .06
Kings Neck Drive	Little Neck Road to Shakespeare Drive		50	30	.26	"	"	" "	2 .52
Kings Neck Cove	Kings Neck Drive to cul-de-sac		50	30	.06	"	"	" "	2 .12
Crosswell Court	Kings Neck Drive to cul-de-sac		50	30	.02	"	"	" "	2 .04
Thomas Moore Cir.	At Intersection of Kings Neck Dr. & Prince of Wales Dr.		100	80	.02	"	Agg.	" "	2 .04
Prince of Wales Dr.	Kings Point Canal to Kings Neck Road		50	30	.04	"	"	" "	2 .08
Shakespeare Drive	Little Neck Rd. to Kings Neck Rd.		50	30	.19	"	"	" "	2 .38
Dickens Drive	Shakespeare Dr. to cul-de-sac		50	30	.17	"	"	" "	2 .34
Dickens Court	Dickens Drive to cul-de-sac		50	30	.04	"	"	" "	2 .08
Boswell Court	Dickens Drive to cul-de-sac		50	30	.07	"	"	" "	2 .14

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

1,26

SIGNED

Walter E. Benn

Walter E. Benn

Dept. of Highways' Engineer

"ADDITIONS/DELETIONS TO PRIMARY CALCULATED
AND/OR "OTHER STREETS" FOR CITIES AND TOWNS
WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LAND MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Kings Neck Road	100' East of Shakespeare Drive to Thomas Moore Circle		50'	30'	.19	NO	Agg.	plant mix	2 .35
Windsor Oaks Place	Lake Ridge Circle to cul-de- sac		50	30	.06	"	stone	"	2 .12
Brantley Court	Lake Ridge Circle to cul-de- sac		50	30	.02	"	"	"	2 .44
Briar Court	Lake Ridge Cir. to cul-de-sac		50	30	.03	"	"	"	2 .06
Lake Ridge Place	Lake Ridge Cir. to cul-de-sac		50	30	.05	"	"	"	2 .10
Lake Ridge Circle	Windsor Oaks Blvd. to Windsor Oaks Blvd.		50	30	.33	"	"	"	2 .66

NOTE: Indicate if Addition or Deletion
Indicate if Primary Evaluation at "Other Streets"

0.68
SIGNED Walter E. Spamer Asst. Dir. of Highways
Dept. of Highways' Engineer

WITH POPULATIONS IN EXCESS OF 3,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LAND MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Draw 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	PARKING PROHIBITED LT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Dylan Drive	Penny Ct. N.E. to approx. 200' past Woody Court		60'	30'	.34	NO	NO	stone	plant mix	2 .68
Guthrie St.	Woody Court to cul-de-sac		50	30	.40	"	"	"	"	2 .80
Arlo Court	Guthrie St. to cul-de-sac		50	30	.07	"	"	"	"	2 .14
Woody Court	cul-de-sac to 118' N.W. of Dylan Drive		50	30	.12	"	"	"	"	2 .24
Hendrix Drive	Nader St. to cul-de-sac		50	30	.22	"	"	"	"	2 .44
Russell Court	Albright Dr. to cul-de-sac		50	30	.05	"	"	"	"	2 .10
Simon Court	Albright Drive to cul-de-sac		50	30	.06	"	"	"	"	2 .12
Ellsberg Court	Hendrix Drive to cul-de-sac		50	30	.08	"	"	"	"	2 .16
Albright Drive	Kempsville Rd to cul-de-sac		60	30	.63	"	"	"	"	2 12.6
Allman Court	Albright Dr. to cul-de-sac		50	30	.12	"	"	"	"	2 .24
St. Marie Ct.	Albright Dr. to cul-de-sac		50	30	.05	"	"	"	"	2 .10
Simon Street	Albright Drive to Brandon Jr. High School Site		50	30	.19	"	"	"	"	2 .38
				1.74	2.33					46.6

NOTE: Indicate if Addition or Deletion Indicate if Primary Extension or "Other Street"

SIGNED Walter E. Sporn Public Works
 (Dept. of Highway Engineer)

WITH POPULATIONS IN EXCESS OF 2,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED

SUBMITTED BY THIS CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Year or No.)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
						NO	NO			
Joplin Court	Joplin Lane to cul-de-sac		50'	30'	.05		NO	stone	plant mix	2 .10
Leez Court	Brandon Blvd. to cul-de-sac		50	30	.04		"	"	"	2 .06
Pompey Court	Brandon Blvd. to cul-de-sac		50	30	.03		"	"	"	2 .06
Pompey Street	Pompey Court to 500' S. of Brandon Blvd.		50	30	.11		"	"	"	2 .22
Pope Street	Delaney Street to dead-end		50	30	.17		"	"	"	2 .34
Rich Court	Delaney Street to cul-de-sac		50	30	.05		"	"	"	2 .10
Slansy Street	Pope Street to dead-end		50	30	.47		"	"	"	2 .94
Sugler Street	Brandon Blvd. to dead-end		50	30	.28		"	"	"	2 .56
Wilder Street	Albright Drive to dead-end		50	30	.07		"	"	"	2 .14
Wynney Court	Dylan Drive to cul-de-sac		50	30	.05		"	"	"	2 .10
Brandon Blvd.	Kempville Road to Dylan Drive		80	2/24	.10		"	"	"	2 .20
Brandon Blvd.	Dylan Drive to Pope Street		50	30	.44		"	"	"	2 .88
Leez Court	Brandon Blvd. to cul-de-sac		50	30	.04		"	"	"	2 .08

