

**MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
December 17, 1970**

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on December 17, 1970, at 10 a. m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Duckworth, Eakin, Fitzpatrick, Glass, Hairston, Janney, and Weaver.

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meetings of October 29, 1970, and November 19, 1970, were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that permits issued from November 19, 1970, to December 16, 1970, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, cancellation of permits from November 19, 1970, to December 16, 1970, inclusive, as shown by records of the Department, was approved.

Moved by Judge Weaver, seconded by Mr. Duckworth,  
that the Commission confirm letter ballot action on bids received November 18,  
1970, on the following projects.

Project U000-115-101, C501, B601

0.006 Mi. E. Int. High Street - 0.012 Mi. E. Int. S. Mason Street, City of  
Harrisonburg. Award of contract to low bidder, Pendleton Construction  
Corp., Wytheville, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$822,376.66	\$11,770.00
10% for engineering and additional work	82,237.66	1,177.00
Work by State Forces	4,026.00	
Railroad	2,919.51	
Flagging	3,350.49	
Amount chargeable to project	927,857.00	

Acct. Rec. City of Harrisonburg \$146,119.45.  
\$176,638.00 to be provided for in future Urban Construction Allocations.

Route 24, Project 0024-009-102, C501

0.102 Mi. E. Roanoke-Bedford CL - 0.457 Mi. E. Int. 619 (Stewartville),  
Bedford County. Award of contract to low bidder, H. B. Rowe & Co., Inc.,  
Mt. Airy, N. C.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,679,665.28	\$28.00
10% for engineering and additional work	167,966.52	2.80
Work by State Forces	9,599.00	
Amount chargeable to project	1,857,262.00	

\$867,262.00 to be provided for in 1971-72 & Subsequent Years Primary  
Construction Allocations.

Route 30, Project 0030-047-101, C501

Int. Rt. 168 "Y" - Int. Rt. 64, James City County. Award of contract to  
low bidder, Jack L. Massie Contractor, Inc., Williamsburg, Va.

Bid	\$378,726.92
10% for engineering and additional work	37,872.69
Work by State Forces	7,089.00
Amount chargeable to project	423,689.00

\$423,689.00 to be provided for in 1971-72 & Subsequent Years Primary  
Construction Allocations.

Route 64, Project 0064-002-102, L803

0.070 Mi. W. Rt. 250 - 4.804 Mi. W. Int. 29, Albemarle County. Award of contract to low bidder, Waynesboro Nurseries, Inc., Waynesboro, Va.

Bid	\$25,421.50
10% for engineering and additional work	2,542.16
Work by State Forces	326.00
Amount chargeable to project	28,290.00

\$28,290.00 to be provided for in future Interstate Construction Allocations.

Route 64, Project 0064-002-102, L804

4.804 Mi. W. Rt. 29 - 1.639 Mi. W. Int. 250 (E. of Charlottesville), Albemarle County. Award of contract to low bidder, The Gilmore Plant & Bulb Company, Inc., Julian, N. C.

Bid	\$45,748.00
10% for engineering and additional work	4,574.80
Work by State Forces	326.00
Amount chargeable to project	50,649.00

\$50,649.00 to be provided for in future Interstate Construction Allocations.

Routes 228 & 604, Project 0228-029-102, C501, B601; 0604-029-195, C501, B634

From: 0.557 Mi. S. W. Int. 7 To: 0.424 Mi. S. W. Int. 7 & From: 0.028 Mi. N. W. Int. 228 To: 0.180 Mi. N. W. Int. 228, Fairfax County. Award of contract to low bidder, Raymond C. Hawkins Construction Co., Inc., Nokesville, Va.

Bid	\$224,802.88
10% for engineering and additional work	22,480.28
Work by State Forces	1,732.50
Amount chargeable to project	249,016.00 (\$73,073 - Secondary) (\$176,943 - Primary)

\$84,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.  
\$76,943.00 to be provided for in 1971-72 & 1972-73 Primary Construction Allocations.

Route 250, Project 7250-104-101, L801

0.117 Mi. E. McIntire Rd. - Int. Rugby Rd., City of Charlottesville. Award of contract to low bidder, Waynesboro Nurseries, Inc., Waynesboro, Va.

Bid	\$10,694.15
10% for engineering and additional work	1,069.41
Amount chargeable to project	\$11,764.00
Acct. Rec. City of Charlottesville	\$1,764.53.

\$8,720.00 to be provided for in future Urban Construction Allocations.

Route 360, Project 0360-127-101, C501

Int. Broad St. with 17 & 18th St. - Int. Fairfield Ave. & Mechanicsville TP, City of Richmond. Award of contract to low bidder, Warren Bros. Co., Div. of Ashland Oil, Inc., Richmond, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,236,784.56	\$102,148.50
10% for engineering and additional work	123,678.45	10,214.85
Work by State Forces	12,270.00	
Amount chargeable to project	1,485,096.00	
Acct. Rec. City of Richmond	\$324,797.92.	

\$406,898.00 to be provided for in future Urban Construction Allocations.

Route 522, Project 0522-037-101, C501, B601; 0522-072-101, C501, B601

1.710 Mi. S. Int. 6 - 0.002 Mi. S. Int. Rt. 6 (Near Maidens), Powhatan & Goochland Counties. Award of contract to low bidder, Bowers Construction Company, Raleigh, N. C.

Bid	\$1,140,185.19
10% for engineering and additional work	114,018.51
Work by State Forces	15,950.00
Right of Way	43,000.00
Utilities	8,400.00
Flagging	2,200.00
Amount chargeable to project	1,323,754.00

\$673,754.00 to be provided for in 1971-72 & 1972-73 Primary Construction Allocations.

Route 603, Project 0603-081-138, C501, C502, B616, B617, B618, B631, B636, B637

Int. 608 - 3.466 Mi. E. Int. 605, Rockbridge County. Award of contract to low bidder, Chas. W. Barger & Son Constr. Co., Inc., Lexington, Va.

Bid	\$1,045,953.16
10% for engineering and additional work	104,595.31
Work by State Forces	60,194.00
Amount chargeable to project	1,210,742.00(\$1,183,141-Fed. E. R.) (\$27,601-State E. R.)

