

**MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
DECEMBER 15, 1966**

The monthly meeting of the State Highway Commission was held at the Central Highway Office Building in Richmond, Virginia on December 15, 1966, at 10 A. M. The chairman, Douglas B. Fugate, presided.

**Present:** Messrs. Baughan, Chilton, Holland, Landrith, McWane, and Weaver.

**Absent:** Messrs. Fitzpatrick and Solater.

On motion of Mr. Holland, seconded by Judge Weaver, minutes of the meeting of November 17, 1966, were approved.

Motion was made by Mr. Holland, seconded by Judge Weaver, that permits issued from November 17, 1966, to December 14, 1966, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Holland, seconded by Judge Weaver, cancellation of permits from November 17, 1966, to December 14, 1966, inclusive, as shown by records of the Department, was approved.

12-15-66

Moved by Mr. Holland, Seconded by Judge Weaver,  
that the Commission confirm letter ballot action on bids received November 16, 1966,  
on the following projects.

Route 33, Project 0038-054-101, C501, RW201

0.338 Mi. N. Int. 522 (Cuckoo) - 0.140 Mi. S. Int. 522, Louisa County. Award  
of contract to low bidder, Evans and Nash Construction Company, Appomattox,  
Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$71,174.05	\$600.00
10% for engineering and additional work	7,117.40	60.00
Work by State Forces	3,860.00	
Right Of Way	36,565.00	
Amount chargeable to project	120,300.00	

\$20,300.00 to be provided from Culpeper District Primary Construction Reserve.

Route 44, Project 0044-122-101, S901, 0044-134-101, S901

Norfolk and Virginia Beach Toll Road Authority; 0.292 Mi. E. Int. 64 - Int. Baltic  
Avenue, Cities of Norfolk and Virginia Beach. Award of contract to low bidder,  
Fusco Fabricators, Inc., Dixon, Illinois.

Bid	\$268,650.00
10% for engineering and additional work	26,865.00
Amount chargeable to project	295,400.00

To be financed from Revenue Bond Funds.

(Permanent Traffic Signs)

12-15-68

Routes 64 and 522, Project 0064-054-102, G301; 0522-054-102, C501; 0064-037-103, G301

1.732 Mi. W. Int. 522 (Goochland - Louisa County Line) - 8.454 Mi. W. Henrico County Line (Near Oilville) and 0.220 Mi. S. Int. 64 - Int. 250 at Gum Springs. Goochland and Louisa Counties. Award of contract to low bidder, Asheville Contracting Company, Inc., Asheville, North Carolina.

Bid		\$2,599,867.32
10% for engineering and additional work		259,986.73
Work by State Forces		4,886.00
Right of Way (Primary)		20,900.00
Utilities (Primary)		787.00
Interstate Alloc.	1,546,100.00	Richmond Dist.
Interstate Alloc.	1,267,600.00	Culpeper Dist.
Primary Alloc.	<u>72,750.00</u>	

Amount chargeable to project 2,886,450.00

\$17,600.00 to be provided from Culpeper District Interstate Construction Reserve;  
\$72,750.00 to be provided for in 1967-68 Primary Construction Allocations.

Routes 81 and 654, Project 0061-007-103, C602, B631, B632, B633, B634, B661; 0664-007-153, C501

0.698 Mi. N. Int. 11 - 3.649 Mi. S. Int. 250 & 0.542 Mi. E. Int. 81 - 0.759 Mi. W. Int. 81, Augusta County. Award of contract to low bidder, Oman Construction Co., Inc., Nashville, Tennessee.

	Construction	Right of Way
Bid	\$3,606,276.11	\$18.00
10% for engineering and additional work	360,627.51	1.80
Work by State Forces	4,459.00	
Interstate	3,879,960.00	
Secondary	<u>91,450.00</u>	

Amount chargeable to project 3,971,400.00

\$3,879,960.00 to be provided for in future Interstate Construction Allocations;  
\$91,450.00 to be provided from Interstate State Matching Funds.

12-15-66

Routes 85 & 644, Project 0085-012-101, G307; 0085-026-101, G301,  
0844-026-127, C501

1. 217 Mi. S. Brunswick - Dinwiddie CL - 2.520 Mi. N. Int. 40 (E. McKenney) & Int. 1 - 0.205 Mi. W. Prop. Rt. 85 NBL, Brunswick and Dinwiddie Counties. Award of contract to low bidder, Harris and Brooks, Inc., Riverdale, Maryland.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,232,141.83	\$200.00
10% for engineering and additional work	223,214.18	20.00
Work by State Forces	3,952.00	
Interstate Allocation	\$2,449,950.00	
Secondary Allocation	<u>9,600.00</u>	
Amount chargeable to project	3,459,550.00	

\$9,600.00 to be provided for in County's 1967-68 and Subsequent Years Budgets.

Route 85, Project 0085-026-101, G302, B829, B530

3.520 Mi. N. Int. 40 - 8.056 Mi. N. Int. 40, Dinwiddie County. Award of contract to low bidder, E. V. Williams Company, Inc., Norfolk, Virginia.

Bid	\$1,831,847.79
10% for engineering and additional work	183,194.77
Work by State Forces	2,308.00
Amount chargeable to project	2,017,450.00

Route 360, Project 7360-019-104, C501, B808

Halifax - Charlotte CL - 0.285 Mi. E. Int. 811 (E. Wylliesburg), Charlotte County. Award of contract to low bidder, English Construction Company, Inc., Altavista, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,561,933.05	\$370.00
10% for engineering and additional work	168,193.30	37.00
Work by State Forces	13,602.00	
Right of Way	130,577.00	
Utilities	3,351.00	
Amount chargeable to project	1,998,050.00	

\$161,823.00 to be provided for in 1967-68 Primary Construction Allocation.