196
SIGNED Walter E. Kamin Walter E. Kamin
Dept. of Highways Engineer

NOTE: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

WITH POPULATIONS IN EXCESS OF 3,500 UNDER
SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LAND MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	P.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Zimmerman Court	Brandon Blvd. to cul-de-sac		50'	30'	.08	No	No	stone	plant mix	2 .16
Jagger Court	Guthrie Street to cul-de-sac		50	30	.12	"	"	"	"	2 .24
Joplin Lane	Brandon Blvd. to Brandon approx. 110' N.W. of Joplin Court		50	30	.13	"	"	"	"	2 .24
Montrose Drive	Indian Lakes Blvd. to cul-de-sac		50	30	.41	"	"	"	"	2 .82
Edhurst Circle	Montrose Drive to cul-de-sac		100	80	.02	"	"	"	"	2 .04
Waldon Circle	Montrose Drive to cul-de-sac		100	80	.02	"	"	"	"	2 .04
Keals Gate Court	Montrose Drive to cul-de-sac		50	30	.02	"	"	"	"	2 .04
Mac Nean Circle	Montrose Drive to cul-de-sac		100	80	.02	"	"	"	"	2 .04
Witcham Court	Montrose Drive to cul-de-sac		50	30	.02	"	"	"	"	2 .04
Ketch Court	Montrose Drive to cul-de-sac		50	30	.04	"	"	"	"	2 .08
Edhurst Court	Montrose Drive to cul-de-sac		50	30	.05	"	"	"	"	2 .10
Wally Court	Montrose Drive to cul-de-sac		50	30	.04	"	"	"	"	2 .08

NOTE: Indicate if Addition or Deletion
Indicate if Primary Intersection or "Other Streets"

CS7

SIGNED

Charles E. Brown

194

Dept. of Highways' Engineer

WITH POPULATIONS IN EXCESS OF 3,500 UNDER 1
 SECTIONS 33.1-41 and 33.1-43 OF THE CODE
 OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LAND MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	T. T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Myers Drive	Kempsville Road to cul-de-sac		50'	30'	.12	No	No	agg.	plant mix	2 .24
Capehart Court	Myers Drive to cul-de-sac		50	30	.04	"	"	"	"	2 .08
Willwood Court	Myers Drive to cul-de-sac		50	30.	.03	"	"	"	"	2 .06
Myers Court	Dylan Drive to cul-de-sac		50	30	.05	"	"	"	"	2 .10
Dylan Drive	100' N. of Myers Drive to dead end		50	30	.21	"	"	"	"	2 .42
Joplin Lane	Dylan Drive to 100' N. of Pollard Place		50	30	.15	"	"	"	"	2 .30
Pollard Place	Joplin Lane to Luck Lane		50	30	.07	"	"	"	"	2 .14
Seyton Court	Masada Drive to cul-de-sac		50	30	.04	"	"	soil cement	"	2 .08
Masada Drive	100' W./Seyton Court to Glamis Court		60	36	.11	"	"	"	"	2 .22
Glamis Court	Masada Drive to cul-de-sac		50	30	.11	"	"	"	"	2 .22
Malcom's Way	Glamis Court to Donaldbaine Drive		50	30	.10	"	"	"	"	2 .20
Lawdor Circle	Malcom's Way to cul-de-sac		50	30	.05	"	"	"	"	2 .10
Donaldbaine Dr.	Birnam Woods Drive to Birnam Woods Drive		50	30	.13	"	"	"	"	2 .24

NOTES: Indicate if Addition or Deletion
 Indicate if Primary Extension or "Other Streets"

121

SIGNED

Walter E. ...

Walter E. ...

WITH POPULATIONS IN EXCESS OF 3,500 UNDER SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Birnam Woods Drive	Masada Dr. to Birnam Woods Court		50'	30'	.36	NO	soil cement	plant mix	2 .72
MacDuff Circle	Birnam Woods Drive to cul-de-sac		50	30	.04	"	"	"	2 .08
Monteith Court	Birnam Woods Drive to cul-de-sac		50	30	.05	"	"	"	2 .16
Birnam Woods Court	Birnam Woods Drive to cul-de-sac		50	30	.06	"	"	"	2 .12
Banquo Street	Birnam Woods Drive to Whitehurst Landing Road		80	48 2/24	.02	"	"	"	4 .08
Lord Dunmore Dr.	Providence Road to Lord Dunmore		50	30	.82	"	Agg.	"	2 1.64
Janbury Circle	Lord Dunmore to cul-de-sac		100	80	.02	"	"	"	2 .04
Chatham Hall Dr.	Kempsville Road to Lord Dunmore		50	30	.37	"	"	"	2 .74
Lord Dunmore Court	Lord Dunmore Drive to cul-de-sac		50	30	.04	"	"	"	2 .08
Chatham Lake Drive	Lord Dunmore Drive to Lord Dunmore Drive		50	30	.39	"	"	"	2 .78
Wanderlin Ln.	Chatham Lake Drive to Chatham Lake Drive		50	30	.08	"	"	"	2 .16
Lord George Drive	Chatham Lake Drive to Lord Dunmore Drive		50	30	.06	"	"	"	2 .12