\$27,601.00 to be provided from Extra-Ordinary Storm Damage Funds - Rockbridge County.

\$1,183,141.00 to be provided from Federal Emergency Relief Funds.

Route 636, Project 0636-011-130, C501, B619

Bridge & Approaches over Hack Creek, Botetourt County. Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Va.

Bid	\$50,283.65
10% for engineering and additional work	5,028.35
Amount chargeable to project	55,312.00

\$23,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 653, Project 0653-020-030, C501, B603, B639

Int. 360 - Int. 60, Chesterfield County. Award of contract to low bidder, Warren Bros. Co., Div. of Ashland Oil, Inc., Richmond, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid (ALTERNATE BID No. 2)	\$646,922.20	\$1,801.20
10% for engineering and additional work	64,692.22	180.12
Work by State Forces	194.00	
Amount chargeable to project	713,790.00	

Acct. Rec. County of Chesterfield \$1,981.32.

\$617,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 671, Project 0671-087-148, C501; 0671-270-147, C501

0.052 Mi. E. Int. 674 - Int. Rt. 673 (Town of Newsoms), Town of Newsoms & Southampton County. Award of contract to low bidder, Key Construction Co., Inc., Clarksville, Va.

Bid	\$192,119.66
10% for engineering and additional work	19,211.96
Amount chargeable to project	211,332.00

\$123,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 734, Project 0734-033-134, B611

Bridge over Blackwater River, Franklin County. Award of contract to low bidder, Robertson Construction Co., Inc., Salem, Va.

Bid (REGULAR BID)	\$102,921.30
10% for engineering and additional work	10,292.13
Amount chargeable to project	113,213.00

\$112,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Duckworth, that the Commission confirm letter ballot action on bids received November 26, 1970, on the following projects:

Route 64, Project 0064-002-102, P401, P402

Nelson-Albemarle CL - 0.070 Mi. W. Int. 250, Albemarle County. Award of contract to low bidder, Adams Construction Company, Roanoke, Va.

Bid	\$1,805,155.74
10% for engineering and additional work	180,516.57
Work by State Forces	3,088.00
Amount chargeable to project	1,988,759.00

\$1,988,759.00 to be provided for in future Interstate Construction Allocations.

Route 64, Project 0064-007-102, P404; 0064-062-101, P401

9.278 Mi. E. Int. 340 (S. of Waynesboro) - Nelson-Albemarle CL, Augusta & Nelson Counties. Award of contract to low bidder, Moore Brothers Company, Inc., and Moore Brothers Company, Verona, Va.

Bid	\$ 989,575.80
10% for engineering and additional work	98,957.58
Work by State Forces	2,078.00
Amount chargeable to project	1,090,611.00(\$770,616-Augusta Co.) (\$320,096-Nelson Co.)

\$320,096.00 to be provided for in future Interstate Construction Allocations.

**MOTION CARRIED.**

Mr. Jamcy said confusion has arisen because of the similarity in name of the Jefferson Davis Highway and Jefferson Davis Boulevard in the Fredericksbrug area and asked if one of these could be renamed. Mr. Fugate asked Mr. Harwood to look into this and report what might be done to clear up this confusion.

On motion of Mr. Duckworth, seconded by Mr. Fitzpatrick, the Commission approved the final budget for the calendar year 1971 for the operation of the Norfolk-Virginia Beach Toll Road, as attached.

FINAL BUDGET OF CURRENT EXPENSES  
 ORGANIZATION AND OPERATION  
 NORFOLK-VIRGINIA BEACH TOLL ROAD  
 FOR CALENDAR YEAR 1971

General Administration

Staff Salaries	\$ 9,000	
Matching S.S., Retirement & Group Insurance	16,000	
Operations Salaries	<u>200,000</u>	

\$225,000

Other Operations Expenses

Buildings, including Utilities & Office Supplies	\$ 10,000	
Brink's Inc. (Pick-up of daily toll collections, including counting money from automatics)	7,000	
Communications	2,000	
Professional Services (Consulting Engineers and Auditors)	12,000	
Rental of Automatic Toll Machines	50,000	
Advertising	1,000	
Uniforms	2,000	
Operation, Motor vehicles & Travel Expense	<u>4,000</u>	

88,000

TOTAL BUDGET - CALENDAR YEAR 1971

\$313,000

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



Moved by Judge Weaver, seconded by Mr. Duckworth,  
that the Commission confirm letter ballot action adopting the following resolution:

WHEREAS Section 46.1-328 of the Code of Virginia of 1950, as amended, provides in part that upon application by the governing body of any county contiguous to an incorporated city or town, the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, permit the operation of passenger buses of a total outside width in excess of 96 inches but not exceeding 102 inches, on certain highways or parts thereof designated by the Commission; and

WHEREAS Section 46.1-330 of the Code of Virginia of 1950, as amended, provides that the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, permit the operation of passenger buses in excess of 35 feet but not exceeding 40 feet, on certain highways or parts thereof designated by the Commission; and

WHEREAS the County of Fairfax has requested the State Highway Commission to permit the operation of buses with a width of 102" and a length of 40' on the Shirley Highway (I-95) in Fairfax County as the integral part of the Shirley Highway Express Bus-on-Freeway Project.

NOW, THEREFORE, BE IT RESOLVED, that the operation of buses up to 102" in width and 40' in length is authorized for the Shirley Highway (I-95) in Fairfax County.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Duckworth,  
that the Commission confirm letter ballot action adopting the following resolution:

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Council Chambers of City Hall, Norfolk, Virginia, on October 14, 1970, at 2 p. m., for the purpose of considering the proposed location and design of Duke Street from 0.04 mile south of the intersection of Housh and Tazewell Streets to the intersection of Brambleton Avenue, in the City of Norfolk, State Project U000-122-109, PE101, RW201, C501, Federal Project T-5504 (5); 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 location and design of the project, 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 said location and design public hearing by the Department Engineers with modifications in the right of way.

MOTION CARRIED.