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Route 599, Project 0599-048-101, C501, B601, RW201

Int. 618 - 0.053 MI. N. Int. 624, King George County. Award of contract to low bidder, Sanford Construction Co., Inc., Sanford, North Carolina.

Bid	\$387,963.84
10% for engineering and additional work	38,796.38
Work by State Forces	1,710.00
Right of Way	39,000.00
Utilities	1,025.00
Amount chargeable to project	468,500.00
\$34,500.00 to be provided from the Fredericksburg District Primary Construction Reserve.	\$394,000.00 W-N-AD(Fed. Def. Access Funds)

Route 606, Project 0606-068-132, C502

1.445 MI. W. Int. 1 (Thornburg) - 0.368 MI. E. Int. 1 (Thornburg) Spotsylvania County. Award of contract to low bidder, C. W. Pritchett and Son, Fredericksburg, Virginia.

Bid	\$97,990.78
10% for engineering and additional work	9,799.07
Work by State Forces	194.00
Amount chargeable to project	108,000.00
\$103,000.00 to be provided for in County's 1967-68 and subsequent years budgets.	

Route 614, Project 0614-064-115, C501, B603

0.836 MI. E. Int. 639 - 0.298 MI. W. Int. 639, Scott County. Award of contract to low bidder, Allegheny Construction Co., Inc., Roanoke, Virginia.

Bid	\$165,320.91
10% for engineering and additional work	16,532.09
Work by State Forces	194.00
Railroad	10,410.40
Flagging	3,553.00
Amount chargeable to project	196,000.00
\$68,000.00 to be provided for in County's 1967-68 and subsequent years budgets.	

12-15-66

Route 622, Project 0622-011-121, C501, B613

Bridge and Approaches over James River, Botetourt County. Award of contract to low bidder, Valley Paving, Inc., Staunton, Virginia.

Bid	ALTERNATE	\$208,873.50
10% for engineering and additional work		20,887.85
Work by State Forces		194.00
Amount chargeable to project		229,955.00

\$73,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 635, Project 0635-017-143, C501, B611

Bridge and Approaches over Crooked Creek, Carroll County. Award of contract to low bidder, Davis and Armentrout Constr. Company, Pulaski, Virginia.

Bid		\$86,778.86
10% for engineering and additional work		8,677.88
Work by State Forces		4,044.00
Amount chargeable to project		99,500.00

\$6,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 639, Project 0639-016-117, C501, C502

0.113 Mi. W. Int. 1 (Ladysmith) - 0.838 Mi. E. Int. 1 (Ladysmith) Caroline Co., Award of contract to low bidder, J. Lawson Jones Constr. Co., Inc., Clarksville, Virginia.

Bid		\$66,815.20
10% for engineering and additional work		6,681.52
Work by State Forces		194.00
Amount chargeable to project		72,600.00

\$8,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

12-15-66

Route 643, Project 0643-030-133, C501

Int. 616 - Int. 28, Fauquier County. Award of contract to low bidder, General Paving Corporation, Fairfax, Virginia.

Bid	\$169,135.64
10% for engineering and additional work	16,913.56
Amount chargeable to project	186,050.00

\$78,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 650, Project 0650-029-144, C501

0.007 Mi. S. Int. 60 - 0.087 Mi. E. Int. 1131, Fairfax County. Award of contract to low bidder, Guy H. Lewis and Son, McLean, Virginia.

Bid	\$261,603.19
10% for engineering and additional work	26,160.31
Work by State Forces	5,144.00
Amount chargeable to project	292,907.50

\$57,000.00 to be provided for in County's 1967-68 and subsequent years budgets.  
Accts. Rec. - Fairfax Co. Water Authority \$1,540.88 (This is included in construction item above.)

Route 854, Project 0654-002-111, C501;  
742, 0742-002-115, C501, B607

0.496 Mi. S. E. Int. 601 - 0.069 Mi. S. E. Int. 830 & Int. 20 - 0.023 Mi. S. W. SCL Charlottesville. Albemarle County. Award of contract to low bidder, W. W. Waring, Inc., Crews, Virginia.

Bid	\$419,253.20
10% for engineering and additional work	41,925.32
Work by State Forces	194.00
Amount chargeable to project	461,372.52

\$141,000.00 to be provided for in County's 1967-68 and subsequent years budgets.  
Accts. Rec. - City of Charlottesville - \$5,288.80

12-15-66

Route 736, Project 0736-052-121, C501

0.042 Mi. E. Int. 58 (Stickleyville) - 0.154 Mi. W. Int. 611 (Shady Grove)  
Lee County. Award of contract to low bidder, Kingsport Asphalt & Concrete  
Corporation, Kingsport, Tennessee

Bid	\$77,089.70
10% for engineering and additional work	7,708.97
Amount chargeable to project	84,800.00

\$84,800.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 739, Project 0739-034-109, C601

0.301 Mi. N. Int. 528 - 0.063 Mi. N. Int. 672, Frederick County. Award  
of contract to low bidder, Echols Brothers, Inc., Staunton, Virginia.

Bid	\$270,805.35
10% for engineering and additional work	27,080.53
Work by State Forces	194.00
Amount chargeable to project	298,100.00

\$159,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 787, Project 0787-031-120, C501, B607

Bridge and Approaches Big Indian Creek, Floyd County. Award of contract to  
low bidder, O'Dell Brothers, Inc., Herndon, Virginia.

