

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

Richmond, Virginia

December 21, 1972

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on December 21, 1972, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

Absent: Mr. Fitzpatrick.

Mr. Fugate opened the meeting with the presentation of service pins and certificates to Mr. R. C. Ambler, District Engineer, Staunton District, and Miss Guida A. Otey, Secretary to the Commissioner, for fifty years of service to the Department.

On motion of Mr. Roos, seconded by Mr. Crowe, minutes of the meeting of October 26, 1972, were approved.

On motion of Mr. Roos, seconded by Mr. Crowe, minutes of the meeting of November 16, 1972, were approved.

Motion was made by Mr. Roos, seconded by Mr. Crowe, that permits issued from November 16, 1972, to December 20, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Roos, seconded by Mr. Crowe, cancellation of permits from November 16, 1972, to December 20, 1972, inclusive, as shown by records of the Department, was approved.

The chairman called attention to the various routes studied by consultants for getting across Hampton Roads in the vicinity of Craney Island, from Hampton at the Coliseum, Route I-64, into Nansmond. He said Mr. Roos had arranged meetings with the councils and city officials of communities concerned and conferences had been held with members of the General Assembly from each side, giving them preliminary information contained in a folder which was distributed to the Commission members. He said public hearings will be scheduled just after the General Assembly adjourns and results reported to the Commission, with recommendation as to the location which is considered most favorable by the consultants and by the Department engineers.

12-21-72

Moved by Mr. Roos, seconded by Mr. Crowe,
that the Commission confirm letter ballot action on bids received
November 22, 1972, on the following projects:

Route 17, Project 6017-028-105, C-502

8.616 Mi. S. of Essex-Caroline Co. Line - 4.721 Mi. S. of Essex-Caroline Co.
Line, Essex County. Award of contract to low bidder, Stanley Construction
Company, Inc. and A. Wayland Stanley, Ashland, Virginia.

Bid	\$ 865,369.78
10% for engineering and additional work	86,536.97
Work by State Forces	3,734.00
Right of Way	215,000.00
Utilities	43,300.00
Amount chargeable to project	1,213,941.00

\$30,390.00 to be provided for in 1973-74 Primary Construction Allocations.

Route 19, Project 7019-092-101, C-501, B-601, B-602, B-605, B-606, B-611,
B-612, B-616

1.044 Mi. E. ECL Tazewell - 0.398 Mi. W. Reloc. Rte. 16, Tazewell County.
Award of contract to low bidder, Moore Brothers Co., Inc. and Moore Brothers
Co., Verona, Virginia, and Talbott-Marks Company, Inc., Clarksville, Virginia.

	Construction	Right of Way
Bid	\$6,444,816.56	\$142,019.00
10% for engineering and additional work	644,481.65	14,201.90
Work by State Forces	6,550.00	
Right of Way	1,226,611.00	
Utilities (Non-part.)	10,000.00	
Utilities (Part.)	63,000.00	
Railroad	4,008.00	
Flagging	9,730.00	
Amount chargeable to project	8,565,418.00	

Acct. Rec. Town of Tazewell - \$7,378.20

12-21-72

Route 23, Project 6023-097-113, C-501

0.410 Mi. N. Lee-Wise Co. Line - 2.913 Mi. N. Lee-Wise Co. Line, Wise County. Award of contract to low bidder, Robertson-Fowler Company, Inc., Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,923,609.15	\$31.00
10% for engineering and additional work	192,360.91	3.10
Work by State Forces	10,176.00	
Right of Way	296,853.00	
Utilities	71,000.00	
Flagging	164.00	
Amount chargeable to project	2,494,197.00	
\$1,316,326.00 to be provided from future Federal APD Funds.		
\$127,543.00 to be provided for in 1973-74 Primary Construction Allocations.		

Route 29, Project 6029-118-104, C-501; 6029-005-109, C-501, B-613

Widening of Bridge and Approaches - Bridge over James River, Amherst County and City of Lynchburg. Award of contract to low bidder, J. Lawson Jones Constr. Co., Inc., Clarksville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,873,541.00	\$2,500.00
10% for engineering and additional work	187,364.10	250.00
Work by State Forces	4,455.00	
Right of Way	600.00	
Railroad	7,981.38	
Flagging	5,273.82	
Amount chargeable to project	2,082,065.00	
Acct. Rec. City of Lynchburg - \$106,363.71		
\$672,974.00 to be provided for in 1973-74 Primary Construction Allocations.		
\$502,727.00 to be provided for in future Urban Construction Allocations.		

Route 33, Project 0033-127-101, C-501, B-601, B-602

Substructure for Leigh Street Bridge over Shockoe Valley, City of Richmond. Award of contract to low bidder, Moore Brothers Company, Inc. and Moore Brothers Company, Verona, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$4,279,112.10	\$45,323.50
10% for engineering and additional work	427,911.21	4,532.35
Work by State Forces	10,180.00	
Flagging	12,656.00	
Amount chargeable to project	4,779,715.00	
Acct. Rec. City of Richmond - \$757,090.75		
\$4,022,624.25 to be provided for in future Urban Construction Allocations.		

12-21-72

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

S. End Hampton Roads Bridge-Tunnel - Maple Ave., City of Norfolk. Award of contract to low bidder, Ames and Webb, Inc., Norfolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,488,552.72	\$232,521.77
10% for engineering and additional work	148,855.27	23,252.17
Work by State Forces	15,616.00	
City of Norfolk (Part.)	6,500.00	
Amount chargeable to project	1,915,298.00	

\$1,915,298.00 to be provided from future Interstate Construction Allocations.

Route 600, Project 0600-022-112, C-501, B-609

Bridge and Approaches over Potts Creek, Craig County. Award of contract to low bidder, B & F Company, Salem, Virginia.

Bid	\$63,028.40
10% for engineering and additional work	6,302.84
Work by State Forces	324.68
Amount chargeable to project	69,656.00

Route 604, Project 0604-013-118, C-501, B-612, FS-702

Bridge and Approaches over Levisa River, Buchanan County. Award of contract to low bidder, B & F Company, Salem, Virginia.

Bid	\$196,384.25
10% for engineering and additional work	19,638.42
Work by State Forces	194.00
Utilities	1,341.04
Railroad	19,068.23
Flagging	296.26
Amount chargeable to project	236,922.00

Acct. Rec. N & W RR - \$1,523.40
\$225,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

Route 609, Project 0609-066-120, C-501, C-502

0.019 Mi. E. Int. Rte. 200 - 1.196 Mi. E. Int. Rte. 668, Northumberland County. Award of contract to low bidder, J. L. Kent & Sons, Fredericksburg, Virginia, and J. L. & Garnett G. Kent, Mechanicsville, Virginia.

Bid	\$339,223.20
10% for engineering and additional work	33,922.32
Work by State Forces	194.00
Utilities	17,487.12
Amount chargeable to project	390,827.00

\$152,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

12-21-72

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

Int. Rte. 19 - 0.039 Mi. S. Int. Rte. 701, Tazewell County. Award of contract to low bidder, All Contracting Co., Inc., Bristol, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$756,910.17	\$110.00
10% for engineering and additional work	75,691.01	11.00
Work by State Forces	15,687.50	
Amount chargeable to project	848,410.00	

\$598,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

Route 631, Project 0631-081-133, C-501, B-614

Bridge and Approaches over Kerrs Creek, Rockbridge County. Award of contract to low bidder, Hammond-Mitchell, Inc., Covington, Virginia.

Bid	\$66,490.40
10% for engineering and additional work	6,649.04
Work by State Forces	5,060.00
Utilities	946.63
Amount chargeable to project	79,145.00

\$23,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

Route 667, Project 0667-037-128, B-607

Bridge over Big Byrd Creek, Goochland County. Award of contract to low bidder, Abernathy Construction Corp., Farmville, Virginia.

Bid	\$132,267.50
10% for engineering and additional work	13,226.75
Utilities	280.00
Amount chargeable to project	145,774.00

\$101,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

Route 668, Project 0668-014-AG-6-060; AG-7-001

0.048 Mi. E. Hatcher Creek - 0.076 Mi. W. Hatcher Creek, Buckingham County. Award of contract to low bidder, Lanford Brothers Co., Inc., Roanoke, Virginia.

Bid	\$60,578.87
10% for engineering and additional work	6,057.88
Amount chargeable to project	66,637.00

To be funded by OEP Emergency Relief Program

12-21-72

Route 698, Project 0698-085-155, C-501; 0698-215-156, C-501; 0698-085-146, C-501, B-606

Int. Rte. 11 - 0.250 Mi. S. Int. Rte. 822, Shenandoah County and Town of Edinburg. Award of contract to low bidder, Fairfield Bridge Co., Inc., Staunton, Virginia.