NOTES: Indicate if Addition or Deletion
Indicate if Primary Extension or "Other Streets"

2.31
SIGNED

Walter E. Ham

Walter E. Ham

SECTIONS 33.1-41 and 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THE CITY OR TOWN (Date 5/4/82) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HAIRD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
						Yes	No			
Wescroft Street	Church Parking Lot to Churchhill Drive	Churchhill	50'	30	.13		No	stone	plant mix	2 .26
Churchhill Drive	Brandywine Drive to dead-end		50	30	.18		"	"	"	2 .36
Rockway Drive	Churchhill Drive to cul-de-sac		50	30	.10		"	"	"	2 .20
Brookway Court	Brookfield Drive to cul-de-sac		50	30	.08		"	"	"	2 .16
Wentbrook Drive	Green Meadows Drive to cul-de-sac		50	30	.48		"	egg.	"	2 .96

NOTE: Indicate if Addition or Deletion
 Indicate if Primary Intersection or "Other Street"

0.97
 SIGNED Walter E. Searin William K. Tolson
 Dept. of Highways Engineer

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action on the following
resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made
to the Town of Christiansburg on additional streets, totaling 0.52
mile, and meeting required standards under the aforementioned section
of the Code, effective October 1, 1982, for quarterly payments after
December 31, 1982. The additional streets and mileage eligible for
payments are described as follows:

Cedar Street SE	From Starlight Drive to End	0.05 Mi.
Shaffer Street	From Depot Street to N. High Street	0.12 Mi.
Shaffer Drive	From Shaffer Street to 425' East	0.08 Mi.
Plum Street	From Church Street to Progress Street	0.16 Mi.
Scattergood Drive	From 200' SW of N. Franklin Street to 590' to End	0.11 Mi.

These "Other Streets" additions, totaling 0.52 mile, increase the
total "Other Streets" mileage in the Town of Christiansburg from 51.48
miles to 52.00 miles of approved streets subject to payment.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley,
that the Commission confirm letter ballot action on the following
resolution:

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to
the Town of Culpeper on additional streets, totaling 0.12 mile, and
meeting required standards under the aforementioned section of the
Code, effective July 1, 1982, for quarterly payments after October 30,
1982. The additional streets and mileage eligible for payments are
described as follows:

Sunset Lane From Route 29 South to 600' West 0.12 MI.

This "Other Streets" addition, totaling 0.12 mile, increases the total "Other Streets" mileage in the Town of Culpeper from 28.14 miles to 28.26 miles of approved streets subject to payment.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, Route 242 in Fairfax County has been altered and reconstructed as shown on plans for Project 0242-029-101, C-501; and

WHEREAS, one section of the old road, designated as Section 1 on the plat dated September 25, 1968, is no longer necessary as a public road, the new road serving the same citizens as the old; and

WHEREAS, at its meeting on February 17, 1972, this Commission authorized the discontinuance of said section of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the February 17, 1972 meeting authorizing discontinuance of the aforementioned Section 1 of Route 242 in Fairfax County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.09 mile of old Route 242 shown in blue and designated as Section 1 on the plat dated September 25, 1968, Project 0242-029-101, C-501, be abandoned as a part of the State Highway System.

Motion carried.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on the following resolution:

WHEREAS, by proper resolution, the Board of Supervisors of Russell County has requested that a certain road which no longer serves as a public necessity be discontinued as part of the Secondary System of Highways; and

WHEREAS, the State Highway and Transportation Commission has determined that a certain road of the Secondary System in Warren County no longer provides a service warranting public expenditure;

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:

Russell County	Route 724 from 0.17 Mi. NW Route 656 to 0.23 Mi. NW Route 656	0.06 Mi.
Warren County	Route 622, from 1.00 Mile East of Route 649 to 1.00 Mile North of Route 634	1.10 Mi.

Motion carried.

Moved by Mr. Guiffre, seconded by Mr. Smalley, that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Luther W. Machen Elementary School, Hampton, Virginia, on August 4, 1982, at 7 p.m., for the purpose of considering the proposed location and major design features of Armistead Avenue from 0.02 mile south of the intersection of Wheatland Drive to the intersection of Commander Shepard Boulevard in the City of Hampton, State Project U000-114-107, C-501, B-604, B-605; Federal Project M-5122(); 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, by eliminating the section of the project between the intersection of Wheatland Drive and the intersection of North Greenfield Avenue, construction will not require the acquisition of necessary houses and the relocation of senior citizens in the area;

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project between the intersection of North Greenfield Avenue and the intersection of Commander Shepard Boulevard be approved in accordance with the plan as proposed and presented at the said Location and Design Public Hearing by the Department's Engineers.

Motion carried.