Bid	REGULAR	\$78,217.55
10% for engineering and additional work		7,321.75
Work by State Forces		194.00
Amount chargeable to project		80,750.00

\$13,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

MOTION CARRIED.



12-15-66

Moved by Mr. Holland, Seconded by Judge Weaver, that the Commission confirm letter ballot action rejecting bids received November 18, 1966 on the following project and authorizing readvertisement of this project.

Route 658, Project 0668-001-135, C501, B602, B603, B604, B605

0.076 Mi. E. Int. 682 - 0.800 Mi. W. Int. 684 & 0.564 Mi. E. Int. 684 - 1.037 Mi. E. Int. 684, Accomack County. Low bid - 26.6% over estimate.

**MOTION CARRIED.**

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Franklin for payment at the rate of \$1,000 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,000 per mile annually be made to the City of Franklin on an additional street, meeting standards required by this section of the Code effective beginning January 1, 1967, for the quarterly payment due after March 31, 1967. The additional mileage eligible for payment, described as follows:

Crescent Drive - From Fairview Drive west to end - 0.49 Mile.

The above addition of 0.49 mile will increase the total mileage in the City of Franklin from 25.00 miles to 25.49 miles of approved streets.

**MOTION CARRIED.**

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Vienna for payment at the rate of \$1,000 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$1,000 per mile annually be made to the Town of Vienna on additional streets, totaling 0.34 mile and meeting standards required by this section of the Code, effective beginning January 1, 1967, for the quarterly payment due after March 31, 1967. The additional mileage eligible for payment, described as follows:

Sioux Court	Cul-de-sac off Tapawingo Road	0.04 Mile
Ware Street	Marshall Road toward Yeonas Drive	0.12 Mile
Pruitt Court	Cul-de-sac off Ware Street	0.06 Mile
Edwin Lane	Cul-de-sac off Beulah Road	0.12 Mile

The above additions totaling 0.34 mile will increase the total mileage in the Town of Vienna from 47.93 miles to 48.27 miles of approved streets.

MOTION CARRIED.

Moved by Judge Weaver, Seconded by Mr. Holland,  
that

WHEREAS, in accordance with the provisions of § 128 of Title 23 - Highways, United States Code, a public hearing was held in the Nottoway County Court House in Nottoway, Virginia, at 2:00 p. m. on August 7, 1964, concerning the proposed construction of Route 460 from the East Corporate Limits of Crews to 0.50 miles east of Route 608, east of Blackstone, including a by-pass of the Town of Blackstone, in Nottoway County, State Projects 7460-067-101, PE-101, and 0460-067-101, PE-101, and

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

12-15-86

**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 this project be approved in accordance with the general plan as proposed and presented at the public hearing by the Department Engineers. This proposed improvement generally consists of the addition of a parallel lane to expand the existing facility to four lanes from Crews to just west of Nottoway. It is then a proposed four lane facility on new location passing to the north of Nottoway and Blackstone.

**MOTION CARRIED.**

Moved by Judge Weaver, Seconded by Mr. Holland, that the resolution adopted by the Highway Commission at its meeting on December 16, 1985, declared the section of U. S. Route 23 in Scott County beginning at a point on U. S. Route 23 approximately 0.746 mile W. of the WCL Gate City and being shown on the plans for State Project 0023-084-110, RW-202, C-502 as Station 189 + 00, and extending in a westerly direction to a point on U. S. Route 23 approximately 7.350 miles west of the WCL Gate City, said point being shown on the aforementioned plans as Station 536 + 00, including any necessary relocations, interchanges, ramps, connections, etc., a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended; and

**WHEREAS,** a portion of this location has had Right of Way negotiations with limited access features and is under construction, and a portion of the remaining alignment has been changed to a more feasible location,

**NOW, THEREFORE, BE IT RESOLVED,** that the limited access resolution adopted by the Highway Commission at its meeting on December 16, 1985, be amended to read as follows:

**THAT,** the section of U. S. Route 23 in Scott County beginning at a point on U. S. Route 23 approximately 0.746 mile W. of the WCL Gate City and being shown on the plans for State Project 0023-084-110, RW-202, RW-203, C-502, C-503, as Station 188 + 13.17, and extending in a westerly direction to a point on Route 23 approximately 7.167 miles west of the WCL Gate City, said point being shown on the aforementioned plans as Station 526 + 95 (NRL) and Station 526 + 10 (SBL), including any necessary relocations, interchanges, ramps, connection, etc., be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended.

12-15-56

The points of access permitted under this resolution are shown on the plans 1- at the intersection of relocated Reed Street to the right of Station 204 + 50; 2- at the intersection of Jennings Hollow Road to the right of Station 255 + 00; 3- at the intersection of Worley Road to the right of Station 337 + 00; 4- at the intersection of State Route 648 to the left and right of Station 415 + 50; 5- at the intersection of a service road to the right of Station 470 + 00; 6- at the connection with existing U. S. Route 28 to the left of Station 507 + 12.28 and, 7- at the intersection Hensley Road to the right of Station 507 + 25.

The points of access are to be made a part of the right of way transaction and record.