Bid	\$504,691.10
10% for engineering and additional work	50,469.11
Work by State Forces	194.00
Utilities	10,686.65
Amount chargeable to project	566,041.00

\$406,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

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

0.068 Mi. S. SCL Lawrenceville - 0.032 Mi. N. SCL Lawrenceville, Town of Lawrenceville and Brunswick County. Award of contract to low bidder, Key Construction Co., Inc., Clarksville, Virginia.

Bid	\$33,387.00
10% for engineering and additional work	3,338.70
Amount chargeable to project	36,726.00

\$13,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

Route 736, Project 0736-058-156, C-501, B-617

Int. Rte. 602 - Int. Rte. 735, Mecklenburg County. Award of contract to low bidder, Sellers Brothers Inc., Danville, Virginia.

Bid	\$140,279.20
10% for engineering and additional work	14,027.92
Utilities	1,909.00
Amount chargeable to project	156,216.00

\$52,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

Route 779, Project 0779-011-124, C-501, B-615, B-616

0.023 Mi. W. Int. Rte. 220 - 0.122 Mi. W. Int. Rte. 664, Botetourt County. Award of contract to low bidder, Robertson-Fowler Co., Inc., Salem, Virginia.

Bid	\$621,334.50
10% for engineering and additional work	62,133.45
Work by State Forces	194.00
Utilities	49,439.48
Amount chargeable to project	733,101.00

\$332,000.00 to be provided for in 1973-74 and Subsequent Years' Budgets.

12-21-72

Routes 1, 40 and 138, Project BR-9-72

Repair 4 Bridges - Rte. 1 S.B. & N.B. Lanes over North Anna River; Rts. 40 & 138 over Meherrin River, Hanover and Lunenburg Counties. Award of contract to low bidder, Donald H. Salvage, Inc., Amherst, Virginia.

Bid	\$15,580.00
10% for engineering and additional work	1,558.00
Amount chargeable to project	17,138.00

To be financed from Richmond District Primary Maintenance Funds.

Route 64, Project BR-11-72

Repairs to Fender System - Rte. 64 over Southern Branch of Elizabeth River, City of Chesapeake. Award of contract to low bidder, McLean Contracting Co., Baltimore, Maryland.

Bid	\$8,973.74
10% for engineering and additional work	897.37
Amount chargeable to project	9,871.00

To be financed from Suffolk District Interstate Maintenance Funds.

Route 81, Project PR-1-72

Pavement Repairs - Int. Rte. 670 - N. End of Concrete Pavement, Botetourt County. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid	\$ 92,450.00
10% for engineering and additional work	9,245.00
Amount chargeable to project	101,695.00

To be financed from Salem District Interstate Maintenance Funds.

Route 95, Project PR-2-72

Pavement Repairs - N. End Richmond-Petersburg Turnpike - End of Cem. Conc. Pavement Near Ashland, Hanover and Henrico Counties. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid	\$28,300.00
10% for engineering and additional work	2,830.00
Amount chargeable to project	31,130.00

To be financed from Richmond District Interstate Maintenance Funds.

12-21-72

Route 95, Project G-1-72

5,300 Feet Longitudinal Grooving of Conc. Paving - N. End Richmond-Petersburg Turnpike NBL - Approximately 5,300 Feet North, Henrico County. Award of contract to low bidder, Pavement Specialists, Inc., Napoleon, Ohio.

Bid	\$24,422.40
10% for engineering and additional work	2,442.24
Amount chargeable to project	26,865.00
To be financed from Richmond District Interstate Maintenance Funds.	

Parking Lot, Project 5503-121-101, C-501

Huntington Avenue Parking Lot and 49th Street Storm Sewer, City of Newport News. Award of contract to low bidder, Williams Paving Company, Inc., Norfolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$186,066.90	\$16,700.00
10% for engineering and additional work	18,606.69	1,670.00
Work by State Forces	3,000.00	
Amount chargeable to project	226,044.00	
Acct. Rec. City of Newport News - \$33,906.54		
\$64,154.00 to be provided for in future Urban Construction Allocations.		

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe, that the Commission confirm letter ballot action rejecting bids received November 22, 1972, on the following projects, and authorizing readvertisement of these projects:

City Streets, Project 5507-108-101, C-501

Memorial Dr. @ Robertson Br. & Park Ave. and Riverside Dr. @ Mt. Cross Rd. & @ Arnett Blvd. & Locust La., City of Danville. Low bid - 24.3% over estimate.

Standard Service Building

Virginia Department of Highways' Lot on Rte. 71, 0.5 Mi. W. WCL Lebanon, Russell County. Low bid - 38.1% over estimate.

MOTION CARRIED

12-21-72

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Hurt Elementary School, Hurt, Virginia, on May 4, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 668 from 0.069 mile south of the intersection of Route 633 (near Hurt) to 0.067 mile north of the intersection of Route 640 (Grit) in Pittsylvania County, Virginia, State Project 0668-071-148, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, Route 460 in Appomattox County has been altered and reconstructed as shown on plans for Project 0460-006-107, C-502; 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, 0.08 mile of the old location of Route 460, shown in blue and designated as Section 1 on the plat dated June 15, 1972, Project 0460-006-107, C-502, be abandoned as a part of the State Highway System;

12-21-72

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.14 mile of the old location of Route 460, shown in red and designated as Section 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, Route 460 in Prince Edward County has been altered and reconstructed as shown on plans for Project 0460-073-104, C-501; 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, 0.22 mile of the old Route 460, shown in blue and designated as Section 3 on the plat dated June 15, 1972, Project 0460-073-104, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 3 in Middlesex County has been altered and reconstructed as shown on plans for Project 0003-059-101, C-501; 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 three sections of the old road are no longer necessary for purposes of the State Highway System, and three sections of the old road are 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, 0.37 mile of the old location of Route 3, shown in blue and designated as Section 4A on the plat dated June 12, 1972, Project 0003-059-101, C-501, be abandoned as a part of the State Highway System;

12-21-72

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.35 mile of old location of Route 3, shown in yellow and designated as Sections 1, 5 and 6 on the plat and project referred to hereinabove, be discontinued 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, 0.59 mile of the old location of Route 3, 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

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

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

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

WHEREAS, due to the additions of short sections of streets over the years accumulating an inaccurate total length for some streets, it is found necessary to re-establish the present "other streets" mileage within the Town.

NOW, THEREFORE, BE IT RESOLVED, that under the authority of Section 33.1-80 of the Code of Virginia, as amended, quarterly payments, at the rate of \$1,100 per mile annually be made to the Town of Ashland for a new total of 14.07 miles of streets within its Corporate Limits, described and listed on attached tabulation sheets number 1-4, dated January 1, 1973, and meeting the required standards, effective January 1, 1973, for the quarterly payments due after March 31, 1973.

This re-establishment of streets will increase the total mileage in the Town of Ashland from 11.732 miles to 14.07 miles of approved streets.

MOTION CARRIED

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

SHEET 1 OF 4
JAN. 7, 1973

MUNICIPALITY Ashland (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 14.07

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2/6/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Wesley St.	Thompson St.	James St.	30	16	0.64	No	Gravel	BIT. ST.	2
John Street	Thompson St.	Snead St.	30	16	0.38	No	Gravel	BIT. ST.	2
Henry Clay Rd	Thompson St.	N. Center St.	30	16	0.69	No	Gravel	BIT. ST.	2
Chapman St.	Thompson St.	NCL	30	16	0.38	No	Gravel	BIT. ST.	2
Dewey St.	Thompson St.	John Street	30	16	0.21	No	Gravel	BIT. ST.	2
Snead Street	Hanover Ave.	NCL	33	16	0.66	No	Gravel	BIT. ST.	2
James Street	Francis St.	NCL	33	16	1.07	No	Gravel	BIT. ST.	2
W. Patrick St	Center St.	James St.	35	16	0.23	No	Gravel	BIT. ST.	2
Duncan St.	Thompson St.	Early St.	30	16	0.65	No	Gravel	BIT. ST.	2
Hanover Ave.	Thompson St.	WCL	40	30	0.46	No	Gravel	BIT. ST.	2
Cox Lane	Center St.	Duncan St.	30	16	0.10	No	Gravel	BIT. ST.	2
Stebbins St.	James St.	Center St.	30	16	0.21	No	Gravel	BIT. ST.	2
Howard St.	James St.	Center St.	30	16	0.21	No	Gravel	BIT. ST.	2

5.87

SIGNED *R. M. O'Neil*

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

2 JAN. 1, 1973

MUNICIPALITY Ashland (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 14.97