Moved by Dr. Watkins, seconded by Mr. Vaughan,
that

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a Design Public Hearing was held in the South Boston Fire Station, South Boston, Virginia, on August 4, 1982, at 7:30 p.m., for the purpose of considering the proposed major design features of Cavalier Boulevard and Extension from Wilborn Avenue (U.S. Route 501) to State Route 304 in the City of South Boston, State Project U000-130-101, 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 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.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Vaughan,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Rena B. Wright Elementary School, Chesapeake, Virginia on September 8, 1982, at 7 p.m., for the purpose of considering the proposed location and major design features of a bridge and approaches over Mill Dam Creek on Bainbridge Boulevard (State Route 166) in the City of Chesapeake, State Project 0166-131-101, C-501, B-601; Federal Project BR-M-5403(193); and

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

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

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

Motion carried.

Moved by Mr. Vaughan, seconded by Mr. Quicke,
that

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds..."; provides \$500,000 from highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33.1-223 of the Code of Virginia; and

WHEREAS, the Town Council of Blacksburg and the Board of Supervisors of Montgomery County have, by resolutions, requested the use of recreational access funds to construct a bikeway access to the Blacksburg Municipal Park, estimated to cost \$50,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provision of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access.

NOW, THEREFORE, BE IT RESOLVED that \$50,000 from the recreational access fund for 1982-83 be allocated to provide bikeway access to the Blacksburg Municipal Park, Project 9999-150-182, M-501, contingent upon (1) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (2) the Town of Blacksburg's entering into an agreement to perform the construction and incur all costs over and above \$50,000.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane, that the Road and Bridge Specifications as revised, amended, and published in the revised edition, dated July 1, 1982, are hereby adopted as the specifications for the governing and administration of contracts on construction projects advertised on and after December 1, 1982, on behalf of the Virginia Department of Highways and Transportation, such specifications superseding the Road and Bridge Specifications dated January 1, 1978.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Guffre, that

WHEREAS, Chapter 684, Item 644.C13 of the Acts of the 1982 General Assembly provides funds to transportation district commissions to support up to 80 percent of the local share of all costs associated with the development, implementation, and continuation of ridesharing projects approved by the Commission; and

WHEREAS, the Tidewater and Peninsula Transportation District Commissions have submitted proposals to the Department for funds to support their ridesharing programs; and

WHEREAS, the Commission has the ability to transfer funds between line items in the Financial Assistance for Mass Transit section of the budget, and

WHEREAS, the governing bodies of both transportation districts have certified that, if their proposals are approved, they shall use the ridesharing assistance funds in accordance with the grant program; and

WHEREAS, the staff of the Department has evaluated the proposals;

NOW, THEREFORE, BE IT RESOLVED that the Virginia Highway and Transportation Commission hereby authorizes \$74,418.00 for the ridesharing program costs incurred by the Tidewater Transportation District Commission and \$107,623.00 for the ridesharing program costs incurred by the Peninsula Transportation District Commission, with those funds being transferred from the funds allocated to each Commission for administrative and capital costs.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Smalley, that

WHEREAS, Chapter 648, Item 644.C13 of the Acts of the 1982 General Assembly provides funds which may be used directly by the Department to support public transportation and ridesharing operations planning and technical study projects approved by the Commission; and

WHEREAS, the Public Transportation Division of the Department plans to hire a consultant to provide technical assistance in implementing an evaluation of ridesharing programs throughout the Commonwealth; and

WHEREAS, local jurisdictions, planning and transportation district commissions and ridesharing coordinators expressed a need to conduct a formal, uniform evaluation of their ridesharing programs; and

WHEREAS, \$19,548.00 of the \$200,000.00 allocation remains in this budget line item, while it is anticipated to cost approximately \$60,000.00 to conduct the ridesharing evaluation; and

WHEREAS, the Commission may transfer funds between items 644.C11 (all areas allocation) and 644.C13 (ridesharing allocation);

NOW, THEREFORE, BE IT RESOLVED that the Virginia Highway and Transportation Commission hereby directs the transfer of \$40,452.00 from the all areas fund (Item 644.C11) to the ridesharing fund (Item 644.C13) and authorizes the use of \$60,000.00 to contract with a consultant to conduct a statewide ridesharing evaluation.

Motion carried.

Mr. King reminded the Commission that a group of truckers, represented by Mr. Raleigh M. Cooley, had appeared at the September Commission meeting to request some relief of the restriction of truck traffic on Route 52 in Carroll County down Fancy Gap Mountain. Mr. Vaughan, he said, has spent a great deal of time on this matter, and the advice of the Department's attorneys had been sought. Because of constitutional problems, our attorneys recommend against a permit system of relief.

It was decided that a letter be drafted to Mr. Cooley outlining the legal ramifications, advising that our attorneys would be glad to meet with him, and that, with reluctance, the Commission cannot endorse the recommended permit system.