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

WHEREAS under authority of Section 93.1-49 of the Code of Virginia of 1960, as amended, request is made by the Town of Vinton for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Vinton on additional streets totaling 1.41 miles and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional streets and mileage eligible for payment are described as follows:

Aragona Drive	- Circle E. of Dillon Dr. to S. of Dillon Dr. -----	0.18 Mile
Arcadia Circle	- Dillon Dr. to 0.08 Mi. S. -----	0.08 Mile
Dillion Drive	- Aragona Dr. to 0.24 Mi. E. -----	0.24 Mile
Fourth Street	- Cedar Ave. to Va. Ave. -----	0.06 Mile
Glade Road	- Etna Ave. to Va. Ave. -----	0.07 Mile
Holiday Road	- Ramada Rd. to Mt. View Rd. ----	0.26 Mile
Ramada Road	- Olney Rd. to 0.09 Mi. S.W. ----	0.09 Mile
Southampton Drive	- Wyndham Dr. to 0.10 Mi. W. ----	0.10 Mile
Wyndham Drive	- Niagara Road to N. & W. Ends --	0.35 Mile

The above additions, totaling 1.41 miles, will increase the total mileage in the Town of Vinton from 29.64 miles to 31.05 miles of approved streets.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Radford City Hall, Radford, Virginia, on October 27, 1970, at 10:30 a. m. , for the purpose of considering the proposed location and design of Route 232 from 0.478 mile north of the intersection of Route 81 to the South Corporate Limits of Radford, in Montgomery County, State Project 0232-060-101, C501, RW201, Federal Project S-876 ( ); 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 location and design of the project, 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 Line II be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on September 30, 1970, at 1:30 p. m. in the Department of Highways, Suffolk District Office Auditorium, Suffolk, Virginia, for the purpose of considering the proposed location and design of Route 604 (Pitch Kettle Road) from 0.232 mile north of the intersection of Route 58 (Constance Road) to 0.992 mile north of the intersection of Route 58 (Constance Road), in Nansemond County, State Project 0604-061-144, C501, B612; 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 planned, 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 said location and design public hearing by the Department engineers.

MOTION CARRIED.

Moved by Mr. Eakin, seconded by Judge Weaver,  
that

WHEREAS in accordance with the provisions of Section 126 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Lyon Village Community House, Arlington, Virginia, on September 29, 1970, at 10:00 a. m. , for the purpose of considering the proposed location and design of Route 29 (Lee Highway) from the intersection of Spout Run Parkway (Route 124) to 0.15 mile west of the intersection of Route 66 (intersection of North Veltch Street) in Arlington County, State Project 0029-000-009-PE101, C501; 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 location and design of the project, 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 be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers modified to prevent egress at 20th Street.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on September 15, 1970, at 10 a. m. in the Courtroom of City Hall, Clifton Forge, Virginia, for the purpose of considering the proposed location and design of two sections of Church Street, bridge over Smith Creek and its approaches, also an extension from "A" Street to 0.029 mile east of Hazel Run in the City of Clifton Forge, Virginia, State Projects U000-105-102, PE101, C501, B601 and U000-105-103, PE101, C501; 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 planned, 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 Project U000-105-102, PE101, C501, B601 (Bridge over Smith Creek and Approaches) be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers; and

BE IT FURTHER RESOLVED, that this action of the Commission does not cover the proposed extension of Church Street from "A" Street to 0.029 mile east of Hazel Run which was covered in the public hearing held on September 15, 1970.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Lord Botetourt High School Auditorium, Daleville, Virginia, on October 13, 1970, at 2:30 p. m., for the purpose of considering the proposed location and design of Route 220 from 0.417 mile north of the intersection of Route 779 (Daleville) to 0.873 mile south of the South Corporate Limits of Fincastle in Botetourt County, State Project 0220-011-101, C502, RW201, PE101, Federal Project F-041-1 (4); and

WHEREAS proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed location and design of the project, 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 be approved in accordance with the plan as proposed and presented at said location and design public hearing by the Department engineers.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Hairston,  
that

WHEREAS this Commission did on April 21, 1960, establish the erosion control fund for the purpose of assisting soil conservation districts in the control of erosion on highway right of way in the watersheds of certain streams; and

WHEREAS the soil conservation districts at that time agreed to furnish the necessary easements, arrange for the removal and replacement of fences, and furnish the fertilizer, seed, and mulch necessary to obtain ground cover on highway cut and fill slopes within the watershed being developed; and

WHEREAS recent developments and changes in the Federal soil conservation laws prevent the soil conservation districts from furnishing the fertilizer, seed, and mulch; and

WHEREAS the program to this point has been exceptionally fruitful in providing deterrents to erosion along the State highways, Primary, and Secondary, in the watershed areas.

NOW, THEREFORE, BE IT RESOLVED, that the policy of this Commission established on April 21, 1960, is hereby rescinded and the following substituted therefor:

That, in view of the contribution of easements and the adjustment of fences by the soil conservation districts, the State Highway Commission will provide funds to furnish the necessary fertilizer, seed, and mulch and to prepare and seed the highway out and fill slopes in conservation districts in order to obtain ground cover. The total of said funds shall not exceed \$70,000 in any one fiscal year and shall be provided from the following sources: For the Primary System, from Primary maintenance funds; for the Secondary System, from Secondary funds prior to allocation to the counties.

BE IT FURTHER RESOLVED, that in the case of highway projects being constructed within the limits of a watershed development area, provisions will be made to use project funds to control erosion on the out and fill slopes.

BE IT FURTHER RESOLVED, that this policy shall become effective immediately for all projects not already under agreement.

MOTION CARRIED.

Moved by Mr. Baughan, seconded by Mr. Hairston,  
that

WHEREAS Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1970-71 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS the Board of Supervisors of Frederick County has by resolution requested the use of industrial access funds to assist in providing proper access to the new facility of Silco Stores, Incorporated, now under construction in Frederick County just north of Winchester and east of Route 11, estimated to cost \$15,000; and

WHEREAS it appears that this request falls within the intent of Section 33.1-221 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$15,000 from the industrial access fund for 1970-71 be allocated for the purpose of assisting in providing proper access to the new facility of Silco Stores, Incorporated, just north of Winchester and east of Route 11 in Frederick County, Project 1322-

034-145, C501, contingent upon the necessary right of way, grading, draining, and 8" of crushed aggregate subbase being provided at no cost to the Commonwealth.