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/5/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Race Course St.	Dale Ave.	Center Street	40	16	0.28	No	Gravel	BIT. ST.	2
W. Francis St.	Dale Ave.	Center Street	30	16	0.28	No	Gravel	BIT. ST.	2
Dale Avenue	Race Course St.	Francis St.	30	16	0.06	No	Gravel	BIT. ST.	2
Early Street	Duncan St.	Center Street	30	16	0.10	No	Gravel	BIT. ST.	2
S. Center St.	England St.	SCL	50	32	0.72	No	Gravel	BIT. ST.	2
N. Center St.	England St.	W. Patrick St.	50	32	0.42	No	Gravel	BIT. ST.	2
E. Francis St.	Center St.	Maple Street	30	16	0.18	No	Gravel	BIT. ST.	2
New Street	Center St.	Virginia St.	40	16	0.11	No	Gravel	BIT. ST.L	2
McMurdo St.	Center St.	0.18 MI. East Maple Street	30	16	0.34	No	Gravel	BIT. ST.	2
Arlington St.	Center Hickory St.	Maple Street	30	16	0.16	No	Gravel	BIT. ST.	2
Arlington St.	Taylor St.	Randolph St.	30	16	0.11	No	Gravel	BIT. ST.	2
Maiden St.	Center St.	Maple St	30	14	0.15	No	Gravel	BIT. ST.	2
Park Street	W. Patrick St	0.06 Mi. North W. Patrick St	30	16	0.06	No	Gravel	BIT. ST.	2

SIGNED A. M. Black
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

3
JAN 1, 1973

MUNICIPALITY Ashland (166)

4407

TOTAL ADDITIONAL MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/6/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Myrtle St.	Dunoon St.	Center St.	50	20	0.10	No	No	Gravel	BIT. ST.	2
Myrtle St.	Center St.	Route 1	30	16	0.46	No	No	Gravel	BIT. ST.	2
Leo Street	Center St.	Maple Street	30	16	0.15	No	No	Gravel	BIT. ST.	2
Robinson St.	Center St.	Taylor Street	30	16	0.28	No	No	Gravel	BIT. ST.	2
Virginia St.	Rayland St.	E. Francis St.	30	16	0.51	No	No	Gravel	BIT. ST.	2
Maple Street	Rayland St.	Deaf Bud	30	16	0.40	No	No	Gravel	BIT. ST.	2
Maple Street	E. Francis St	St. 24 / ECL	50	18	0.12	No	No	Gravel	BIT. ST.	2
Thomas Street	Rayland St.	Robinson St.	30	16	0.04	No	No	Gravel	BIT. ST.	2
Taylor St.	Caroline St.	Pleasant St.	30	16	0.60	No	No	Gravel	BIT. ST.	2
Pleasant St.	Taylor St.	Route 1	30	16	0.17	No	No	Gravel	BIT. ST.	2
Randolph St.	Rayland St.	0.11 MI. S.W. Arlington St.	30	16	0.35	No	No	Gravel	BIT. ST.	2
Short Street	Myrtle St.	0.11 MI. S.W. Myrtle Street	30	16	0.11	No	No	Gravel	BIT. ST.	2
Collega Ave.	Center St.	Route 1	30	16	0.50	No	No	Gravel	BIT. ST.	2

SIGNED

[Handwritten Signature]

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

Jan. 1, 1973

MUNICIPALITY Ashland, (166)

TOTAL ADDITIONAL MILEAGE REQUESTED 14.07

SUBMITTED BY THE CITY OR TOWN (Date 11/21/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9/6/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Carolina St.	Henry St.	Route 1	30	16	0.33	No	Gravel	BIT. ST.	2
Patrick St.	Coutze St.	Henry St.	30	16	0.15	No	Gravel	BIT. ST.	2
Smith St.	Center St.	Henry St.	30	16	0.15	No	Gravel	BIT. ST.	2
Henry St.	Magland St.	CL	30	16	0.45	No	Gravel	BIT. ST.	2
Calhoun St.	Magland St.	Caroline St. <i>Ave.</i>	30	16	0.17	No	Gravel	BIT. ST.	2
Louisiana St.	Magland St.	Caroline St. <i>Ave.</i>	30	16	0.17	No	Gravel	BIT. ST.	2

1.42
SIGNED *[Signature]*
Dept. of Highways' Engineer

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policies, a location and design public hearing was held in the Central Highway Office Building Auditorium, 1221 East Broad Street, Richmond, Virginia, on October 4, 1972, at 7:30 p.m., for the purpose of considering the proposed improvement of Hopkins Road from the intersection of Holly Spring Avenue to the intersection of Chapel Drive in the City of Richmond, State Project U000-127-103, C-501, B-603, and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Powell Valley High School, East Stone Gap, Virginia, on October 5, 1972, at 3:30 p.m., for the purpose of considering the proposed design of Route 23 from 3.455 miles north of the Lee-Wise County Line (0.62 mile south of the South Corporate Limits of Big Stone Gap) to 0.38 mile west of Kentucky Avenue in Wise County and the City of Norton, State Projects 6023-097-113, C-503; 6023-097-114, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission Policy, a location and design public hearing was held in the American Legion Building, Berryville, Virginia, on March 20, 1970, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 50 from 0.541 mile west of the Fauquier County Line to 0.028 mile west of the intersection of Route 340 in Clarke County, State Project 0050-021-101, C-501, and

WHEREAS, on June 17, 1971, the Highway Commission approved the location and major design features of the above described project as proposed and presented at said public hearing, and

WHEREAS, as a result of information received following the public hearing conducted on March 20, 1970, additional studies were made regarding alternate methods of development through a segment of this project from the Shenandoah River to 0.227 mile east of the intersection of Route 340, with the results of these additional studies to be presented at a second public hearing, and,

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission Policy, a second location and design public hearing was held on June 28, 1972, at 10:30 a.m., in the Clarke County Courthouse, Berryville, Virginia, for the purpose of considering the proposed improvement of Route 50 from the west end of the Shenandoah River Bridge to 0.227 mile east of the intersection of Route 340 in Clarke County, State Project 0050-021-101, C-501, and

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

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

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NOW, THEREFORE, BE IT RESOLVED, that the previous approval of that portion of the above project from the west end of the Shenandoah River Bridge to 0.227 mile east of the intersection of Route 340 (now referred to as Scheme I) as approved by the Highway Commission on June 17, 1971, be rescinded.

BE IT FURTHER RESOLVED, that the location and major design features for said section be approved in accordance with Scheme II as proposed and presented at the latter public hearing.

MOTION CARRIED

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

WHEREAS, Route 64 in Alleghany County has been constructed on new location as shown on plans for Project 0064-003-104, P-401, P-404; 0064-105-101, P-401; and

WHEREAS, the construction of Interstate Route 64 necessitates alterations on sections of U. S. Route 60; three sections of old location of Route 60 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 33.1-144 of the Code of Virginia of 1950, as amended, 0.52 mile of the old location of Route 60, shown in yellow and designated as Sections 1, 1A and 2 on the plat dated August 10, 1972, Project 0064-003-104, P-401, P-404; 0064-105-101, P-401, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Appomattox, Patrick and Wise Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the secondary system of highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the secondary system of highways, effective this date:

12-21-72

APPOMATTOX COUNTY - Section 5 of old location Rte. 601
from the new connection opposite
Sta. 1503+50 southerly 0.06 mile,
Proj. 0460-006-107, C-502 ----- 0.06 Mf.

PATRICK COUNTY - Section 2 of old location Rte. 677
from 0.18 mf. N. Rte. 679 to 0.21 mf.
N. Rte. 679, Budget Item 5009 ----- 0.03 Mf.

WISE COUNTY - Section 2 of old location Rte. 620 from
Sta. 302+50 to Sta. 310+20, Proj.
0620-097-128, C-501, B-609 ----- 0.17 Mf.

MOTION CARRIED

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is ". . . in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds . . ."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

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

WHEREAS, the Board of Supervisors of Grayson County has by resolution requested the use of recreational access funds to assist in providing adequate access to the recreational facilities within the Grayson Highlands State Park, estimated to cost \$180,000; and

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

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

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NOW, THEREFORE, BE IT RESOLVED, that \$180,000 from the recreational access fund for 1972-73 be allocated to assist in providing access to the recreational facilities within the Grayson Highlands State Park in Grayson County, Project 0877-038-179, C-501.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-34 of the 1950 Code of Virginia, as amended, the Highway Commission may add such additional roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, in accordance with a resolution adopted by the State Board for Community Colleges, it is requested that certain roads constructed within the grounds of the Paul D. Camp Community College in the City of Franklin be added to the Primary System of Highways, described as follows:

From the south intersection of College Drive easterly to a dead end, length 0.10 mile

From the north intersection of College Drive easterly to a dead end, length 0.20 mile

WHEREAS, upon inspection by our highway engineers, the requested road additions have been constructed to conform with standards required for acceptance for maintenance as a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the requested road additions totaling 0.30 mile, within the grounds of the Paul D. Camp Community College, as constructed and shown on the layout drawings dated December 1, 1971, be added to the Primary System of Highways and designated as new Virginia State Route 379.