Moved by Mr. Mohr, seconded by Mr. Sane,
that

WHEREAS, in connection with Poute 19 (former Poute 110), State Highway Project 518-E, the Commonwealth acquired certain lands from W. G. Davenport and Ediza Davenport by deed dated November 4, 1932, recorded in Deed Book 146, Page 241; from S. F. Hurt by deed dated November 4, 1932, recorded in Deed Book 146, Page 239 and by deed dated March 24, 1934, recorded in Deed Book 151, Page 448; and from Laurel Fork and Mendota Railroad Company, Inc., by deed dated November 11, 1933, recorded in Deed Book 148, Page 272. These deeds are recorded in the Office of the Clerk of the Circuit Court of Washington County; and

WHEREAS, under Project 0019-095-101, RW-201, a section of Poute 19 was relocated in a southern direction, serving the same citizens as before, which new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the old location of Route 19 from the new connection opposite Station 390+50 northerly 0.16 mile to the intersection of Route 611 was abandoned by the State Highway and Transportation Commission on September 14, 1964; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him that portion of old Route 19, which abutts his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing the excess land containing 0.34 acre, more or less, and lying between the east and west right of way lines of old Route 19, from the north banks of the North Fork Holston River at a point approximately 155 feet right of approximate Station 396+30 (NBL centerline, Project 0019-095-101, RW-201) to the south normal right of way limits of Route 611 at a point approximately 40 feet right of approximate Station 14+50 (Route 611 centerline, Project 0019-095-101, RW-201) 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 Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the

State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same for a consideration acceptable to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Sans,

that

WHEPEAS, in connection with Route 640, State Highway Project 1311-11, the Commonwealth acquired certain lands by omnibus deed from W. N. Keeses, et al. by deed dated May 14, 1957, recorded in Deed Book 129, Page 425, in the Office of the Clerk of the Circuit Court of Botetourt County; and

WHEPEAS, Miss Hester Fringer, one of the seven heirs of the C. F. Fringer Estate, signed the abovementioned omnibus deed; and

WHEPEAS, since Miss Fringer was the only heir to sign, a cloud exists on the Commonwealth's title to the right of way for Route 640; and

WHEPEAS, the Fringer heirs will sign a deed granting the Commonwealth fee title to the 40 feet of operating right of way that is standard throughout the rest of the project in exchange for a quitclaim deed to three small areas used for channel changes along the front of their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing the three parcels of land containing approximately 1.39 acres, more or less, and lying north of the north normal right of way limits of Route 640, from a point approximately 20 feet left of approximate Station 79+50 (relocated Route 640 centerline) to a point approximately 20 feet left of approximate Station 89+50 (relocated Route 640 centerline); from a point approximately 20 feet left of approximate Station 93+00 (relocated Route 640 centerline) to a point approximately 20 feet left of approximate Station 94+50 (relocated Route 640 centerline); and from a point approximately 20 feet left of approximate Station 99+00 (relocated Route 640 centerline) to a point approximately 25 feet left of approximate Station 101+00 (relocated Route 640 centerline) do not constitute sections of the public road and are

deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said lands, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed, conveying same to the C. F. Fringer heirs, in exchange for a deed to the lands required for Route 640, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 618, State Highway Project 0618-065-142, M-501, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Nannie H. Neill, et al, by deed dated August 20, 1979, recorded in Deed Book 200, Page 77 in the Office of the Clerk of the Circuit Court of Northampton County; and

WHEREAS, under Project 0618-065-142, M-501, a section of Route 618 was relocated and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Northampton County held on the 9th day of August, 1982, a resolution was passed abandoning as a public road a section of former Route 618 between Station 56+25 and Station 58+62, effective October 19, 1982; and

WHEREAS, an adjoining landowner has requested that the Commonwealth convey to him a section of former Route 618 and excess land, so acquired, lying west of the west normal right of way limits of relocated Route 618; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.129 acre, more or less, and lying west of the west normal right of way limits of relocated Route 618, from a point 30 feet right of

approximate Station 56+25 (centerline relocated Route 618) to a point approximately 30 feet right of approximate Station 58+62 (centerline relocated Route 618) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded Mr. Bane,

that

WHEREAS, in connection with Route 622, State Highway Project 0622-004-118, C-501, the Commonwealth acquired certain lands from Continental Can Company, Inc. by deed dated July 12, 1967, recorded in Deed Book 116, Page 206 in the Office of the Clerk of the Circuit Court of Amelia County; and

WHEREAS, under said Project 0622-004-118, C-501, a section of old Route 622 was relocated in a southern direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Amelia County held on the 9th day of June, 1969, a resolution was passed abandoning as a public road the old section of Route 622 between Station 144+00 and Station 159+00, effective June 3, 1971; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him a portion of the excess right of way so acquired, containing 0.68 acre, more or less, land, in order that he may more fully develop his lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the center of old Route 622 and the north normal right of way limits of present Route 622, from a point approximately 25 feet opposite approximate Station 148+00 (Route 622 centerline) to a point approximately 40 feet opposite approximate 156+60 (Route 622 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses for the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 619 (formerly Route 626), State Highway Project 1287-I, the Commonwealth acquired certain lands from Clara Mountjoy, et al, by deed dated March 25, 1942 recorded in Deed Book 109, Page 99 in the Office of the Clerk of the Circuit Court of Prince William County; and