MOTION CARRIED.

Moved by Mr. Duckworth, seconded by Mr. Glass,  
that

WHEREAS Route 13 in Northampton County has been altered and reconstructed as shown on plans for Project 0013-065-101, C501, C502, C503; and

WHEREAS three sections of old road are no longer necessary as a public road, the new road serving the same citizens as the old road;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.80 mile of the old location of Routes 13 and 184, shown in blue and designated as Sections 1, 4 and 5 on the plat dated March 21, 1966, Project 0013-065-101, C501, C502, C503, be abandoned as a part of the State Highway System.

MOTION CARRIED.

Moved by Mr. Duckworth, seconded by Mr. Glass,  
that

WHEREAS Route 13 in Northampton County has been altered and reconstructed as shown on plans for Project 0013-065-101, C504, C505, C506; and

WHEREAS one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.17 mile of old Route 13, shown in blue and designated as Section 1 on the plat dated March 23, 1966, Project 0013-065-101, C504, C505, C506, be abandoned as a part of the State Highway System.

MOTION CARRIED.



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

WHEREAS under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the Town of South Hill for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of South Hill on additional streets totaling 1.82 miles and meeting standards required by the aforementioned section of the Code effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional streets and mileage eligible for payment are described as follows:

Seventh St.	- Goodes Ferry Rd. to 970' East	
	Goodes Ferry Rd. -----	0.19 Mile
Sunset Lane	- W. Atlantic St. to 1300' N.E.	
	Atlantic St. -----	0.25 Mile
Bisford St.	- Lunenburg Ave. to 750' W.	
	Lunenburg Ave. -----	0.14 Mile
Forest Lane	- 0.07 Mi. W. Valley Road to	
	Tanglewood Drive -----	0.20 Mile
Tanglewood Dr.	- Forest Lane to 884' N.E.	
	Forest Lane -----	0.17 Mile
Pettus St.	- 452' W. Stockeley St. to	
	1052' W. Stockeley St. -----	0.11 Mile
Marrow St.	- Lombardy St. to Benton St. -----	0.34 Mile
Holmes St.	- Lombardy St. to Benton St.	0.38 Mile

The above additions, totaling 1.82 miles, will increase the total mileage in the Town of South Hill from 21.63 miles to 23.45 miles of approved streets.

MOTION CARRIED.

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

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 Danville for such payments; and

WHEREAS changes of approved routings and mileages due to construction render it necessary to amend the selection of such streets; now, therefore,

BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, the primary route extensions within the City of Danville be re-established as follows:

U. S. Route 29 - Beginning at the NCL of Danville; thence southwesterly and southerly along North Main Street, Piney Forest Road and new location and bridge over Dan River and Memorial Drive to the center of Memorial Drive; thence westerly and southwesterly along Memorial Drive and West Main Street to the SWCL of Danville.

Length of payment - 8.68 Miles

U. S. Route 29 Business - Beginning at its intersection with Piney Forest Road (U. S. Route 29) in Danville; thence southerly and westerly along North Main Street, Main Street and West Main Street to its intersection with Memorial Drive (U. S. Route 29) in the City of Danville.

Length for payment - 6.97 Miles

Route 41 - Beginning at its intersection with Piney Forest Rd. (U. S. Route 29) in Danville, thence northwesterly along Franklin Turnpike to the NCL of Danville.

Length for payment - 0.24 Mile

Route 51 - Beginning at its intersection with Riverside Drive (U. S. Route 59) in Danville; thence westerly along Westover Drive to the WCL of Danville.

Length for payment - 1.64 Miles

U. S. Route 58 - Beginning at the ECL of Danville; thence westerly along River Street and Riverside Drive to the WCL of Danville.

Length for payment - 4.93 Miles

Route 88 - Beginning at its intersection with U. S. Route 29 (center of bridge over Memorial Drive) in Danville; thence southerly on new location and along Broad Street to Main Street (U. S. Route 29 Business); thence from another intersection with Main Street (U. S. Route 29 Business) continuing southerly along South Main Street to the SCL of Danville.

Length for payment - 2.32 Miles

U. S. Route 360 - Beginning at the ECL of Danville; thence westerly along Richmond Boulevard to its intersection with North Main Street (U. S. Route 29 Business).

Length for payment - 0.39 Mile

The primary extension mileage for the City of Danville, due to this re-establishment, increases by 1.52 miles to a new total of 25.17 miles eligible for maintenance payments at the rate of \$10,000 per mile annually effective January 1, 1971, for the quarterly payment due after March 31, 1971; and be it

FURTHER RESOLVED, that under the authority of Section 33.1-43 of the Code of Virginia, as amended, the other streets mileage eligible for maintenance payments at the rate of \$1,100 per mile annually be adjusted in the City of Danville for the addition of 11.69 miles and deletion of 5.17 miles for a net addition of 6.52 miles as described and listed on a tabulation dated January 1, 1971. This addition of 6.52 miles increases the City's total approved other streets mileage to 153.33 miles effective January 1, 1971, for the quarterly payment due after March 31, 1971. (Pages 191-197)

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 129 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the War Memorial Building at the Winchester City Park, Frederick County, Virginia, on November 18, 1970, at 10:30 a. m., for the purpose of considering the proposed location and design of Route 17/50 from 0.176 mile east of the intersection of Route 81 to 2.667 miles west of the Clarke County Line in Frederick County, State Project 0017-084-101, C501; 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 plans as proposed and presented at the said location and design public hearing by the Department engineers.

MOTION CARRIED.



Highway routes, place names, mileage indications, interchange numbers, service facilities, and operating rules are among the items of information that must be clearly identified.

"Only official signs, under the direction and control of the State Highway Department and necessary for the orderly operation of the highway facility, shall be installed. Care should be exercised to avoid a proliferation of informational signs. A consistent State policy that recognizes safety and aesthetic features shall govern the signing of all places of general assembly or other destinations of major traffic significance. Signs giving information about churches, civic clubs, 'safety' slogans, and the like, shall not be erected."