MOTION CARRIED

12-21-72

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

WHEREAS, Section 33.1-223 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds ..." provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

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

WHEREAS, the City Council of Radford has by resolution requested the use of recreational access funds to provide access to the New River State Park, estimated to cost \$165,000; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that \$165,000 from the recreational access fund for 1972-73 be allocated to provide access to the New River State Park in the City of Radford, Project 9999-126-101, C-501, B-601, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the recreational access fund, and the City of Radford's entering into an agreement for the perpetual maintenance of the road in an acceptable manner.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Crowe,
that the Commission confirm letter ballot action on bids received by the City of Alexandria on the following project:

Project U000-100-104, C-501, B-601

Contract No. SS-3-72 - Holmes Run Culvert at Van Dorn Street, City of Alexandria. Award of contract to low bidder, Hercules Construction Corp., Chantilly, Virginia.

Bid	\$167,027.70
10% for engineering and additional work	16,702.77
Amount chargeable to project	183,730.00
Acct. Rec. City of Alexandria - \$4,521.00	

MOTION CARRIED

12-21-72

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and Highway Commission policy, a design public hearing was held in the auditorium of the Loudoun County High School, Leesburg, Virginia, on November 30, 1971, at 7:30 p.m., for the purpose of considering the proposed design features of Route 7 from 0.122 mile east of the intersection of Route 9 (Clarkes Gap) to 0.050 mile east of the intersection of Route 15 (south of Leesburg) in Loudoun County, State Projects 6007-053-107, C-501; 6007-053-111, C-502, (LEESBURG BYPASS SOUTHWEST QUADRANT), 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 proposed location corridor of said section of Route 7 was approved by Highway Commission actions of May 23, 1962, July 16, 1964, and April 23, 1970, and

WHEREAS, the section of proposed Route 7 from its intersection with existing Route 7 near the West Corporate Limits of Leesburg to 0.050 mile east of the intersection of Route 15 (south of Leesburg) was designated a limited access highway by action of the Highway Commission on March 21, 1963, and

WHEREAS, following the design public hearing and to assure that proper consideration was given to all possible effects on historical sites and other environmental features, Environmental Planning and Design, consulting engineers, were employed to make studies and recommendations, and

WHEREAS, the results of these studies have been evaluated and found to support the proposed location and design as presented at said design public hearing, with minor modifications in principle, can be included in the plans,

NOW, THEREFORE, BE IT RESOLVED, that the major design features of these projects be approved as presented at the design public hearing by Department engineers and modified to include recommendations contained in Environmental Planning and Design's report on Environmental Considerations - Leesburg Bypass, dated September 5, 1972, to the extent possible, and

BE IT FURTHER RESOLVED, that the section of Route 7 from 0.122 mile east of the intersection of Route 9 (Clarkes Gap) to the west end of the proposed Leesburg Bypass (near the West Corporate Limits of Leesburg) be designated a limited access highway in accordance with Article 4, Chapter 1, Title 33.1, of the 1950 Code of Virginia, as amended.

MOTION CARRIED

12-21-72

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Board of Supervisors Room of the Chesterfield County Courthouse, Chesterfield, Virginia, on September 28, 1972, at 10:00 a.m., for the purpose of considering the proposed expansion of Route 150 (Chippenham Parkway) from the intersection of Route 1 (near Dupont) to 0.698 mile south of the intersection of Route 10 in Chesterfield County, State Project D150-020-102, C-501, and

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

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

WHEREAS, this route is a limited access highway with at-grade intersections,

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers with modification to service roads as deemed feasible to reduce property damage, and

BE IT FURTHER RESOLVED, that the interchanges and all ramps, connections, etc., be designated as a limited access highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and Highway Commission policy.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

12-21-72

WHEREAS, the Board of Supervisors of Amherst County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Carolina Steel Corporation off Route 766 near Madison Heights in Amherst County, estimated to cost \$10,000; 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 \$10,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of Carolina Steel Corporation, to be located off Route 766 near Madison Heights in Amherst County, Project 1326-005-149, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Concrete Pipe and Products Company, Incorporated, off Route 779 near Ashland in Hanover County, estimated to cost \$65,000; 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 \$65,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility to be constructed by Concrete Pipe and Products Company, Incorporated, to be located off Route 779 near Ashland in Hanover County, Project 0779-042-188, C-502, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund.

MOTION CARRIED

12-21-72

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hanover County has by resolution requested the use of industrial access funds to assist in providing access to the new facilities to be constructed by Holmes Steel Company, Incorporated, and Richmond Food Stores, Incorporated, off Route 809 in the Leadbetter Industrial Park in Hanover County, estimated to cost \$23,000; 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 \$23,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facilities to be constructed by Holmes Steel Company, Incorporated, and Richmond Food Stores, Incorporated, off Route 809 in the Leadbetter Industrial Park in Hanover County, Project 0809-042-187, C-503, contingent upon the industries' entering into firm contracts for the construction of their facilities, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, on March 23, 1967, the Highway Commission approved in general the construction of limited access toll highways proposed to be built by the Richmond Metropolitan Authority, and, as required by law, approved the location of said highways in the City of Richmond and in the Counties of Henrico and Chesterfield, including points of ingress to and egress from such limited access highways, and

WHEREAS, the Commission reserved for further action the connection of said limited access highways with Interstate 64 and with the Richmond-Petersburg Turnpike, and

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WHEREAS, the Highway Commission at its regular meeting on August 28, 1969, approved the connection with Interstate 64 at Bryan Park and the connection with the Richmond-Petersburg Turnpike in the downtown area of Richmond, and

WHEREAS, since this action by the Highway Commission, the Richmond-Petersburg Turnpike Authority and the Richmond Metropolitan Authority requested the Highway Department engineers to study alternate methods of development for the connection to the Richmond-Petersburg Turnpike with the downtown expressway of the Richmond Metropolitan Authority, and

WHEREAS, these studies have been completed and the results clearly indicate that the connections as proposed by the Richmond Metropolitan Authority and as shown on their master plan dated 9/67 and stamped "Printed April 2, 1968" are the most feasible method to connect the two highway facilities, and

WHEREAS, the Richmond-Petersburg Turnpike Authority, meeting in regular session on December 13, 1972, approved the connection to their facility as indicated on the above master plan drawing dated 9/67, as to configuration and general arrangement,

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission hereby approves the connection of the downtown expressway of the Richmond-Metropolitan Authority with the Richmond-Petersburg Turnpike, as shown on the Richmond Metropolitan Authority master plan dated 9/67 and stamped "Printed April 2, 1968."

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of Chesapeake has by resolution requested the use of industrial access funds to provide access to the new facilities of Princess Anne Pile and Lumber Company and Freeman and Johnson Warehouse and Distribution Center to be located off Route 17 in the City of Chesapeake, estimated to cost \$65,000; and

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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 \$65,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facilities of Princess Anne Pile and Lumber Company and Freeman and Johnson Warehouse and Distribution Center to be located off Route 17 in the City of Chesapeake, Project 9999-131-107, C-501, contingent upon (1) the industries' entering into firm contracts for the construction of their facilities, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (3) the City of Chesapeake's entering into an agreement for the perpetual maintenance of the facility.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of Chesapeake has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Columbia Yacht Company off Bainbridge Boulevard in the City of Chesapeake, estimated to cost \$22,000; 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 \$22,000 from the industrial access fund for 1972-73 be allocated to provide access to the new facility of Columbia Yacht Company to be located off Bainbridge Boulevard in the City of Chesapeake, Project 9999-131-106, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, (3) the necessary agreement being secured by Columbia Yacht Company for the crossing of the Norfolk and Portsmouth Belt Line, and (4) the City of Chesapeake's entering into an agreement for the perpetual maintenance of the access road.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 86, State Highway Project D086-108-101, RW-202, the Commonwealth acquired certain lands adjacent to Hillcrest Street and Highland Avenue; and

WHEREAS, by a resolution adopted by this Commission on December 18, 1969, portions of the lands adjacent to Hillcrest Street and Highland Avenue were authorized to be sold to the adjacent owner; and

WHEREAS, before the conveyance was consummated, the City of Danville, by Ordinance No. 72-4.5 adopted April 11, 1972, vacated, closed, and discontinued portions of the aforementioned Streets; and

WHEREAS, the adjoining landowner wishes to acquire any interest the Commonwealth has in the said portions of the streets along with the lands previously approved for sale; and

WHEREAS, the State Highway Commissioner has certified in writing that the portions of Hillcrest Street and Highland Avenue lying between the revised proposed right of way and limited access line (10-20-69) and the original proposed right of way and limited access line, including the portion of Highland Avenue lying between the center of said Avenue and the original proposed right of way and limited access line, do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcels of land, in accordance with the provisions of § 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, at a price satisfactory with the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Roos, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 647, State Highway Project 1330-01, the Commonwealth acquired certain lands from B. L. Hartz and John L. Horner, Jr. by Omnibus Deed dated January 20, 1948 as recorded in Deed Book 167, Page 516, and in connection with Route 647, State Highway Project 0647-030-148, C-501 the Commonwealth also acquired certain lands from Colonial Ice Cream