WHEREAS, under Project 1287-I, a segment of Route 619 was improved and widened; and

WHEREAS, the adjoining landowners have requested that the Commonwealth convey to them the excess right of way lying between the south normal right of way limits of Route 619 and the south existing right of way line of Route 619 in order that they may more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising 700 square feet, more or less, and lying south of and adjacent to the south normal right of way limits of Route 619, from a point approximately 33 feet opposite approximate Station 13+00 (office

revised centerline Route 619) to a point approximately 33 feet opposite approximate Station 15+00 (office revised centerline Route 619) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, the conveyance of the old right of way, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed to the adjoining landowners of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 945 (formerly Route 670), State Highway Project 1320-H, the Commonwealth acquired certain lands from Virginia E. Kelly, et al. by omnibus deed dated February 29, 1947, recorded in Deed Book 109, Page 435 in the Office of the Clerk of the Circuit Court of Franklin County; and

WHEREAS, a section of Route 945 from its beginning at the 805-foot contour elevation of Smith Mountain Lake and continuing for a distance of 100 feet in a westerly direction over and along State Secondary Route 945 was abandoned by action of the Board of Supervisors at its meeting held January 4, 1982 and approved effective February 4, 1982; and

WHEREAS, the owner of certain lands abutting the portion of abandoned Route 945 has requested that the old road section immediately adjacent to his property be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 0.092 acre of land, more or less, being a strip of land 40 feet wide comprising a section of former Route 945, from a point at approximate Station 84+60 (Route 945 centerline) and extending westerly for a distance of approximately 100 feet to approximate Station 85+60 (Route 945 centerline) does not constitute a section of the public road and is

deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 185, State Highway Project 8185-085-101, PW-201, the Commonwealth acquired certain lands from Russell L. Dudley and Minnie N. Dudley by instrument dated August 2, 1965, recorded in Deed Book 233, Page 634 and from Shenandoah Telephone Company, Inc. by deed dated June 20, 1966, recorded in Deed Book 264, Page 642. These instruments are recorded in the Office of the Clerk of the Circuit Court of Shenandoah County; and

WHEREAS, by resolution approved by the Board of Supervisors at its regular meeting on July 29, 1982, a section of Route 675 from the intersection of Route 11 west of U.S. Route 11 to 0.02 mile west on U.S. Route 11, a distance of 0.02 mile, was abandoned; and

WHEREAS, in order to more fully develop the abutting property, the adjacent landowner has requested the conveyance of the excess land lying between the east normal right of way limits of Route 185 and the center of old Route 675; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.03 acre, more or less, and lying between the east normal right of way limits of Route 185 and the center of old Route 675, from a point approximately 30 feet opposite approximate Station 63+00 (centerline Route 185) to a point approximately 30 feet opposite approximate

Station 69+00 (centerline Route 185) 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 Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 295, State Highway Project 0095-042-106, RW-201, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way from Ina S. Graves, et al, by Certificate dated June 6, 1977, recorded in Deed Book 419, Page 739, case which has been concluded, in the Office of the Clerk of the Circuit Court of Hanover County; and

WHEREAS, the area outside the right of way was acquired for a source of borrow material; and

WHEREAS, during construction of the project, the contractor elected not to remove any borrow material from this area; and

WHEREAS, during settlement negotiations, the original owners have requested that this area be returned to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southwest of the southwest proposed right of way line and limited access line of Route 295, from a point approximately 150 feet left of approximate Station 1040+20 (SBL centerline Route 295) to a point approximately 145 feet left of approximate Station 1056+30 (SBL centerline Route 295) and containing 20.206 acres, more or less, 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 Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed without warranty, conveying same to Ina S. Graves, et al, as partial consideration for the lands acquired from them, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 83, State Highway Project 0083-025-108, FW-201, the Commonwealth acquired certain lands from Harold D. Hughes and Ruth Hughes by instrument dated March 3, 1971, recorded in Deed Book 148, Page 567 in the Office of the Clerk of the Circuit Court of Dickenson County; and

WHEREAS, in order to more fully develop the adjacent property, the adjoining landowner has requested that a portion of the lands so acquired be conveyed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the north normal right of way line of Route 83 and the north proposed right of way limits of Route 83, from a point approximately 75 feet opposite approximate Station 107+41 (centerline Route 83) to a point approximately 100 feet opposite approximate Station 108+00 (centerline Route 83), and containing 0.02 acre, more or less, 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 Code of Virginia (1950), as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, conveying same to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Mohr, seconded by Mr. Bane,

that

WHEREAS, in connection with Route 2735, State Highway Project 2735-029-106, C-501, the Commonwealth acquired certain lands from Southern Iron Works, Inc., et al, by quitclaim deed dated December 5, 1960, recorded in Deed Book 2054, Page 143 in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, a portion of the land, so acquired, was never utilized for road purposes and is presently being used for the parking of trailers by another company; and

WHEREAS, Southern Iron Works, Inc. has requested that the excess land that was never used for road purposes be conveyed to them; and

WHEREAS, the parcel of land containing 39,903 square feet, more or less, and lying on the southeast side of Route 2735 and adjacent to the southeast normal right of way limits of Route 2735 and being a strip of land 40 feet wide adjacent to a railroad spur does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the land, so certified, to the adjoining landowner, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed granting same to Southern Iron Works, Inc., subject to such restrictions as may be deemed requisite, pending the abandonment of the southern half of Route 2735.