**MOTION CARRIED.**

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

WHEREAS, in connection with Interstate Route 264, State Highway Project 0264-122-101, RW-202, in the City of Norfolk, the Commonwealth did acquire all of that certain parcel of land owned by Benjamin Swift and located on the northeast side of Brambleton Avenue; and

WHEREAS, in connection with the same Route and Project the Commonwealth did acquire certain additional lands from property adjoining the said property to the north and owned by Sue W. Thomas et vir, with an agreement having been reached with the Thomas property owners that any unused residue of the Swift property would be conveyed to them at its proper market value; and

WHEREAS, the State Highway Commissioner has certified that that portion of the former Swift property, known as 1814 Brambleton Avenue, which lies outside of and beyond the right of way lines of the said Route and Project does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the sale and conveyance of the said parcel of land so certified to the owners of the adjoining property at a consideration deemed adequate by the State Right of Way Engineer and in furtherance of the right of way agreement already reached with the said owners of the adjoining property is hereby deemed to be in the public interest and is hereby approved in accordance with the provisions of

12-15-66

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

WHEREAS, in accordance with the State Highway Commission policy adopted on October 13, 1956, a public hearing was held in the auditorium of the Appalachian Power Company Building in Abingdon, Virginia, on September 14, 1966, concerning the construction of Project 0075-140-102, PE-101, RW-201, C-501, Route 75, from the intersection of Main Street to the intersection of Valley Street; and

WHEREAS, the economic effects of the location and proposed improvements 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 construction of the roadway along the location shown as Project 0075-140-102, PE-101, RW-201, C-501, from the intersection of Main Street to the intersection of Valley Street in the Town of Abingdon, be approved.

MOTION CARRIED.

Moved by Judge Weaver, Seconded by Mr. Chilton, that

WHEREAS, Route 49 in Mecklenburg County has been altered and reconstructed as shown on plans for Project 0049-058-101, C-502; and

WHEREAS, one section of the old road is no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof, and three sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.02 mile of old Route 49, shown in yellow and designated as Section 1 on the plat dated September 23, 1966, Project 0049-058-101, C-502, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia 1950, as amended, 1.41 miles of old Route 49, shown in red and designated as Sections 2, 3, and 4 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

12-15-66

The Chairman stated that in 1963, at the request of the users of the Highway Department Revenue Bond Facilities in Tidewater Virginia, and as permitted under the trust indenture, the Highway Commission had the traffic engineers, Wilbur Smith and Associates, review the toll schedule to see if any changes were possible and whether or not the two bridges which were then maintained as a part of the James River System -- the Nansemond and Crittendon Bridges, could be eliminated from the toll setup. The consultants made their report in January 1964 and did recommend that maintenance and responsibility for these two bridges be assumed by the Highway Department with maintenance funds in the Suffolk District. They also recommended fairly minor revisions in tolls, which were put into effect in April 1964. This report closed with the statement: "Revisions in the toll schedules were the maximum permitted under the trust indenture. Even with continued healthy growth in the use of the facilities, no further toll reductions will be permissible until 1969."

Because of this statement, the Commission has not considered it necessary to make any review in the two intervening years. However, since then there have been some developments which perhaps slightly change the picture. The 1964 General Assembly created a commission to study the toll projects finances under the state revenue bond act. This commission was under the Chairmanship of Senator Hunter B. Andrews of Hampton. The Commission did very thoroughly study the entire revenue bond financing and maintenance and operation setup and presented a rather lengthy report to the Governor and to the 1966 General Assembly. In the study the Commission conferred frequently with the Highway Department and Mr. Fugate said he considered their study a very factual and accurate representation of the situation as it existed. The Commission made three recommendations:

PHASE I (a) Beginning July 1, 1966:

1. Assume the cost of maintaining all approach roads.
2. Assume the cost of policing all facilities.

(Estimated to cost \$225,000 annually)

(b) Beginning July 1, 1967:

1. Assume the cost of operating and maintaining all bridges, exclusive of toll collections.

(Estimated to cost \$185,000 annually)

(c) Beginning July 1, 1968:

1. Assume the cost of operating and maintaining all tunnel facilities, exclusive of toll collections.

(Estimated to cost \$575,000 annually.)

12-15-66

**PHASE II**            That the State Highway Commission should, as soon as practicable, conduct a supplemental study of traffic and revenue on all projects to determine if tolls can be reduced and any inequities therein removed, with specific regard to toll reductions hereinafter set forth.

**PHASE III**          That the reserve maintenance fund be retained as required by the trust indenture, and at the appropriate time, such fund be used to amortize outstanding indebtedness.

Ten days ago, Mr. Fugate said, he and Mr. Holland met with the Governor and with Senator Andrews, who was the chairman of the Toll Study Commission, and Senator Ames -- whose senatorial district includes at least one of the facilities, and at that time they made a very strong request that the Highway Commission undertake the study to see if some toll reduction is possible. Mr. Holland and he pointed out the implications of this three step assumption of maintenance and operating costs. Also, that as mentioned in the report of the Toll Study Commission, the Hampton Roads Bridge - Tunnel is fast reaching capacity and that a second parallel tube, which is estimated to cost \$50 Million, is included as a part of the Interstate System but cannot be constructed unless at the completion of construction as an Interstate project the entire facility is made toll free. This means that if the second tube is not constructed before the end of the Interstate System program and if the Department is not able at the end of the Interstate System program to free the projects of toll, the \$50 million parallel tube will be lost. He said arrangements have been made with the Bureau of Public Roads that as the end of the Interstate System approaches we can design and construct the parallel tube if the Highway Commission will commit itself to free the project of existing tolls at that time.

The original bond issue was for \$95 million and \$26 million has been paid back, with a \$69 million debt left.

The question is, Mr. Fugate said:

- (1) Is the Highway Commission to go through with the three step plan.
- (2) If it does, will the debt be paid off in time to build a parallel Hampton Roads Tunnel with Interstate Funds.
- (3) Over and above that, is there any slack left through which tolls could be reduced.