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Company, Incorporated by Certificate No. C-19307, which was settled by an Agreement after Certificate, as recorded in Deed Book 263, Page 397. These instruments are of record in the Office of the Clerk of the Circuit Court of Fauquier County; and

WHEREAS, a portion of Route 647 was relocated in a northern direction from a point opposite survey Station 26+10 (centerline Route 647) to the Fauquier-Rappahannock County line and serves the same citizens as the old location and the new location has been approved by the State Highway Commissioner; and

WHEREAS, at a regular meeting of the Board of Supervisors of Fauquier County held on the 9th day of March, 1972, a resolution was passed abandoning as a public road the old location of Route 647 from Station 26+10 to the Fauquier-Rappahannock County line; and

WHEREAS, the adjoining owner has requested that the land lying between the revised south right of way line of Route 647 and the south right of way line of old Route 647 be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the revised south right of way line of Route 647 and the south existing right of way line of old Route 647 from a point 45 feet opposite survey Station 27+50 (centerline Route 647) to the Fauquier-Rappahannock County line at a point 45 feet opposite survey Station 36+60 (centerline Route 647) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, so certified to the owner of record of the adjoining land, in accordance with the provisions of § 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, for a consideration satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Roos, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 58, State Highway Project 6058-087-102, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from the Heirs at Law of William Grenger, deceased, by Certificate No. C-20378 dated August 6, 1971, as recorded in Deed Book 197, Page 358 in the Office of the Clerk of the Circuit Court of Southampton County, case for which has been concluded by Agreement; and

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WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land, so acquired, lying south of and adjacent to the south proposed right of way line of Route 58 from a point approximately 75 feet opposite approximate survey Station 396+70 (centerline EBL Route 58) to a point approximately 75 feet opposite survey Station 397+70 (centerline EBL Route 58) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the 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 of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Roos,

seconded by Mr. Landes,

that

WHEREAS, in connection with Route 4, now Route 981, State Highway Project 1081-A, shown on plans for Route 33, State Highway Project 0033-082-101, RW-202, the Commonwealth acquired certain lands from L. C. Meadows and Lorena Meadows by deed dated August 27, 1935 as recorded in Deed Book 163, Page 489, in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, Route 4 was relocated in a southern direction between survey Station 766+50 (centerline existing Route 33, now Route 981) and survey Station 774+30 (centerline existing Route 33, now Route 981) and serves the same citizens as the old location, and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining landowners have requested that any of the previously acquired land, no longer necessary, be conveyed to them in order that they may more fully develop their lands; and

WHEREAS, at their regular meeting of September 25, 1972, the Board of Supervisors of Rockingham County passed a resolution abandoning the old location of Route 4 between survey Stations 766+50 and 774+30; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the center of old Route 4 and the north revised right of way line (8-22-72) of Route 981 from a point 30 feet opposite survey Station 803+75 (centerline Route 981, plans for Project 0033-082-101, RW-202) to a point opposite survey Station 813+49 (centerline Route 981, plans

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for Project 0033-082-101, RW-202) 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 provision of § 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 land, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth deeds conveying same, without warranty, for considerations acceptable to the State Right of Way Engineer and subject to such restrictions as he may deem requisite.

Motion carried.

Moved by Mr. Roos, seconded by Mr. Landes,

that

WHEREAS, in connection with Route 57, State Highway Project 0057-120-103, RW-201, the Commonwealth acquired a drainage easement from N. Roscoe Burroughs, et al, by Agreement dated August 10, 1970, as recorded in Deed Book 100, Page 337 in the Office of the Clerk of the Corporation Court of the City of Martinsville; and

WHEREAS, due to a revision in the plans, the drainage facility was relocated during construction and the easement is no longer needed; and

WHEREAS, the owners of the underlying fee, have requested that this easement be returned to them in order to clear the cloud on their title; and

WHEREAS, the State Highway Commissioner has certified in writing that the easement lying on the southeast side of and adjacent to the southeast existing right of way line of Church Street from a point approximately 25 feet opposite approximate survey Station 18+09 (centerline Church Street) to a point approximately 25 feet opposite approximate survey Station 18+28 (centerline Church Street) 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 easement, in accordance with the provisions of § 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 quitclaim deed conveying same to the owners of the underlying fee for a consideration satisfactory to the State Right of Way Engineer.

Motion carried.

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Stafford County has by resolution requested the use of industrial access funds to provide access to the new facility to be constructed by Freeman Beverage Company, Incorporated, off Route 218 and east of Fredericksburg in Stafford County, estimated to cost \$25,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$25,000 from the industrial access fund for 1972-73 be allocated to provide adequate access to the new facility of Freeman Beverage Company, Incorporated, off Route 218 east of Fredericksburg in Stafford County, Project 1158-089-142, C-501, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, the City of Richmond, in a letter dated December 19, 1972, from William J. Leidinger, City Manager, proposes to advance such funds as may not be available from State sources to permit construction of an expressway facility from McCloy Street to Meadow Street as an urban construction project financed under the normal 85% State and 15% city funding plan, and

WHEREAS, the Highway Commission concurs in the fact that this project is a vital part of the overall road plan for the Richmond metropolitan area and is desirous of cooperating with the City in expediting construction, and

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WHEREAS, the Highway Commission understands that the City is prepared to advance such funds as may be required for the project, which funds will be repaid out of such funds as may become available to the project from State sources, and further that it is not anticipated at this time that the Highway Commission will require payment of the City's 15% of the project cost (except for availability of the right of way) nor other advances from the City until completion of construction and thereafter only to the extent that the amounts available for such purposes from State sources prove to be insufficient to meet the project cost, and

WHEREAS, it is realized that this project must be coordinated with the various other projects in the City of Richmond listed in the Virginia Roads and Streets Program, approved by the 1972 General Assembly.

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission approves the proposal as presented with the understanding that upon guaranty of the right of way by the City, the project will be advanced to construction as rapidly as possible with a target date in the first quarter of 1973 and completion in 2-1/2 years thereafter.

MOTION CARRIED

The chairman said the proposal has been made that the next session of the legislature dissolve the Richmond-Petersburg Turnpike Authority and transfer all the responsibility for the Turnpike to the State Highway Commission in order that the widening of that facility could then be financed with revenue bonds pledging the faith and credit of the State, as permitted under Section 10.9C of the Constitution. It is believed, he said, that considerable cost would be saved in financing the widening because of a lower interest rate which could be attained by the pledging of faith and credit of the State. He said this proposition will be considered by the next session of the General Assembly, beginning January 10, 1973, and if it concurs it will become the responsibility of the State Highway Commission, provided bond financing can be obtained, to go ahead with the widening as presently planned by the Richmond-Petersburg Turnpike Authority. The Turnpike Authority has a small fund for preliminary engineering studies only and does not have funds for going ahead with the detailed plans which will be required for construction. He said the Highway Commission, under the terms of legislation and in connection with the two-cent gas tax increase, provides the Turnpike Authority approximately one-half million dollars annually for maintenance. The Turnpike Authority is willing for the Highway Commission to use this money for preparation of plans in lieu of its use for maintenance, because their regular funds can be used for maintenance. By doing this, approximately six months will be saved in preparation of plans. This will enable the Turnpike Authority, with

concurrence of the Highway Department, to go ahead and engage consulting engineers to proceed with final plans, using payments from this half million dollars annually until the Highway Department is able to pick up the tab completely with normal financing. Following some discussion, the following resolution was adopted:

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

WHEREAS, the State Highway Commission on June 8, 1972, in accordance with Section 33.1-288 of the Code of Virginia as amended by the 1972 General Assembly, provided for payments to the Richmond-Petersburg Turnpike Authority to cover maintenance costs on the same basis as provided for extensions of the Primary System in cities and towns, and

WHEREAS, the need for widening the Richmond-Petersburg Turnpike at the earliest possible date to alleviate traffic congestion is recognized by all concerned, and

WHEREAS, consideration is being given to providing legislation to permit the State Highway Commission to take over the construction and maintenance of this facility, and

WHEREAS, due to the existing traffic congestion, it is essential that plans for widening the facility be prepared immediately,

NOW, THEREFORE, BE IT RESOLVED, that the Richmond-Petersburg Turnpike Authority is hereby authorized to use the aforementioned maintenance payments from the State Highway Commission to finance the costs of preliminary engineering necessary to proceed with the preparation of construction plans for the widening and other improvements to the facility, and

BE IT FURTHER RESOLVED, that the Richmond-Petersburg Turnpike Authority is requested to proceed with the necessary preliminary engineering and plan preparation as expeditiously as possible.