Motion carried.

Mr. Leo E. Busser, III, Deputy Commissioner, briefed the Commission on the status of the proposed Dulles Toll Road, reviewing information they had previously been sent. The proposed Memorandum of Understanding between the Department and the Treasury Board and the Bond Resolution for the sale of the bonds to construct the road were gone over in detail. Mr. Busser stated that formal Commission action on these documents would take place at the December meeting, and suggested the Commission members contact him with any questions before that time.

Mr. Busser described contracts on the Dulles Toll Road scheduled to be awarded upon the successful sale of bonds. The Commission approved the award of these contracts, as listed elsewhere in these minutes. (PAGE 736)

Mr. Morris J. Rothenburg with JHK and Associates, the Department's consultant, briefed the group on the financial feasibility of the undertaking.

Moved by Mr. Bane, seconded by Mr. Smalley, that the Commission confirm letter ballot action on bids received October 19, 1982, on the following project and authorize execution of contract by the Deputy Commissioner or Chief Engineer:

Route 81, Project 0081-034-703, M-400

Weigh Station Ramp Reconstruction & Scale Painting Stephens City, Frederick County. Award of contract to low bidder, Parry Engineering Company, Inc., Winchester, Virginia.

Bid	\$74,256.00
Engineering and contingencies	11,732.45
Total amount chargeable to project	85,988.45

\$85,988.45 to be financed from the Staunton District Interstate Maintenance Replacement Funds.

Motion carried.

Moved by Mr. Smith, seconded by Mr. Guffre, that the Commission award contracts on bids received October 19, 1982, on the following projects, and authorize the execution of contracts by the Deputy Commissioner or Chief Engineer, contingent upon the successful sale of bonds for the Dulles Access Road Parallel Lanes:

Dulles Toll Road, Project DT00-967-101, C-501, C-502, B-608, B-609

0.161 Mi. West Int. Route 28 - 0.673 Mi. East Int. Route 828, Fairfax County. Award of contract to low bidder, Williams Construction Company, Inc., Baltimore, Maryland.

	Construction	Right of Way
Bid (Option A)	\$11,376,772.83	75,098.50
Engineering and contingencies	1,706,515.92	11,264.77
State Force Work	16,246.74	
Total amount chargeable to project	13,185,898.76	

Dulles Toll Road, Project DT00-967-101, C-504, B-601, B-602, B-603, B-604, B-605, D-616, D-617, D-618

0.300 Mi. West Route 7 - 0.142 Mi. West Route 495, Fairfax County. Award of contract to low bidder, Crown Contracting Company, Inc., Fairfax, Virginia and Abner N. Johnston T/A A. N. Johnston Construction Company, Fredericksburg, Virginia.

	Construction	Right of Way
Bid (Option A)	\$ 9,565,554.91	1,000.00
Engineering and contingencies	1,434,833.23	150.00
State Force Work	7,758.60	
Total amount chargeable to project	11,009,295.74	

Dulles Toll Road, Project DT00-967-101, C-505, B-610, B-611, B-612,
B-613, C-503, B-614, B-615

0.673 Mi. East of Wiehle Avenue (Int. 828) - 0.300 Mi. West
Route 7 (Leesburg Pike), Fairfax County. Award of contract to
low bidder, Williams Construction Company, Inc., Baltimore,
Maryland.

	<u>Construction</u>	<u>Right of Way</u>
Bid (Option A)	\$10,701,803.72	29,320.00
Engineering and contingencies	1,605,270.55	4,398.00
State Force Work	13,083.08	
Total amount chargeable to project	12,355,875.35	

Motion carried.

Mr. Smith read into the record the following position statement
regarding the Springfield Bypass; and on motion of Mr. Guiffra, seconded
by Mr. Mohr, the Commission voted to adopt it:

Statement for the Commission by Mr. Smith

I have had meetings over the last several months with officials of
Fairfax County in an effort to resolve the issues relating to the
Springfield Bypass and extension. A significant factor contributing
to Fairfax's concerns has been the absence of specific responses from
VDH&T to a number of design issues associated with the project. When
the Fairfax County Board of Supervisors commented on the draft EIS,
several concerns were expressed beyond the selection of a specific
alignment. These concerns included the numeration of several design
issues and the transmittal of a request for VDH&T to further analyze
several specific areas where greater design sensitivity was needed as
the project proceeded toward implementation. The County feels that in
the Commission's approval of a specific alignment for the project, it
did not explicitly acknowledge any of these concerns. The general de-
sign issues associated with this project involve its typical section,
horizontal alignment, and interchanges. The County has been concerned
that if the facility were ever constructed in accordance with the
assumptions incorporated in the draft EIS, excessive localized impact
could result. In order to assure the County that the facility will
not necessarily be designed in strict accordance with the draft EIS
assumptions, the Commission should inform the County that:

- The basic design features as identified in the draft EIS
will be reconsidered during the detailed design phase of
the project;
- The specific design features at any given location will be
determined based on fiscal considerations and community
concerns, as well as sound engineering practice and travel
demand;

- Among the design features to be determined pursuant to this process will be the design speed of the roadway, the number of lanes and other cross-section features, the horizontal and vertical alignment, and the treatment of intersecting streets; and,
- The design of the project will be developed in close coordination and cooperation with the citizens, staff, and Board of Supervisors of Fairfax County.