WHEREAS Section 18 of the Rules and Regulations of the State Highway Commission reads as follows:

"No advertising signs of any description shall be erected or placed within the right of way of any highway in the State Highway System. This section shall not be construed to prohibit the erection and maintenance of traffic, directional or informational signs authorized by statute or the State Highway Commission."

WHEREAS the State Highway Commission is desirous of cooperating with the American Association of State Highway Officials in its effort to standardize and otherwise coordinate the signing functions of the various State Highway Departments;

WHEREAS Section 46.1-174 prohibits any commercial advertising signs on highway rights of way and gives full responsibility for all signs on highway rights of way to the State Highway Commission;

WHEREAS numerous requests have been received for the Department to erect signs on the Interstate and Controlled Access Highways or coliseums, stadiums, universities and colleges, historic sites or places, etc;

WHEREAS a proliferation of signs is both undesirable from an aesthetic viewpoint and confusing to the motorist, and also Interstate sign standards in effect throughout the country permit the use of a supplementary sign with two destinations;

WHEREAS study has shown that selective signing in advance of certain interchanges on Interstate and Controlled Access Highways would be of benefit to motorists destined for certain locations and who are unfamiliar with the area;

WHEREAS Virginia is a historic State with many points of interest to tourists and it is desirable to make these points of interest readily accessible; now, therefore,

BE IT RESOLVED that the following criteria for the placement of signs on the right of way of the Interstate and other Controlled Access Highways are hereby adopted as the Virginia State Highway Commission Policy Regulation of such signs:

(1) Within the seven major metropolitan areas of the State, signing will be limited to cultural, historical and recreational facilities that are major traffic generators and are within view and/or directly accessible from an interchange.

(2) In rural areas consideration will be given to the cultural, historical and recreational facilities directly accessible from an interchange and classified as major traffic generators.

(3) To receive consideration as a historic site, the following conditions must be met:

(i) The historic place in question must be recognized by the Virginia Historic Landmarks Association.

(ii) It must be open to the public at least five days per week on a year-round basis.

(iii) It must be maintained by a foundation, the State, Federal Government or at other public expense, or non-profit private expense.

(iv) It must be within ten miles of the interchange at which the sign is to be placed.

(4) Athletic or other events predicted to create major traffic movements on a temporary basis may have special signs erected for the duration of the activity.

BE IT FURTHER RESOLVED that this policy will be reviewed on a continuing basis to insure adequate consideration of both signing needs and the effective and safe operation of the highways.

MOTION CARRIED.

that                    Moved by Mr. Duckworth,                    seconded by Mr. Glass,

WHEREAS Route 29 in Nelson County has been altered and reconstructed as shown on plans for Project 0029-062-104, C507, B610; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.04 mile of the old location of Route 29, shown in blue and designated as Section 6 on the plat dated February 18, 1970, Project 0029-062-104, C507, B610, be abandoned as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.12 mile of the old location of Route 29, shown in red and designated as Section 5 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

that                    Moved by Judge Weaver,                    seconded by Mr. Glass,

The Road and Bridge Specifications as revised, amended, and published in the revised edition, dated July 1, 1970, are hereby adopted as the specifications for the governing and administration of all contracts on construction projects advertised on and after January 1, 1971, on behalf of the Virginia Department of Highways, such Specifications superseding the Road and Bridge Specifications dated July 1, 1966.

MOTION CARRIED.

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

WHEREAS extensive studies pertaining to the route continuity and direction of travel of the Route 460 corridor between Roanoke and Lynchburg have been made by our Highway Engineers; and

WHEREAS completion of Route 297 between Bedford and Lynchburg will soon provide a four-lane divided facility for this corridor traffic;

NOW, THEREFORE, BE IT RESOLVED, subject to final approval by the American Association of State Highway Officials that the following route designations be made:

1. U. S. Route 460 be redesignated beginning at the west end of the Bedford Bypass via the Bypass to the intersection of present Route 297, and via present Route 297 to the intersection of U. S. Route 29, the Lynchburg Expressway in the City of Lynchburg. Thence overlapping U. S. Route 29 to the intersection with present U. S. Routes 460, Kemper Street, in the City of Lynchburg.
2. Extend U. S. Route 221 from its present terminus in the City of Roanoke over Jefferson Avenue to Campbell Avenue then overlapping U. S. Route 11 to U. S. Route 460 at the intersection of Williamson Road and Orange Avenue. Then extending easterly overlapping U. S. Route 460 to the west end of the Bedford Bypass. Then continuing through Bedford via the present location of U. S. Route 460 to and through the City of Lynchburg terminating at the intersection of U. S. Routes 460 and 29, Kemper Street and the Lynchburg Expressway in the City of Lynchburg.
3. Redesignate present Route 297 Business through the City of Bedford to U. S. Route 460 Business thus eliminating the 297 route designation in its entirety.

MOTION CARRIED.



Moved by Mr. Duckworth , seconded by Mr. Hairston  
that

WHEREAS, in connection with Route 618, State Highway Project 1365-06, the Commonwealth acquired lands from T. C. Goode and Elm G. M. Goode by deed dated January 27th, 1955, as recorded in Deed Book 131, Page 31 in the Office of the Clerk of the Circuit Court of Northampton County; and

WHEREAS, a portion of the land so acquired was not needed in connection with the construction of the said project, and the Franktown Lighting Association, which represents the people in the surrounding community, has requested that the unneeded portion of land be conveyed to them for the good of the community; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the land lying southeast of and adjacent to the southeast existing right of way line of Route 618, from a point 25 feet opposite approximate survey Station 89+40 (centerline Route 618) to a point 25 feet opposite approximate survey Station 90+15 (centerline Route 618) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, and subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Duckworth , seconded by Mr. Hairston  
that

WHEREAS, in connection with Route 11, State Highway Project 1698-06, the Commonwealth acquired certain lands from Garland B. Umbarger by deed dated March 11, 1953, as recorded in Deed Book 142, Page 86 in the Office of the Clerk of the Circuit Court of Wythe County; and