12-15-68

Mr. Holland moved that the traffic engineers named in the trust indenture be authorized to make a toll study as recommended by the Toll Study Commission.

The motion was seconded by Mr. Landrith and carried.

Moved by Judge Weaver, Seconded by Mr. Chilton, that

WHEREAS, Route 460 in Dinwiddie County has been altered and reconstructed as shown on plans for Project 7460-026-101, C-501; 6460-026-104, C-501, and

WHEREAS, one section of the old road is no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.16 mile of the old location of Route 460, Project 7460-026-101, C-501; 6460-026-104, C-501, shown in yellow and designated as Section 1 on the plat dated September 26, 1968, be discontinued as a part of the State Highway System.

MOTION CARRIED.

Moved by Mr. Chilton, Seconded by Mr. Baughan, that

WHEREAS, by proper resolutions, the Board 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 § 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.

CAMPRELL COUNTY

Sections 4, 5 and 7 of old location Route 670 between Station 120 + 30 and Station 169 + 85, Project 0670-015-126, C-502-----0.58 Mi.



12-18-66

HENRY COUNTY	Sections 5 and 6 of old location Route 641 between Route 640 and Route 638-----0.37 Mile
PATRICK COUNTY	Sections 14 and 17 of old location Route 627 between Route 687 and Henry County Line-----0.05 Mile
ROANOKE COUNTY	Section 1 of old location of Route 679, from Route 419 to Station 16 + 00, Project 0879-080-123, C-501 0.14 Mile
SPOTSYLVANIA COUNTY	Route 630, from Route 208 for .18 miles to Route 208-----0.18 Mile

**MOTION CARRIED.**

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

WHEREAS, the Highway Commission is authorized to make certain payments to cities for street purposes; and

WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the City of Bristol for such payments; and

WHEREAS, the completion of construction and reconstruction of streets in the City render it necessary to amend the selection of such streets, now, therefore

BE IT RESOLVED, that in accordance with the recommendation of The Bristol, Virginia - Tennessee Traffic Operations and Parking Study - 1955, the primary route extensions in the City of Bristol be reestablished as follows, pursuant with § 33-35, 2 of the Code of Virginia, as amended, effective January 1, 1957:

12-15-66

U. S. Route 11

Beginning at the Northeast Corporate Limits of Bristol; thence southwesterly along Lee Highway and Euclid Avenue to the South Corporate Limits at State Street in the City of Bristol

Length for payment 3.25 miles.

U. S. Route 19

From the Northeast Corporate Limits of Bristol overlapping Route 11 along Lee Highway and Euclid Avenue to Commonwealth Avenue and Route 381 along Commonwealth Avenue to its intersection with State Street at the South Corporate Limits of Bristol.

U. S. Route 421

From the South Corporate Limits at State Street; thence northeasterly along Goodson Street, northwesterly along Mary Street and Piedmont Avenue to Euclid Ave. (Routes 11 and 19); thence overlapping Route 11 and 19 southwesterly along Euclid Avenue to Commonwealth Avenue and Route 11 to State Street, end overlap; thence northwesterly along Gate City Road to the Northwest Corporate Limits of Bristol

Net length for payment 1.91 mile.

State Route 381

Beginning at the south end of Interstate Spur 381 (south wall of Mumpower Creek culvert) at Keyes Street; thence southerly along Commonwealth Avenue to State Street at the South Corporate Limits of Bristol

Length for payment 1.20 mile

State Route 113

Beginning at its intersection with Euclid Avenue (Routes 11 and 19); thence southwesterly along Moore Street, Oakview Avenue and Piedmont Avenue to Cumberland, northwesterly along Cumberland Street to Commonwealth Avenue (Routes 381 and 19).

Length for payment 1.32 mile.

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State Route 113

Westbound traffic on State Route 113, routed over Sycamore Street from Piedmont Avenue to Commonwealth Avenue.

The mileage for the City of Bristol, due to these changes and reestablishment of the primary route extensions, decreases by 0.187 mile, to a new total of 7.68 miles, eligible for maintenance payments at the rate of \$10,000 per mile annually, effective beginning January 1, 1967, for maintenance payment due after March 31, 1967; and

BE IT FURTHER RESOLVED, That pursuant with § 33-35.4 of the Code of Virginia, as amended, mileage adjustments for additions and deletions subject to payment on "other streets" to the City of Bristol, due to primary extensions changes, be approved as follows:

	<u>"Other Streets" Deletions</u>	
<u>Euclid Avenue</u> (Route 11)	Wagner Street to Moore Street	2.057 Mile
<u>Cumberland Street</u> (Route 113)	Commonwealth Avenue to Piedmont Avenue	.274 Mile
<u>Mary Street</u> (Route 421)	Highland Street to Oakview Avenue	.080 Mile
<u>Piedmont Avenue</u> (Route 421)	Euclid Avenue to Mary Street	.192 Mile
<u>State Street</u> (Mileage Correction)	1/2 distance from Goodson Street to South Corporate Limits	.085 Mile
	<b>Total Reduced to Hundredths</b>	<b>2.63 Miles</b>

	<u>"Other Streets" Addition</u>	
(Old Route 76)		
<u>Goodson Street</u>	Mary Street to Danville Avenue	.07 Mile
<u>Danville Avenue</u>	Goodson Street to Fairview Street	.06 Mile
<u>Fairview Street</u>	Danville Avenue to Massachusetts St.	.23 Mile
<u>Massachusetts Street</u>	Fairview Street to Hillside Avenue	.54 Mile
<u>Hillside Avenue</u>	Massachusetts Street to King's Mill Rd.	.09 Mile
<u>King's Mill Road</u>	Hillside Avenue to E. C. L.	.37 Mile
<u>Piedmont Avenue</u> (Old Route 11)	Cumberland Street to State Street	.14 Mile
<u>State Street</u> (Old Routes 11 & 421)	1/2 distance from Euclid Avenue to Goodson Street	<u>.93 Mile</u>

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The "other streets" mileage for the City of Bristol, due to the primary extension changes, decreases from 54.52 miles to 54.32 miles, for a net loss of 0.20 mile to become effective January 1, 1967, for the quarterly payment due after March 31, 1967.