In addition to the general design features of the project as portrayed in the draft EIS, the County has identified a number of specific areas which they feel warrant careful attention as final design proceeds. The areas that they have noted to date are as follows:

Provision of Buffering and Other Mitigating Measures. The final design of the Bypass should incorporate buffering and other measures to mitigate impacts to the maximum extent possible. The following areas should be afforded particular attention in final route layout. In many cases sufficient undeveloped property appears to exist at present to accommodate additional shifts.

Stuart Ridge. Stuart Ridge is the only subdivision between Route 7 and the Dulles Airport Access Road (DAAR) which is directly affected by the recommended A alignment. An eastward shift of this alignment would provide additional buffering for Stuart Ridge.

Navy-Vale. The Citizens Committee recommended that Alternate A be shifted to the southwest in the vicinity of Thompson Road in order to preserve the function of Thompson Road and Oxon Road to serve the Navy-Vale Community.

Greenbriar. The Citizens Committee recommended that Alternate B be located as far to the east as possible in the vicinity of Greenbriar/Oakwood Estates in order to provide a maximum buffer.

Springfield Forest. The County Plan stated that a minimum 100' buffer be provided between the Bypass and Springfield Forest in the vicinity of the Springfield-Franconia Metro Station.

Cannon Ridge/Buckner Forest. The alignment selected by the Highway and Transportation Commission passes between these two subdivisions through a very narrow corridor. Extreme sensitivity must be devoted in design to minimize potential adverse impacts on these two areas.

Lincoln-Lewis-Vannoy Conservation District. The Lincoln-Lewis-Vannoy community has been designated by the Board of Supervisors as a Conservation District. The alignment selected by the Highway and Transportation Commission traverses this area. Extreme sensitivity must also be exercised in design in order to minimize local impacts.

Rolling Road. The alignment selected by the Highway and Transportation Commission follows Rolling Road for a short distance south of Hoes Road. As such, it lies adjacent to several new housing developments. Every effort should be made to minimize impacts in this area, including the possibility of shifting the alignment as far to the east as possible onto Ft. Belvoir property.

Intersection Spacing. Additional attention should be focused on the location of the Bypass intersection with Route 7. Concern has been expressed that this intersection is too close to the existing intersection at Route 228. However, these intersections are about 2000' apart. While this distance is not necessarily insufficient, it may be possible to increase it somewhat by relocating the Bypass slightly to the east.

Use of Small Amounts of Parkland. The alignments evaluated in the draft EIS result in little or no impact on parkland. This is a desirable objective which the County supports. However, several instances exist wherein extreme measures were taken to avoid parkland; and these measures result in disproportionate impacts on other adjacent properties. In many of these instances, the roadway is shown on the County Plan and the parkland was obtained and/or designated in full recognition of this Plan. In such cases, modest road realignments which reduce the impacts on the adjacent properties by making modest use of parkland should be considered. Examples of such instances include Popes Head Park, South Run Park, and Hoes Road Park.

Minimization of Secondary Impacts in the Occoquan Watershed. The alignment selected by the Highway and Transportation Commission traverses a small portion of the Occoquan Watershed. A number of concerns have been raised regarding the potential indirect, or secondary, impacts such as land use changes which may occur in this area as a result of the improvement in accessibility afforded by a new road. It is essential that the design of the facility in this area recognize the objective of the County to retain low-density development in this area in order to protect public water supplies.

The Commission should inform Fairfax County that we specifically recognize each of these areas as warranting careful attention in the design phase, that we acknowledge other similar issues are certain to arise and that we will make every effort to accommodate these concerns during the design phase.

A major concern of the County at the time the alignment was chosen has been the lack of direct access to I-95. The Department has completed a study of the feasibility of extending the I-95 HOV lanes; and in this connection, interchange of the Springfield Bypass with the HOV lanes was determined to be feasible. We should inform the County that access to the HOV lanes will be included in the design of this section of the bypass.

Mr. King advised the Commission on the reinstatement of Henry S. Branscome that the antitrust compliance program of Branscome, Inc. had not yet been reviewed by the Attorney General, nor had an offer of restitution yet been made by the company as evidence of contrition. Based on the inadequate record and in the best interests of the public and the company, no action was taken on their reinstatement to the Department's prequalified bidders' list. Further consideration was scheduled for the December meeting.

It is anticipated that the May 1983 Commission Meeting will be held in Northern Virginia, in conjunction with the opening of the I-66 control center. Mr. Guiffre expressed a desire that a bus tour be arranged for observation of problem areas.


The next meeting of the Commission will be held on December 16, 1982.

The meeting was adjourned at 5:11 p.m.

Approved:


Chairman

Attested:


Secretary