WHEREAS, the Landowner's home encroaches upon the right of way and he has requested that any unneeded land be conveyed to him in order to eliminate the encroachment; and

WHEREAS, a supplemental agreement dated October 9, 1970, has been reached which allows for a two-foot clearance of the landowner's home, thus relieving his responsibility of removing the building; and

WHEREAS, the plans have been revised to show a revised proposed right of way line (11-12-70) from a point opposite survey station 517+02 (centerline proposed E.B.L. Route 11) to a point opposite survey Station 519+00 (centerline proposed E.B.L. Route 11); and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the original south proposed right of way line and the south revised proposed right of way line (11-12-70) from a point 60.5 feet opposite survey Station 517+02 (centerline proposed E.B.L. Route 11) to a point 70.13 feet opposite survey Station 519+00 (centerline proposed E.B.L. Route 11) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute, in the name of the Commonwealth, a deed conveying same, without warranty, to the owner of record of the adjoining land in exchange for such consideration as may be deemed adequate by the State Right of Way Engineer.

Motion carried.

Moved by Mr. Duckworth , seconded by Mr. Hairston  
that

WHEREAS, in connection with Route 620, State Highway Project 0620-029-152, C-502, certain lands were acquired from W. S. Banks, et al, by deed dated April 1, 1970, as recorded in Deed Book 3367, Page 554 in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying north of and adjacent to the north proposed right of way line of Route 620 from a point 25 feet opposite survey Station 193+00 (centerline W.B.L. Route 620) to a point 25 feet opposite survey Station 196+28 (centerline W.B.L. Route 620) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-9 of the 1950 Code of Virginia, as amended, it is the judgement of this Commission that the sale of the portion of land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowner, or landowners, of record as partial exchange for lands acquired from them, and subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Duckworth , seconded by Mr. Hairston  
that

WHEREAS, in connection with Route 64, State Highway Project 0064-122-070, RW-201, in the City of Norfolk, the Commonwealth did acquire by deeds, as recorded in the Office of the Clerk of the Corporation Court of the City of Norfolk, certain lands from the following landowners: Lester A. Knight and Mildred C. Knight by deed dated September 19, 1963, as recorded in Deed Book 957, Page 552; Lloyd T. Tarbutton and V. Rachel Tarbutton by deed dated August 13, 1963, as recorded in Deed Book 1034, Page 445; Robert E. Davis, Jr. and Vellona M. Davis by deed dated January 9, 1964, as recorded in Deed Book 968, Page 41; Bailey Parker Construction Corporation by deed dated September 15, 1964, as recorded in Deed Book 997, Page 419; Wilfred J. Basler and Diane E. Basler by deed dated September 24, 1963, as recorded in Deed Book 961, Page 60; K. Louise Sampson by deed dated November 15, 1963, as recorded in Deed Book 962, Page 166; Robert R. Crutsinger and Carol A. Crutsinger by deed dated October 10, 1963, as recorded in Deed Book 961, Page 230; and

WHEREAS, the plans have been changed, reducing the amount of land needed for the construction of the above mentioned project; and

WHEREAS, the owners of the adjacent lands, in order to more fully develop their property, have requested that the unneeded land be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the southwest side of and adjacent to the southwest proposed right of way and limited access line from a point 72.09 feet opposite survey Station 262+33.84 (Baseline ERL Route 64) to a point 80.54 feet opposite survey Station 266+08.62 (Baseline ERL Route 64) including any interest the Commonwealth may have in that portion of Owens Road lying on

the southwest side of and adjacent to the southwest proposed right of way and limited access line from a point 72.09 feet opposite survey Station 262+33.84 (Baseline EBL Route 64) to a point 73.94 feet opposite survey Station 263+53.79 (Baseline EBL Route 64) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land, so certified, to the owners of record of the adjoining lands, at prices satisfactory to the State Right of Way Engineer, is approved; and the State Highway Commissioner is hereby authorized to execute, in the name of the Commonwealth, deeds conveying same, without warranty and subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Duckworth , seconded by Mr. Haireton  
that

WHEREAS, in connection with Route 413, State Highway Project 8229-06, now State Highway Project 0413-029-006, EN-1, the Commonwealth acquired certain lands and limited access rights from Consuelo A. Seane and Rhoda Low Seane, by deed dated July 8, 1958, as recorded in Deed Book 1691, Page 425, in the Office of the Clerk of the Circuit Court of Fairfax County; and

WHEREAS, the connection of Route 413 with Routes 29-211, as constructed, did not utilize all of the land so acquired; and

WHEREAS, the owners of the adjoining land have requested that the unneeded portion of right of way be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the north proposed right of way line (12-15-70) and the fee right of way line (7-8-58) from a point on the west right of line of Route 703 opposite approximate Station 198+50 (survey centerline) to a point opposite approximate Station 203+63 (survey centerline) and the limited access line lying within and/or adjacent to the said lands does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

**NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of said land and limited access rights to the owners of the adjoining land at a price satisfactory to the State Right of Way Engineer is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same without warranty.**

**Motion Carried.**

The chairman stated the Governor's Management Study had been of tremendous value to the Highway Department. He said a number of recommendations in the study report overlapped recommendations contained in the Department's Self-Study completed just prior to the Governor's Management Study and that twelve of the recommendations contained in the latter study had already been put into effect and six others were being implemented. There remain 40 suggestions still to be analyzed, and for this purpose a Highway Task Force has been established under the direction of Mr. L. E. Busser, III, Fiscal Manager. The chairman said it was his wish that after Mr. Busser's task force has gathered information and background material, the committees of the Highway Commission consider each suggestion of the report and make a final recommendation as to disposition.

Mr. Fugate appointed a committee consisting of Mr. Baughan, Chairman, and Mr. Janney, with Mr. L. E. Busser, Fiscal Manager, to look into the suggestions for reduction of maintenance forces and elimination of a number of timekeepers now on maintenance work. In this connection he made the following comments regarding the convict road force of approximately 1600 prisoners now assigned to the Highway Department maintenance activity:

That trusties are as satisfactory as maintenance free labor; that the approximately 80% of the prison labor force working in gun gangs are highly inefficient, principally because of the difficulty of finding useful manual labor for small groups (approximately 15 each) which have to be kept together in order to properly guard; that a major task of the Commission committee will be to develop a realistic work program for prisoners, one possibility being construction of small secondary bridges entirely by hand labor.