MOTION CARRIED

The chairman said the Commission has in its ten year plan an item of \$35 million to aid mass transit in the Culpeper District and, under authority of Section 33.1-46.1 of the Code, has executed agreement with the Northern Virginia Transportation Commission and its governing body members that the Highway Commission during the life of the ten year plan will allocate toward the \$35 million estimated cost of the Metro parking lots. In conformance with this memorandum of agreement, the Commission allocated \$3 million to this project last year. The law provides, as does

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the memorandum of agreement, that until this fund is needed for construction of the parking lots, the localities and the Northern Virginia Transportation Commission may use it for other transit purposes at their discretion, so long as they keep the Commission advised as to what this use is to be. A letter has been received from the chairman of the NVTC advising that the Washington Metropolitan Area Transit Commission, a tri-state body building the Metro system in Maryland, Virginia and the District of Columbia, has been authorized to acquire the area bus system and that the Northern Virginia community share of this acquisition is \$9.9 million. Toward this, they have the \$3 million allocated earlier this year and need \$6.9 million additional to put up their share of the acquisition cost. This letter states they plan to provide this \$6.9 million from other sources but would like to be sure that it is the intent of the Highway Commission to keep on allocating, at approximately the same rate as last year, for the next three years so that they can look forward with reasonable certainty to being able to take this money as it becomes available and replace the \$6.9 million which they will get from other sources. Following considerable discussion, the following resolution was adopted:

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

WHEREAS, the Northern Virginia Transportation Commission, acting on behalf of its local governing bodies, Arlington County, Fairfax County, the City of Alexandria, the City of Falls Church, and the City of Fairfax, has requested advice regarding intention of allocating funds to the Metro parking lot project over the next three years in order that the use of such funds may be planned toward meeting the estimated \$9.9 million cost of the Northern Virginia share of cost of acquisition of a unified regional bus system, and

WHEREAS, use of such funds, pending eventual construction of the Metro parking lot project, for bus acquisition costs, is authorized under terms of the Memorandum of Agreement with the Highway Commission, dated September 5, 1972, which agreement was executed under provisions of Section 33.1-46.1 of the Code of Virginia, as amended by act of the General Assembly of 1972.

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission does express its intent, insofar as it may legally do so, and within the availability of funds for the purpose, to allocate approximately \$3 million annually to the Metro parking lot project in each of the three years 1973-74, 1974-75, and 1975-76.

MOTION CARRIED

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On motion of Mr. Roos, seconded by Mr. Janney, the final budget for 1973 - State of Virginia Toll Revenue Bonds (Series 1965) for the Norfolk-Virginia Beach Toll Road was approved.

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

WHEREAS, Federal regulations governing signs on the Interstate System as outlined in the Manual on Uniform Traffic Control Devices for Streets and Highways, permit the erection of supplemental signs designating places of historic, cultural and recreational importance, and

WHEREAS, the State Highway Commission has adopted a policy of erecting such signs designating the point of exit from an Interstate route to institutions of higher learning within a reasonable distance of the road, and

WHEREAS, these signs for institutions of higher learning have been limited to four-year colleges, and

WHEREAS, it has been called to our attention that there are numerous community colleges and other junior colleges offering two-year courses that attract many visitors, and signs for these colleges would be of much benefit to the traveling public, and

WHEREAS, Federal policy permits only a certain number of locations to be signed at each interchange.

NOW, THEREFORE, BE IT RESOLVED, that insofar as practicable and in reasonable conformance with national policy established for signing on the Interstate System, the Commission authorizes the erection of signs at the appropriate interchanges designating two-year colleges near Interstate routes, generally within ten miles of same.

MOTION CARRIED

Mr. Fugate thanked the members of the Personnel Study Committee for the splendid work they had done and the scores of hours they had put in on the study.

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

General Administration

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

Other Operations Expenses

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

Total

\$ 477,000.00

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

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Mr. Roos, chairman of the Committee, recognized other members of the Committee - Mr. Janney and Mr. Landes, for their contributions, and the contributions of members of the Highway Department staff - Mr. Britton, Director of Administration, Mr. Busser, Management Services Officer, Mr. Hope, Culpeper District Engineer, Mr. Miller, Personnel Officer, Mr. Omohundro, Fiscal Manager, as well as many individual employees who contributed input. Mr. Roos said the report covered areas which the committee felt needed attention on the part of the Commission and areas where the Commission is unable to act because of their legal limitations, and that the Commission members would then have the responsibility to pass this on to the General Assembly when it meets.

On motion of Mr. Roos, seconded by Mr. Glass, the report was adopted as submitted.

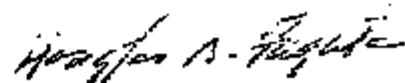
Copies of the report were made available to the press.

Mr. Fugate said the report pretty well summarizes the need for pay adjustments to make all State Services competitive with private industry. This, he said, is a need which has been growing and one which he is sure the General Assembly is going to give full consideration, and that the report would be of great benefit to the committees and members of the General Assembly who will have to act on this need for increases in compensation, as well as adjustment of the retirement system, hospitalization benefits, and other matters. He said a number of recommendations can be taken care of within the Department, and he assured the committee and the Commission that these recommendations would be carried out forthwith.


Mr. Fugate said he wanted to make clear to Highway Department employees a point that has always needed clarification: that the Highway pay scale is dependent upon the pay scale of the entire State organization even though the Highway people are paid from Highway funds which come from dedicated sources of revenue; the State Personnel System provides equal pay for equal effort throughout the State service. Therefore, no one in the highway organization can be raised above a similar job in some other organization which is financed from the general fund. All this, he said, boils down to the fact that unless there are funds in the General Fund to increase employees who are paid from the General Fund, employees who are paid from special funds cannot be raised either.

The meeting was adjourned at 11:30 a.m.

Approved:


Chairman

Attested:


Secretary

A REPORT TO THE
STATE HIGHWAY COMMISSION

BY

THE COMMISSION PERSONNEL STUDY COMMITTEE

William T. Roos, Chairman
Suffolk District

Douglas G. Jamney
Fredericksburg District

Robert S. Landes
Staunton District

December 5, 1972

COMMONWEALTH OF VIRGINIA



DOUGLAS S. FUGATE, COMMISSIONER
FRANK M. DOWNE, RICHMOND, VA.
ROY BAKIN, JR., MULEAN, VA.
R. A. FITZPATRICK, ROANOKE, VA.
OMAS R. GLASS, LYNCHBURG, VA.
OMARD R. HALL, BRISTOL, VA.
DOUGLAS G. JARNEY, FREDERICKSBURG, VA.
BERT S. LANDES, STAUNTON, VA.
LIAM T. ROOS, YORKTOWN, VA.

DEPARTMENT OF HIGHWAYS
1221 EAST BROAD STREET
RICHMOND, VA. 23219

JOHN E. HARMWOOD,
DEPUTY COMMISSIONER & CHIEF ENGINEER
W. S. G. BRITTON,
DIRECTOR OF ADMINISTRATION
A. K. HUNEBERGER, DIRECTOR OF ENGINEERING
H. GORDON BLUNDON,
DIRECTOR OF PROGRAMMING AND PLANNING
J. M. WRAY, JR., DIRECTOR OF OPERATIONS

December 5, 1972

IN REPLY PLEASE REFER TO

Report and Recommendations of the State Highway Commission Personnel Study Committee

The State Highway Commission
1221 East Broad Street
Richmond, Virginia 23219

Gentlemen:

At the Highway Commission meeting on July 20, 1972, Mr. Douglas B. Fugate, Commissioner, expressed concern that although the Highway Department had been able to maintain a fine esprit de corps, the general level of morale of the organization was not as high as he would like to see it. Mr. Fugate requested the Commission's advice and support in correcting this undesirable situation. He appointed a Commission Committee consisting of Douglas G. Jarney, Robert S. Landes, and William T. Roos to make a thorough study of the Department's personnel in an attempt to uncover reasons for current attitudes and to make recommendations to the Commission for correcting those areas that the Committee feels require action.

The Committee immediately undertook this important assignment, establishing its objectives as follows:

"The Highway Commission Personnel Study Committee has as its objective a comprehensive review of all Highway Department personnel policies including those related to salaries and working conditions. It is the aim of the Committee to recommend upgrading of those areas which will assist the Department to increase retention of career employees and enable it to attract top quality, new people into the organization. The Committee will submit its recommendations to the Highway Commission and will do all that it can to influence such legislative or administrative action as deemed necessary to accomplish its objective."

The Committee selected Mr. W. S. G. Britton, Director of Administration, Mr. L. E. Busser III, Management Services Officer, Mr. D. B. Hope, Culpeper District Engineer, Mr. Charles Miller, Personnel Officer, and Mr. T. B. Omohandro, Jr., Fiscal Manager, of the Department to assist them in their review. Numerous meetings have been held with these and other employees

The State Highway Commission
December 5, 1972
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of the Department. To provide the Committee with direct input from employees of all classifications, we have met with employees representing a full cross section of classifications in the Culpeper and Salem Districts. Input was also received from the District Personnel Supervisors, Division Heads, District Engineers, and from numerous other employees throughout the Department. Mr. Boyd F. Collier, Director, Virginia Supplemental Retirement System, and Mr. John W. Garber, Director, Division of Personnel have met with this Committee and were most helpful in providing us with their views on our findings and recommendations.