**MOTION CARRIED.**

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Norfolk for payment at the rate of \$1,000 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,000 per mile annually be made to the City of Norfolk on additional streets, totaling 3.61 miles and meeting standards required by this section of the Code, effective beginning October 1, 1966, for the quarterly payment due after December 31, 1966. The additional mileage eligible for payment, described as follows:

Lisa Drive	From Little Creek Road to Harmon Street	0.10 Mile
Tarbor Court	From Sheppard Avenue to Cul-de-sac	0.10 Mile
Culfor Cres.	From Bayview Blvd. to Glade Street	0.40 Mile
Glencove Place	From N. Shore Road to Cul-de-sac	0.10 Mile
Windsor Avenue	From Brambleton Avenue to Olney Road	0.11 Mile
Stapleton Street	From Westminster Avenue to Liverpool Ave.	0.13 Mile
Bolton Street	From Rugby Street to 500' North	0.10 Mile
Old Court Drive	From Pickett Rd. to Piney Branch Circle	0.18 Mile
Coach Way Drive	From Pickett Rd. to Lane "G"	0.20 Mile
Kingswell Drive	From Pickett Road to Piney Branch Circle	0.18 Mile
Piney Branch Circle	From Kingswell Drive to Old Court Drive	0.06 Mile
Wynngate Drive	From Pickett Road to Lane "H"	0.17 Mile
Pleasant Valley Rd.	From Raby Road to Lane "A"	0.28 Mile
Piney Branch Rd.	From Wynngate Drive to Lane "A"	0.20 Mile
Marfield Drive	From Pickett Road to Eastover Road	0.19 Mile
Halter Lane	From 0.08 Mile W. Beacon Hill Circle to Cul-de-sac	0.10 Mile
Westcove Court	From Barharbor Drive to Cul-de-sac	0.08 Mile
Leepoint Road	From Halter Lane to Cul-de-sac	0.13 Mile

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Archove Court	From Barharbor Drive to Cul-de-sac	0.08 Mile
Barharbor Drive	From Westcove Court to 400' West	0.08 Mile
Wellman Street	From Adderly Street to Hargrove	0.04 Mile
Gurley Street	From Miller Store Road to Cul-de-sac	0.13 Mile
Purdy Court	From Gurley Street to 170' West	0.05 Mile
Wise Street	From Miller Store Road to 150' W. Fulcher Ave.	0.08 Mile
Sandy Street	From Miller Store Road to 200' W. Fulcher Ave.	0.10 Mile
Croft Street	From Azalea Garden Road to 250' E. (Lynn St.)	0.04 Mile
Lynn Street	From 300' W. Military Highway to Military Hwy.	0.08 Mile
Woodall Street	From Little Creek Road to Flowerfield Road	0.08 Mile

The above additions totaling 3.51 miles will increase the total mileage in the City of Norfolk from 609.27 miles to 612.78 miles of approved streets.

**MOTION CARRIED.**

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

WHEREAS, the Highway Commission is authorized to make certain payments to cities for street purposes; and

WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the City of Radford for such payments; and

WHEREAS, the Highway Commission, on April 19, 1962, established Route 177 as a connection between Interstate Route 81 in Montgomery County and Route 11 in the City of Radford, with the section in Radford to become eligible for maintenance payment upon reconstruction to standards applicable to § 33-35.2 of the Code; and

WHEREAS, the recent completion of Project 0177-126-101, C-501, the City is eligible to receive such payments; now therefore,

BE IT RESOLVED, that pursuant with § 33-35.2 of the Code of Virginia, as amended, Tyler Avenue, in the City of Radford, be eligible for maintenance payment as a primary extension as follows:

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State Route 177 Beginning at the East Corporate Limits of Radford; thence northwesterly along Tyler Avenue to its intersection with Norwood Street (Route 11) in the City of Radford.

Length 1.19 Mile

The primary extension mileage in the City of Radford, due to this addition, increases from 2.54 miles to 3.73 miles eligible for maintenance payment at the rate of \$10,000 per mile annually, effective January 1, 1967, for the maintenance payment due after March 31, 1967; and

BE IT FURTHER RESOLVED, that pursuant with § 33-35.4 of the Code of Virginia, as amended, Tyler Avenue, between the East Corporate Limits and Norwood Street, a distance of 1.22 miles, be dropped from \$1,000 per mile maintenance in the City of Radford, effective January 1, 1967, due to the addition of Route 177.

MOTION CARRIED.

