

MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

December 17, 1981

The monthly meeting of the State Highway and Transportation Commission was held in the Central Highway Office in Richmond, Virginia, on December 17, 1981, at 10 a.m. The chairman, Mr. Harold C. King, presided.

Present: Messrs. King, Bane, Brydges, Clore, Hooper, Hughes, Mohr, Robinson, Vaughan and Watkins.

Mr. King introduced the new members of the Commission-- Mr. James C. Hughes, who will represent the urban areas at large; and Mr. J. Carlton Clore, who will represent the Culpeper District.

Mr. L. P. Baker of the Department's Safety Office gave a brief overview of the safety program. Each year the Highway districts with the best record in motor vehicle crash prevention and personal injury accident prevention are presented awards. Mr. D. H. Gaulden, Jr., District Engineer at Lynchburg, accepted both awards from Mr. King for an unprecedented second consecutive year.

On motion of Mr. Mohr, seconded by Mr. Hooper, the minutes of the meeting of November 19, 1981, were approved.

On motion of Mr. Mohr, seconded by Mr. Hooper, permits issued from November 19, 1981, to December 16, 1981, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Mohr, seconded by Mr. Hooper, that cancellation of permits from November 19, 1981, to December 16, 1981, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Mohr, seconded by Mr. Hooper, that the Commission approve additions to the Secondary System from November 19, 1981, to December 16, 1981, inclusive, as shown by records of the Department. Motion carried.

Moved by Mr. Mohr, seconded by Mr. Hooper, that the Commission confirm letter ballot action on bids received October 20 and November 10, 1981, on the following projects:

Project P-8-81

Clean and Paint Br. Structural Steel (14 Brs.), Various Locations, Staunton District. Award of contract to low bidder, H. & L. Price, Inc., Doswell, Virginia.

Bid \$71,800.00  
Engineering and contingencies 11,344.40  
Amount chargeable to project 83,144.40  
\$83,144.40 to be financed from the Staunton District Interstate and Primary Maintenance Replacement Funds.

Route 64, Project R064-047-701, M-400

Concrete Pavement Repair EBL & WBL - Int. Rte. 143 & 64 (Camp Peary Interchange) - 1.25 Mi. W. Int. Rte. 143 & 64 (Patrick Henry Airport Interchange), James City and York Counties and City of Newport News. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid \$478,694.50  
Engineering and contingencies 75,833.73  
Amount chargeable to project 554,328.23  
\$554,328.23 to be financed 76.8% FHWA (IR) Interstate Resurfacing Funds and 23.2% Virginia Funds.

Route 81, Project R081-080-701, M-600

Br. Repairs and Latex Overlay (5 Brs.), Rte. 640 - Rte. 619E, Roanoke County. Award of contract to low bidder, The Whiting-Turner Contracting Co., Baltimore, Maryland.

Bid \$442,023.50  
Engineering and contingencies 69,839.71  
Amount chargeable to project 511,863.21  
\$511,863.21 to be financed 76.8% FHWA (IR) Interstate Resurfacing Funds and 23.2% Virginia Funds.

Route 81, Project R081-080-701, M-600

Br. Repair and Latex Overlay (7 Brs.), 43.55 Mi. N. Va.-Tenn. S.L.-55.09 Mi. N. Va.-Tenn. S.L., Smyth County. Award of contract to low bidder, Ramco Constr. Co., Inc., Frankfort, Kentucky.

Bid \$348,001.00  
Engineering and contingencies 54,668.15  
Amount chargeable to project 400,669.15  
\$400,669.15 to be financed 76.8% FHWA (IR) Interstate Resurfacing Funds and 23.2% Virginia Funds.

Route 81, Project R081-095-701, M-600

Br. Repairs & Latex Overlay (7 Brs.), 6.89 Mi. N. Va.-Tenn. State Line - 18.12 Mi. N. Va.-Tenn. State Line, Washington County. Award of contract to low bidder, Ramco Construction Co., Inc., Frankfort, Kentucky.