He said the cost of the convict road force to the Highway maintenance program is about \$2.5 million annually, including transportation and supervision, and that even though the Highway program does not benefit to anything like this extent he considered the program to be in the best interest of both the State and the prisoners.




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

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

MOTION CARRIED.

The meeting was adjourned at 11:20 a. m.

Approved:

  
\_\_\_\_\_  
Chairman

Attested:

  
\_\_\_\_\_  
Secretary

11-11-70

ADDITIONAL TO OTHER STREETS MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY City of Danville

Deletions  
TOTAL ~~5.17~~ MILEAGE REQUESTED 5.17

SUBMITTED BY THE CITY OR TOWN (Date 10-8-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-9-70)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	LENGTH MILES	TYPE OF BASE	TYPE OF SURFACE	REMARKS
Broad Street	Main St. to Memorial Drive		60'	38'	.83		6" Cobble Stone	S-5	
Coleman St.	Piney Forest to Co. Line		30'	27'	.14		Soil Aggr.	S.T.	
Goode St.	N. Union to Alley		50'	30'	.17		Soil Aggr.	S-5	
Memorial Drive	George Robertson Bridge to Randolph Street		60'	43'	1.45		W.B.M.	S-5	
N. Union St.	Randolph St. to Riverside Pt.		50'	30'	1.14		Soil Aggr.	S.T.	
Randolph St.	N. Union to W. Main St.		40'	30'	0.83		Soil Aggr.	S.T.	
Roberts St.	Holbrook St. to Randolph St.		40'	20'	0.37		Soil Aggr.	S.T.	
Station Dr.	Coleman St. to Boxwood Court		30'	20'	0.06		Soil Aggr.	S.T.	
Talbott St.	W. Main St. to Dead End		30'	25'	0.09		Soil Aggr.	S.T.	
Talbott St.	Park Row to Dead End		30'	25'	0.09		Soil Aggr.	S.T.	
	Total				5.17 Miles		Deletions		

**RECEIVED**  
DEPT. OF HIGHWAYS  
NOV 16 1970  
DIST. OFFICE  
LYNCHBURG, VA.

SIGNED [Signature]  
Dept. of Highways' Engineer



ADDITIONS TO OTHER STREETS MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Danville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 11.69

SUBMITTED BY THE CITY OR TOWN (Date 10-8-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-9-70)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE SURFACE	REMARKS
Acorn Lane	Dogwood Dr. to 0.21 M.W. Dogwood	600' South of Lanier Avenue to end of curbs	50'	30'	.21		Cr. Run	S-5	
Baltimore Ave.	End of curbs to Fairfield Ave.		30'	18'	.13		Soil	S.T.	
Barrett Street	Melbourne Circle to 500' South	South Melbourne Cir. to 1420'	50'	30'	.09		N.B.M.	S-5	
Barrett Street	From 1420' S. of Melbourne to 1845' S. of South Melbourne Cir.		35'	18'	.08		N.B.M.	S-5	
Brightwell Dr.	Woodview to Ginger Drive		50'	30'	.18		Cr. Run	S-5	
Brightwell Dr.	Ginger Dr. to Cathy Dr.		50'	30'	.22		B-3 Deep Lift	S-5	
Blackwell Dr.	W. Main to Magnolia Drive		50'	30'	.17		Cr. Run	S-5	
Cambridge Cr.	Whittington Dr. to 370'ington Dr	W. Whitt-	50'	30'	.07		Cr. Run	S-5	
Cathy Place	Cathy Drive to 316' E. Cathy Dr.		50'	30'	.06		B-3 Deep Lift	S-5	
Chadwick Rd.	237' N. Mowbray Arch to 237' S. of Mowbray Arch		60'	36'	.09		Cr. Run	S-5	
Colonial Place	Swain Drive to North Main St.		50'	30'	.08		Cr. Run	S-5	

SIGNED

*M.E. England*  
Depts. of Highways Engineer

ADDITIONS TO OTHER STREETS MILEAGES  
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SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Danville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 11.69

SUBMITTED BY THE CITY OR TOWN (Date 10-8-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-9-70)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE SURFACE	REMARKS
Sheffield Drive	Whittington Drive to 184' west of Whittington Drive		50'	30'	.03		Cr. Run	S-5	
Skyline Drive	Clarkson Street to Courtney St.		50'	26'	.07		W.B.M.	S.T.	
Skyline Drive	Hurt Street to Westview Drive		50'	30'	.05		W.B.M.	S.T.	
Southern Street	Edgewood Drive to 1320' S. Edgewood Drive		30'	24'	.25		Soil	S.T.	
Summit Road	Audubon Drive 174' West of Summit Road		30'	19'	.03		Soil	S.T.	
Summit Road	174' West of Summit Road to 365 W. Summit Road		40'	26'	.04		Soil	S.T.	
Summit Road	365' West of Summit Road to Idlewood Terrace		50'	27'	.09		Soil	S.T.	
Summit Road	Idlewood Terrace to 258' N. of Idlewood Terrace		50'	30'	.05		Cr. Run	S-5	
Swain Drive	228' North of Freeze Road to 700' N. of Colonial Place		50'	30'	.25		Cr. Run	S-5	
Taylor Street	Maple Grove to 222'E. of Maple Gr.		30'	18'	.04		Soil	S.T.	
Taylor Street	Taylor Street to Whitfield St.		30'	16'	.10		Soil	S.T.	
Trade Street	Exchange Street to 438' N. of Exchange Street		75'	45'	.08		Cr. Run	S-5	
Trade Street	438' West of Exchange St. to Advance Street		60'	38'	.12		Cr. Run	S-5	

SIGNED M. E. Bayliss  
Dept. of Highways Engineer

ADDITIONS TO OTHER STREETS MILEAGES  
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MUNICIPALITY Danville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 11.69