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Warrenton for payment at the rate of \$1,000 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$1,000 per mile annually be made to the Town of Warrenton on additional streets, totaling 0.49 mile and meeting standards required by this section of the Code, effective beginning January 1, 1967, for the quarterly payment due after March 31, 1967. The additional mileage eligible for payment, described as follows:

Evans Avenue	From Fauquier Road to Foxcroft Road	0.18 Mile
Fauquier Road	From Foxcroft Road to Evans Avenue	0.11 Mile
Fairfax Street	From Gaines Street to 0.11 mile North	0.11 Mile
Jackson Street	From Winchester Street to 0.09 mile South	0.09 Mile

The above additions totaling 0.49 mile will increase the total mileage in the Town of Warrenton from 14.65 miles to 15.14 miles of approved streets. MOTION CARRIED.

12-15-66

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

WHEREAS, in connection with the reconstruction of Route 236, State Highway Project 113-AW7, in what was then the County of Fairfax but what is now a part of the City of Alexandria, the Commonwealth did acquire easements for the extension and maintenance of slopes over certain lands adjacent to the fee simple right of way for said Route and Project; and

WHEREAS, portions of these slope easements were never actually occupied by slopes since the adjoining lands were or were made to be of approximately the same elevation as the roadway; and

WHEREAS, this area is now undergoing extensive development and the said slope easements constitute a cloud upon the title of the underlying and adjoining fee and thus hinder its development; and

WHEREAS, the City of Alexandria has concurred in the release of the said slope easements to the owners of the underlying and adjoining fee; and

WHEREAS, the State Highway Commissioner has certified in writing that the said slope easements so acquired which lie north of the north fee simple right of way line of said Route and Project from a point opposite survey Station 145 + 70 to a point opposite survey Station 148 + 79 do not constitute a section of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, release and conveyance of the said slope easements to the owner or owners of the underlying and adjoining fee in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia as amended, is hereby approved, and the State Highway Commissioner is authorized to execute a deed or deeds of release in the name of the Commonwealth accordingly.

MOTION CARRIED.

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

WHEREAS, in connection with old Project 226 a portion of what is now Route 460 in Roanoke County was reconstructed and relocated, leaving a loop of the old location, probably a portion of the old Lynchburg - Salem Turnpike, projecting southwardly into the lands of the adjoining landowners; and

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**WHEREAS,** the said section of Route 460 is now being reconstructed as a dual lane highway in accordance with plans for Project 0460-080-101, RW-201, and a new south right of way line for said Route and Project, sufficient to accommodate the said highway for the foreseeable future, has been established in accordance with the plans thereof; and

**WHEREAS,** the owners of the adjoining lands have requested that any interest in the old highway right of way and/or Turnpike be released to them in order to quiet title to their adjoining and underlying lands; and

**WHEREAS,** the State Highway Commissioner has certified in writing that with the abandonment of any portion of the old highway which projects south of the present south right of way line of said Route and Project, beginning at a point 65 feet opposite Station 78 + 48 of the survey and plan centerline for the eastbound lane of same, and running thence parallel to the said centerline to a point 65 feet opposite survey Station 83 + 00 of same, and running thence to a point 55 feet opposite survey Station 84 + 55 of same, and running thence to a point 55 feet opposite survey Station 86 + 65, same will not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

**NOW, THEREFORE,** in accordance with the provisions of § 33-76.5 of the 1950 Code of Virginia as amended, any portion of the old highway or Turnpike which extends south of the present right of way line of said Route and Project as described and certified by the State Highway Commissioner is hereby abandoned, a new road which serves the same citizens of the old road having been constructed in lieu thereof; and in accordance with the provisions of § 33-76.6 of the said Code, the State Highway Commissioner is hereby authorized to execute a deed of release in the name of the Commonwealth releasing any and all interest which the Commonwealth may have in and to any portion of the old right of way of said old road and/or Turnpike so abandoned which lies south of the present south right of way line of said Route and Project, to the owner or owners of record of the adjoining lands.

**MOTION CARRIED.**

Moved by                      Mr. Baughan,                      Seconded by                      Mr. Holland,  
that

**WHEREAS,** § 46.1-171.1 of the Code of Virginia of 1950, as amended, authorizes the State Highway Commission to prohibit the use of the Interstate System and other controlled - access highways or parts thereof (as described in § 33-36.1 of the Code) by certain persons, animals and vehicles when necessary to promote safety; and



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WHEREAS, engineers of the Highway Department have found from studies and investigations that Interstate Route 81 from Interchange No. 60 at Route 256 near Weyers Cave in Augusta County to Interchange No. 75 at Route 11 near Strasburg in Shenandoah County is being used by certain persons, animals and vehicles in a manner that creates a hazardous condition,

NOW, THEREFORE, BE IT RESOLVED, that in the interest of public safety (1) pedestrians, (2) persons riding bicycles, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden, or driven on hoof be prohibited from using Interstate Route 81 between Interchange No. 60 at Route 256 in Augusta County and Interchange No. 75 at Route 11 in Shenandoah County, a distance of approximately 38 miles.

MOTION CARRIED.

Moved by Mr. Baughan, Seconded by Mr. Holland, that

WHEREAS, § 46.1-171.1 of the Code of Virginia of 1950, as amended, authorizes the State Highway Commission to prohibit the use of the Interstate System and other controlled-access highways or parts thereof (as described in § 33-36.1 of the Code) by certain persons, animals and vehicles when necessary to promote safety; and

WHEREAS, In the interest of public safety, engineers of the Highway Department have recommended that Interstate Route 264 between Des Moines Avenue and Washington Street be prohibited to the use of (1) pedestrians, (2) persons riding bicycles, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden or driven on hoof,

NOW THEREFORE, BE IT RESOLVED, that (1) pedestrians, (2) persons riding bicycles, (3) horse-drawn vehicles, (4) self-propelled machinery or equipment, and (5) animals led, ridden or driven on hoof be prohibited from using Interstate Route 264 between Des Moines Avenue and Washington Street in the City of Portsmouth, a distance of approximately 0.897 mile.