As a result of this input, we believe we have been able to accurately identify the major factors which are adversely affecting the employees' attitude and morale. In addition, we have also gained an appreciation of the magnitude and complexity of administering personnel programs which will satisfy the employee and at the same time most effectively meet the needs of the Department within the economic constraints, which necessarily must be imposed on any unit of State government.

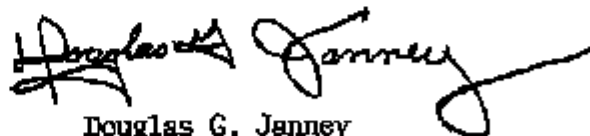
Therefore, we submit the attached report wherein we identify the problems and make recommendations for action which we believe will both improve the morale of the Department's personnel and also result in an organization which can more effectively meet the needs of the people of the Commonwealth.

The Committee extends its sincere appreciation to all personnel of the Department for their assistance and guidance and to the many employees who personally provided us with a candid insight to their feelings concerning the Department.

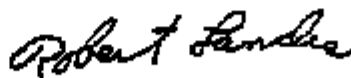
Sincerely,



William T. Roos, Chairman
Suffolk District



Douglas G. Janney
Fredericksburg District



Robert S. Landes
Staunton District

Report and Recommendations

State Highway Commission Personnel Study Committee

GENERAL - Throughout our study the members of this Committee have been greatly impressed by the high professional and technical ability demonstrated by the Department's employees. but even more impressive and obvious is the exceptionally high level of loyalty and dedication which exists throughout the organization. This loyalty and dedication within the Department have not been easy to come by or to maintain, especially in these times of change. They are assets which have contributed greatly to the success of the Department and should not be lightly regarded or taken for granted. Therefore, it is incumbent upon the Commission and the Department's management as part of its responsibility, not just to its employees, but to the citizens of the Commonwealth, to protect and encourage the growth of its employees' loyalty and dedication to their work which has contributed so much to the Department's effectiveness.

The Commission must develop and enthusiastically support those programs which will provide its employees with proper working conditions and fair compensation for work performed. It cannot abdicate this responsibility to others, but must take the initiative in making its needs known as appropriate through the Governor, Virginia Supplemental Retirement System Board of Trustees, State Personnel Division, and the Legislature.

Furthermore, and almost as importantly, the Department must let its employees know what it has done and what it is doing to improve the employees' working conditions; to let them know of the sincere interest that does exist for their welfare. If the Department has failed its employees, it has failed not so much in its effort to improve the employees' working conditions, but rather in its efforts to achieve employee awareness and appreciation of those efforts. Despite whatever shortcomings might exist, employment with the Department offers advantages which are not readily available in private or even in other governmental sectors. For most employees, the Department has been a good place to work; and it can continue to be a good place to work if a few but important inequities are corrected.

PAY - The most critical and overriding personnel problem in the Department is the inadequacy of salaries and wages. During the 1960's the Department's employees received across the board salary increases amounting to approximately 5% annually. These increases did much to offset the increases in the cost of living caused by inflation. With the 10% increase effective July 1, 1970, State salaries were brought to within at least a tolerable relationship to salaries in private industry. However, after that date, the inflationary spiral continued with wages in the private sector keeping pace, but the State wages fell further and further behind. For nearly 4,000 Maintenance Helpers and Equipment Operators working on the road, salary scales ranged from \$3,744 to \$6,144 annually, with the midpoint of the scale being less than \$5,000. Resignations from the Department during the calendar year 1971 reached an all time high of 968 or nearly 10% of the Department's total work force. Those employees with lesser dedication and loyalty left the Department.

Many have not been replaced because our salary scales have not been high enough to interest the prospective employee. Others, through loyalty or to preserve their years of service, stayed on in anticipation that substantial relief would be provided.

The relief finally provided on July 1, 1972 fell far short of meeting the need. Less than one-half of the Department's employees were granted a general one-step (5%) increase. The remainder had one step added to the top of their salary scale. This addition of another salary step is a poor solution to offsetting cost of living increases because it undermines the basic purpose of the state merit system and, for some employees, it will take as much as seven years before they will receive benefits from the additional step added to the top of their salary scale.

The salary increases made available by the 1972 Legislature did not provide any immediate and substantial aid to large numbers of employees. As an example, the salary range of a Highway Maintenance Helper (\$1.80 to \$2.08 per hour) was raised nine cents, to \$1.89-\$2.17. This rate is wholly inadequate to acquire or retain needed personnel. Some of the lower salaried classes of employees require in excess of 30% increases in pay to be competitive with similar jobs outside of state government.

The inadequacy of the pay increases was further aggravated by the difficulty of interpreting the intent and administering the increases authorized by the Legislature. As a result of this confusion, employee morale declined further because the increases as finally authorized were not received by many employees until several months after the effective date of July 1, 1972.

As the situation now stands, turnover continues on at a high rate; the older employees, with growing disillusionment and dissatisfaction, hold on once again in anticipation that their salary will be raised to a fair level. Morale deteriorates and, unless some action is taken, the Department's effectiveness will be reduced to unacceptable levels.

At the present time, an in-depth study of State salaries is being made by a consultant at the direction of the Legislature. The purpose of this study is to gather data and to make recommendations to a legislative committee. The Commission and the Department should carefully review and evaluate this study and the recommendations in terms of our own specific needs. Recommendations which emanate from this study and which will help solve the Department's pay problems should be enthusiastically endorsed. Where the recommendations do not offer solutions to our pay problems, the Department must make known its problems and actively seek pay increases where needed. Special attention should be directed towards assuring adequate compensation for the lower salary classifications within the Department.

This Committee finds that immediate and significant increases in pay are the most urgent need within the Department, and the Department must make every possible effort to obtain appropriate increases for its employees.

LONGEVITY PAY - The State pay plan and merit system is based upon the theory that all positions have a maximum value (the top of the scale and no more), regardless of how proficient the holder of the position might become. This approach might be sound theory, but it provides no reward for the employee who is performing capably but is not promotable and must remain in the job without any prospect of additional compensation. It is the natural desire of most supervisors to recognize and compensate an employee for long and proficient service; the tendency being to promote such persons to positions beyond their capacity or to attempt to upgrade the position responsibility beyond need in order to obtain additional compensation. Therefore, to reward long term satisfactory service and eliminate such undesirable practices, the Department should implement a longevity pay plan based on an increment of annual compensation and the number of years an employee has performed satisfactorily at the top of his salary scale.

WAGE DIFFERENTIALS - A rigid statewide pay plan which does not provide the flexibility to compete in the local labor market seriously hampers the Department's ability to carry out its operations. The competitive wage differentials now in effect for most classifications in the Northern Virginia area have been helpful in recruiting and retaining personnel, but these differentials are also needed in other urban areas of the state as a means of providing competitive salary scales in the local labor markets. The use of wage differentials has caused some dissension in the Department primarily because they have been restricted to the Northern Virginia area and have not been granted for other urban areas where they are also justified. The Department should carefully review the availability of labor in other areas and seek approval to pay differentials where necessary to acquire and retain personnel. Personnel in the unaffected areas should be given full opportunity to transfer to the "differential" areas to gain the additional compensation.

The Committee would hope that with adequate pay increases the need for differentials would be reduced and eventually eliminated throughout the State.

OVERTIME - Compensation for time worked beyond normal working hours must not only be rigidly controlled but must also be uniformly administered. Proper control of overtime is being obtained, but the Department should revise its overtime policy and pay for emergency overtime work at the overtime rate rather than at the regular rate or by granting compensatory leave as is now required in some instances.

SUPPLEMENTAL RETIREMENT SYSTEM - The administration and management of a retirement plan which encompasses all State employees is an extremely complex operation, and recommendations for changes in the plan should not be casually made by the novice. The State has continually upgraded its plan to provide greater benefits to its employees. Likewise, the benefits for Social Security have continually increased; and the time is fast approaching where continued improvement in both will not be economically feasible. The changes made by the 1972 Legislature confirm this reality. The State simply cannot afford, nor can private industry, to pay continually increased amounts into Social Security and also continue to pay for increased benefits in its supplemental plan.

There are, however, certain features in the Retirement Plan which should be corrected. Foremost is the high rate of employee contribution required, especially in the lower pay scales. The elimination of the first \$1,200 exemption for VSRS and raising the rate and the salary base for Social Security will soon require all employees making \$10,800 or less to contribute 11.35% (VSRS - 5.5%; SS - 5.85%) of their gross income. More than 87% (9,150) of the Department's 10,471 employees will be required to contribute at this unusually high rate. The plan should be revised to reduce the rate of employee contribution especially in the lower salary ranges.