SUBMITTED BY THE CITY OR TOWN (Date 10-8-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-9-70)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE SURFACE	REMARKS
(Old W. Country Club) Riveroak Dr.	W. Main St. to Riveroak Dr.		80'	36'	.11		Cr. Run	S-5	
Cunningham St.	Midland Street to 580'S.Mid.St.		30'	16'	.11		Soil	S.T.	
Darby Road	S. City Limits to 440' N. of S.C.L.		50'	24'	.08		W.B.M.	S.T.	
Dover Place	Brightwell Drive to 210' E. of Brightwell Drive		50'	30'	.04		B-3 Deep Lift	S-5	
Dyerwood Place	Nowbray Arch to 210' E. Nowbray Arch		60'	36'	.04		Cr. Run	S-5	
Elon Place	80' South of Starport Drive to Brightwell Drive		50'	30'	.20		B-3 Deep	S-5	
Englewood Lane	Chester Drive to 125' N. Crestwood Drive		50'	30'	.21		Cr. Run	S-5	
Garland Street	Arlington Place to 210' E. Arlington Pl.		50'	29'	.04		Soil	S-5	
Gloucester Ave.	422' North of Guilford Street to Verne Boulevard		70'	48'	.12		W.B.M.	S-5	
Granville Drive	Verne Blvd. to Melrose Ave.		60'	43'	.12		Cr. Run	S-5	
Greenwich Cir.	Greenwich Ave to Burwood Pl.		50'	30'	.23		B-3 Deep Lift	S-5	
Herndon Place	Magnolia Dr. Drive to 740' W. Magnolia		50'	30'	.14		Cr. Run	S-5	
Holcomb Street	Murphy Circle to 530' East Murphy Circle		40'	30'	.10		Soil	S.T.	

SIGNED *M. C. ...*  
Dept. of Highways Engineer

ADDITIONS TO OTHER STREETS MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Danville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 11.69

SUBMITTED BY THE CITY OR TOWN (Date 10-8-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-9-70)

NAME OF STREET	FROM	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF EXIST SURFACE	REMARKS
Hunter Street	200' South of Mimosa St. to 2480' S.E. of Mimosa St.		30'	16'	47		Soil	S.T.	
Kirkwood Drive	Chester Drive to 650'S. of Ches. Dr.		50'	30'	.12		Cr. Run	S-5	
Lanier Avenue	Rutledge Street to 1320 N. Rutledge St.		30'	20'	.24		Soil	S.T.	
Magnolia Drive	W. Main St. to Linden Place		50'	30'	.23		Cr. Run	S-5	
Mowbray Arch	Pendleton Road to 125' E. of Chadwick Drive		60'	36'	.25		Cr. Run	S-5	
North Davls Dr.	Terry Ave. to 330' North Terry A.		50'	24'	.06		Soil	S.T.	
North Hunter St.	W. Main St. to 525' N. of W. Main St.		30'	16'	.10		Soil	S.T.	
Parkmoor Court	Pendleton Road to 210' E. Pendleton Road		60'	32'	.04		Cr. Run	S-5	
Pendleton Road	London Bridge to 160' East E. London Bridge		80'	23.5'	.03		Cr. Run	S-5	
Pendleton Road	160' East London Br. to 375' S. of Mowbray Arch		80'	32'	.24		Cr. Run	S-5	
Rison Street	Nest Green St. to 200' W. of W. Green St.		50'	31'	.04		W.B.M.	S-5	
Rutledge Street	Edmonds. St. to 110' W. of Lanier Av.		30'	20'	.12		Soil	S.T.	
St. Paul Circle	Darby Road to 260' W. of Darby Road		40'	24'	.05		W.B.M.	S.T.	

SIGNED

  
Dept. of Highways Engineer

ADDITIONS TO OTHER STREETS MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Danville, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 11.69

SUBMITTED BY THE CITY OR TOWN (Date 10-8-70) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-9-70)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE Surface	REMARKS
Advance Street	Trade St. to Riverside Drive		75'	38'	.12		Cr. Run	S-5	
Timberlake Drive	Arnett Blvd. to 580' E. Timberlake Drive		80'	24'	.11		B-3 Deep Lift	S-5	
Wellington Place	Whittington Drive to 155' West of Whittington Drive		50'	30'	.03		Cr. Run	S-5	
White Street	Mayo St. to 120' N. of Mays St.		40'	18'	.02		Soil	S-5	
Whitfield Street	Taylor St. to Taylor Street		30'	16'	.09		Soil S	S.T.	
Whittington Dr.	Westwood Drive to 1580' S. Westwood Drive		50'	30'	.30		Cr. Run	S-5	
Broad Street	Rt. 86 to 1200' N. Rt. 86		60'	38'	.23		Soil A.	P.M.	
Coleman St.	Piney Forest to Rt. 29		30'	27'	.08		Soil A.	S.T.	
Coleman St.	Rt. 29 to City Limits		30'	27'	.03		Soil A.	S.T.	
Goode Street	N. Union St. to 845' S. of N. Union S.		50'	30'	.16		Soil A.	P.M.	
N. Union	Rt. 86 to Riverside Drive		60'	43'	1.21		W.B.M.	P.M.	
Piney Forest Rd.	Rt. 58 to Rt. 29		80'	30'	.68		W.B.M.	P.M.	
Randolph St.	N. Main St. to Broad Street		40'	30'	.46		Soil A.	S.T.	

SIGNED

*M.E. Bayless*  
Dept. of Highways' Engineer

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NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF DRAINAGE SURFACE	REMARKS
Roberts St.	Holbrook St. to Rt. 86		40'	20'	.27		Soil A.	S.T.	
Roberts St.	Randolph St. to Dead End		40'	20'	.09		Soil A.	S.T.	
Franklin Tpke.	29 Business to Rt. 29		60'	40'	.92		Soil A.	P.M.	
Station Drive	Boxwood Ct. to 260' S. Boxwood Ct.		30'	20'	.05		Soil A.	S.T.	
Park Avenue	Route 58 to Route 29		Var.	24'	0.28		WBM	P.M.	Robertson Br. and Approaches
				Total	11.69				

SIGNED M.E. Bayfield  
 Dept. of Highways' Engineer