MOTION CARRIED.

12-15-66

Moved by Mr. Holland, Seconded by Mr. Baughan, that

WHEREAS, on April 11, 1966, the State Highway Commission entered into a contract with the Whitehurst Paving Company, Inc., of Richmond, Virginia, for resurfacing numerous secondary routes in Isle of Wight and Nansemond Counties under Surface Treatment Schedule C-3, Suffolk District, in the amount of \$70,012.87 to be financed with \$70,012.87 of secondary budgeted maintenance funds for these counties; and,

WHEREAS, due to unfavorable weather conditions it was necessary to change the type and rates of bituminous material and to increase the rates of application of aggregate to obtain a satisfactory treatment; and,

WHEREAS, the unit prices of the Whitehurst Paving Company, Inc., for Schedule C-3 are reasonable; and,

WHEREAS, the Whitehurst Paving Company, Inc., has agreed in writing to extend the amount of contract so that most of the work scheduled could be completed; and,

WHEREAS, the cost of the above described work amounts to \$18,209.36, which is approximately a 26% overrun of the original contract; and

WHEREAS, this increased cost will be financed from available Secondary maintenance funds; and

WHEREAS, § 104.03 of the 1958 Virginia Department of Highways Road and Bridge Specifications require a supplemental agreement to be executed when the original contract is increased in excess of twenty - five percent (25%).

NOW, THEREFORE, BE IT RESOLVED: That the State Highway Commissioner is hereby authorized to enter into on behalf of the Commission a Supplemental agreement with the Whitehurst Paving Company, Inc., on the above-mentioned project for the above - described additional work for an approximate price of \$18,209.36.

MOTION CARRIED.

12-15-66

Moved by Mr. Holland, Seconded by Mr. Chilton,  
that

WHEREAS, the Reserve Maintenance Fund account with the Trustee, State of Virginia Toll Revenue Bonds (Series 1954) shows a cash balance of approximately \$220,000 as of November 30, 1966, and

WHEREAS, § 602 of the Trust Indenture provides that funds not currently needed for expenditure in this account be invested in federal securities upon resolution of the State Highway Commission and approval of the Consulting Engineers, and

WHEREAS, foreseeable expenditure requirements presently indicate that \$150,000 of the said cash balance will not be needed prior to maturing on August 15, 1967, of \$200,000 previously invested in U. S. Securities, now therefore,

BE IT RESOLVED, by the State Highway Commission that \$150,000 Reserve Maintenance Funds in the present cash balance be invested in 4% U. S. Treasury Bonds due October 1, 1969, these estimated to yield approximately 5.3% under current conditions, as recommended by the Trustee in conference December 12, 1966.

MOTION CARRIED.

Moved by Mr. Landrith, Seconded by Judge Weaver,  
that

WHEREAS, in accordance with the provisions of § 128 of Title 23 - Highways, United States Code, a public hearing was held in the Fauquier County High School, Warrenton, Virginia, at 10:30 a.m., February 9, 1966, concerning the proposed construction of Route 15 from 0.142 miles south of the intersection of Route 211 to 0.925 miles north of the intersection of Route 17 in the Town of Warrenton and Fauquier County, State Project 0015-156-101, C501 and 0015-156-101, C502, 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

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**WHEREAS,** economic effects of the proposed location 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 this project be approved in accordance with the general plan as proposed and presented at the public hearing by the Department Engineers which would provide a six (6) lane facility with a four (4) ft. flush median from the intersection with Route 211 to the intersection with Route 17. From the intersection with Route 17 to the north end of the project, a four (4) lane facility with a depressed median approximately twenty (20) feet in width would be provided. This proposed improvement is along the existing road.

**MOTION CARRIED.**

The chairman stated an invitation had been received from the Town of Clarksville, through the Mayor and the President of the Chamber of Commerce, that the Commission hold its January or February meeting in Clarksville. He said Mr. Chilton had previously extended an invitation for the Commission to meet in the Northern Neck in June and that Mr. Solater had asked that they meet in Marion at the time his tenure on the Commission approaches its close.

Mr. Holland moved that the invitation of Mr. Chilton to meet on the Northern Neck in June be accepted, and the chairman be asked to advise Clarksville that the Commission will be delighted to consider the invitation at some future date. Motion was seconded by Mr. Landrith and carried.

It was decided that the January, 1967 meeting would be held on Wednesday, January 18, since the regular meeting date falls on January 19, a holiday for the Department.

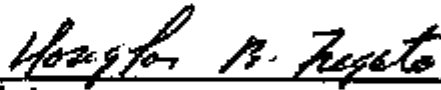
Mr. Landrith commented on his attendance at the annual meeting of the American Association of State Highway Officials and stated Mr. Fugate's talk before the Administrative Practices Committee was well received.

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Mr. Fugate said that at AASHO meetings there is a session devoted entirely to members of Highway Commissions. He said this gives an insight into what other states are doing and is a very worthwhile session; that he is delighted that members of the Commission are attending AASHO and SASHO meetings. He said the SASHO annual meeting will be held in Richmond in the fall of 1968 and plans are beginning to be made and that the Department will wish the members of the Commission to take a very active part in the meeting. The meeting for 1967 will be held at the Greenbrier, which will be convenient for Virginia members.

The meeting adjourned at 11:05 A. M.

Approved:

  
\_\_\_\_\_  
Chairman

Attested:

  
\_\_\_\_\_  
Secretary