Another feature of the Supplemental Retirement Plan which should be changed is the provision which in effect could limit service credit for a very few employees to 35 years and require continuing contributions by those employees. If years of allowable service are to be a limiting factor, then the employee should not be required to continue to contribute during the unallowable years and also should have the option of retiring at an actuarially computed benefit upon reaching the point of maximum allowable service, regardless of age.

The Virginia Supplemental Retirement System has published a position paper which includes proposals to correct deficiencies in the retirement plans. One of the proposed changes will reduce the high rate of contribution required in the lower salary scales and another will refund to the employee all contributions, plus interest made after the 35 year allowable service credit. We find these proposals to be excellent solutions and recommend the full support by the Commission. However, we also recommend that the Commission endorse a change to permit retirement after 35 years service, regardless of age. It is also recommended that, in addition to the Director of State Personnel, the Department have at least one of its employees appointed to the Board of Trustees to provide direct representation on the Board for the employees of the Department, who contribute so much to the retirement fund and are vitally concerned with its administration. Furthermore, with representation on the Board, the Department would be in a better position to improve the dissemination of retirement information to its employees and correct a major cause of employee dissatisfaction. The Commission should also actively support the Board in its efforts to have sufficient staff and other resources committed to improve the management of the System, especially in those areas which would reduce the time required to process retirement requests and which would provide adequate preretirement counseling for the employees.

HOSPITALIZATION INSURANCE PLAN - On July 1, 1972, the State began providing basic hospitalization insurance for each of its employees without cost to the employee. This statewide plan is not only cost free for the employee, but also provides additional basic coverage not included under either of the group plans previously available to the employee. The plan also provides the employee with the option of obtaining additional coverage, at his own expense, for himself and his dependents through payroll deduction. The additional coverage which can be obtained under this option is also greater than previously available but, because of the variation in rates which employees were previously paying under two different group plans, these additional benefits cost more for some employees. We believe the statewide plan should be retained because it is in the best interests of the majority of State employees. The statewide plan should be continually reviewed and updated to issue coverage comparable to that provided in private industry.

CLASSIFICATION PLAN - The State Classification Plan is a system of grouping positions sharing similar duties and responsibilities into classes for purposes of work organization and salary administration.

The administration of a uniform personnel classification system is a most important factor in obtaining and retaining qualified employees. The basic criteria for a uniform classification system is generally accepted as "equal pay for equal work". However, in actual application the apparent simplicity of this precept disappears. A precise classification of "equal work" is nebulous especially when a great variety of disciplines requiring various combinations of technical and administrative ability must be related. Even if a precise classification of equal work could be readily determined, the establishment of relative pay grades must also be adjusted to the available labor supply for any specific classifications. Furthermore, in the Department of Highways, position classification is complicated by the relationship which must be maintained with the statewide classification system. The classifications which are peculiar to the Department are more readily adjusted than those which the Department shares with other state agencies. These three factors - - accurately defining and relating work and responsibility of many disciplines, meeting salary requirements for certain specific job classifications in the labor market, and the restrictions of complying with a statewide classification system - - cause problems which are not easily solved.

There is dissatisfaction with many of the present classifications. Much of the dissatisfaction results from positions not being reviewed and updated to current job requirements. Although the Department has made progress in this area in recent months, it should expedite this work and assure that every classification will be reviewed in-depth and updated no less than once every three years. Special priority should be given to the review of classifications related to the Department's maintenance and equipment operations, to assure the proper recognition is being given to the knowledge, skills, and abilities which are currently required in those positions.

TRANSFERS - In an organization such as the Department of Highways, it is frequently necessary to transfer personnel to achieve maximum utilization of available manpower. Normally, being transferred is a hardship on the employee and every effort should be made by the Department to reduce the hardship to a minimum. Greater effort should be made to provide the employee more time to consider the consequences of being transferred and to provide more advance notice to the employee of the effective date of the transfer.

The Department should not only continue to pay the cost of moving the employee's household goods and other travel expenses incurred in moving the employee and his family, but should also pay the employee a lump sum relocation allowance of not less than \$250 to reimburse him for other incidental expenses normally incurred in moving. To relieve those employees who are buying their homes of the worry and expense of disposing of the property, a program should be implemented which would permit the Department to purchase the property from the employee at its fair market value and then dispose of it as conditions permit. Similar plans are followed in private industry and are considered to be a most important factor in retaining qualified personnel with a high degree of mobility. Because of its existing right-of-way acquisition and disposal programs, the Department has readily available the talent and the means to implement such a program.

"21 DAY" HIRING POLICY - Currently all positions to be filled from outside the Department must be held vacant for 21 days after the required public advertisement of the opening is published. The purpose of the 21 day waiting period after public advertisement of the job vacancy is to assure that any one interested in applying for the position may do so. Certainly, equal opportunity should be provided to all interested in working for the Department, but it appears the 21 day requirement is unnecessarily long and in some areas of the state is a serious handicap to recruiting qualified labor. The 21 day period should be reduced to five working days after the first public notice of the vacancy.

FILLING VACANCIES FROM WITHIN THE DEPARTMENT - The Department should publish and distribute to its employees a listing of job openings within the Department to provide improved opportunities for qualified Department personnel to make application and be considered in the selection process. The Department should continue to select employees for promotion primarily on the basis of merit and ability with seniority, education and other factors as secondary considerations.

EDUCATION AND TRAINING - The Department provides a wide range of education and training programs. Numerous courses are conducted in-house, and a financial aid program offers adequate opportunity for the employee to take job related courses of instruction to prepare themselves for promotion. Many employees, however, do not understand or are unaware of the financial aid program; and greater effort should be made to acquaint the employees with the benefits and requirements of this program.

Another area which needs improvement is the training of equipment operators and supervisors. A formal training program and an equipment operators' school should be established to teach employees how to properly operate and care for the equipment they use. With the proper training of operators, and supervisors more effective use of the equipment would be realized; and the equipment would be maintained in better condition requiring fewer repairs.

SAFETY INCENTIVE PROGRAM - The Department's current safety award program is not satisfactorily meeting its objectives. The practice of assessing the employee small-dollar-fines for safety rule violations is a negative approach and should be discontinued. A new program should be implemented to provide more positive and tangible incentives with emphasis on rewarding work groups for outstanding achievements in safety.

COMMUNITY SERVICE CLUB MEMBERSHIP - For a number of years, the Department has encouraged its Resident and District Engineers to become members of community service clubs. Worthwhile benefits are derived by the Department from its employees joining and actively participating in those service clubs which seek to improve the general welfare of the community. Therefore, the Department should reimburse all Assistant Resident Engineers, Resident Engineers, Assistant District Engineers, and District Engineers for the cost of dues to any one civic club in their community.

MISCELLANEOUS - There are several Department policies which cause dissatisfaction but which we find should be retained:

- (a) Use of State Automobiles - Stringent controls are necessary and should be strictly enforced. This is a highly sensitive area with the tax paying public and the inconvenience which might result from tight controls will have to be accepted.
- (b) Lunch Expense - The present policy of not reimbursing the employee for lunch unless away from headquarters overnight is a reasonable one and should be retained.
- (c) Ethical Standards - The Department's policies which prohibit Department employees from a) bidding on State surplus property, b) speculating in the real estate, c) accepting gifts or gratuities from anyone doing business with the Department and d) which require approval for outside employment (moonlighting), are all proper and should be retained.
- (d) Delayed Pay Dates - The adoption of delayed pay dates initially caused considerable hardship on many of the Department's employees. However, the degree of hardship is continually diminishing and the current pay dates should be retained to permit the implementation of an improved statewide payroll system.

COMMUNICATIONS - Throughout our study, a single deficiency was common in every area where dissatisfaction existed and that is the lack of adequate communication through all levels of the organization. The employee does not feel he is being properly and promptly informed of decisions which are of concern to him and, in the other direction, he does not feel his voice is being heard. This certainly is not a problem unique to the Highway Department. All large organizations have the problem of maintaining satisfactory communications. The problem is further aggravated in most governmental agencies because of the political environment in which they must operate. The Department is not an independent entity and, properly so, must conform to rules and regulations established by others; requirements which may very well be in best overall interests of the State, but which may not best meet the specific needs of the Department.

There is no single gimmick or simple solution which will completely solve the Department's communication problem. Of course, such things as staff meetings, personnel newsletters, and bulletins are of a help; but to secure real and long lasting improvement, the Department must on a day-to-day basis increase its efforts in everything it does to foster and recognize the importance of keeping its employees informed and listening to what the employee has to say, not just in personnel matters but in operations as well.

The best form of two-way communication is direct person-to-person contacts. As the size of the organization increases, the more difficult it is to achieve this form of communication; however, the Department could improve its efforts in this direction. More field trips, more person-to-person contact by all levels of management would demonstrate to the employees management's interest and concern in their problems and work and, just as importantly, will provide management with a means to make a fine organization into an even better one.