Bid	\$350,677.00
Engineering and contingencies	55,406.96
Amount chargeable to project	406,083.96

\$406,083.96 to be financed 78.8% FHWA (IR) Interstate Resurfacing Funds and 23.2% Virginia Funds.

Route 23, Project 6023-097-114, G-305

3.947 Mi. W. Int. Kentucky Avenue (Norton) - 2.260 Mi. W. Int. Kentucky Avenue (Norton), Wise County. Award of contract to low bidder, H. B. Rowe & Co., Inc. & Consolidated Sub., Mount Airy, North Carolina.

Bid	\$1,920,212.80
Engineering and contingencies	303,393.82
Work by state forces	1,158.00
Amount chargeable to project	2,224,764.42

\$108,788.61 to be provided in future Primary Construction Allocations.

Route 23, Project 6023-148-102, P-401; 6023-097-114, P-403

0.039 Mi. S. Prop. Alt. Rte. 58 - 0.896 Mi. N. Old ECL Norton, City of Norton and Wise County. Award of contract to low bidder, Adams Construction Company & Sub., Roanoke, Virginia.

Bid	\$ 861,355.56
Engineering and contingencies	138,094.18
Work by state forces	36,615.96
Amount chargeable to project	1,034,065.70

Route 95, Project 0095-040-1013, SR01

Bridge Repair & Latex Concrete Overlay, Rte. 58 over Rte. 95 - 0.14 Mi. WCL Emporia, Greensville County. Award of contract to low bidder, Donald H. Selvage, Inc. and Donald H. Selvage, Jr., Amherst, Virginia.

Bid	\$197,001.00
Engineering and contingencies	31,126.16
Amount chargeable to project	228,127.16

\$228,127.16 to be financed from the Suffolk District Primary Maintenance Replacement Funds.

Route 95, Project 0095-076-112, C-502

1.261 Mi. S. Int. 642 (Smoketown Rd.) - 0.328 Mi. N. Int. 642 (Smoketown Rd.), Prince William County. Award of contract to low bidder, Moore Brothers Company, Inc., Verona, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$7,020,182.00	\$4.00
Engineering and contingencies	1,109,188.78	.63
Amount chargeable to project	8,129,375.39	

\$812,937.08 to be provided in future Interstate Construction Allocations.

Route 106, Project 0106-074-101, C-501, D-601, D-602

Int. 156 - 2.296 Mi. W. Int. 156, Prince George County. Award of contract to low bidder, B. P. Short & Son Paving Co., Inc., Petersburg, Virginia.

Bid	\$ 899,016.77
Engineering and contingencies	157,844.97
Work by state forces	7,642.80
Amount chargeable to project	1,164,506.54

\$326,061.54 to be provided in future Primary Construction Allocations.

Route 166 (Park Avenue), Project 0166-122-101, C-501

Brambleton Ave. - Corprew Ave., City of Norfolk. Award of contract to low bidder, APAC-Virginia, Inc., Richmond, Virginia.

Bid	\$446,840.31
Engineering and contingencies	70,800.77
Work by state forces	7,642.80
Amount chargeable to project	525,083.88

Route 206, Project 0206-048-101, C-501, B-601

0.224 Mi. W. Williams Creek - 0.079 Mi. E. Williams Creek, King George County. Award of contract to low bidder, Marbro Co., Inc., Beltsville, Maryland.

Bid	\$352,836.45
Engineering and contingencies	55,748.16
Work by state forces	25,823.40
Amount chargeable to project	434,408.01

\$91,228.01 to be provided in future Primary Construction Allocations.

Route 264, Project 0264-122-104, C-504, B-637

Second Downtown Tunnel Under Southern Branch Elizabeth River, West Portal Proposed E.B. Tunnel - East Portal Proposed E.B. Tunnel, City of Norfolk. Award of contract to low bidder, J. A. Jones Construction Co. & Subs., Charlotte, North Carolina, and Schiavone Construction Co. & Subs., Secaucus, New Jersey.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$78,848,582.72	\$12,000.00
Engineering and contingencies	12,458,072.91	1,896.00
Work by state forces	16,288.90	
State Lease Staging Site	311,654.40	
Railroad	73,647.03	
Engineering & inspection	25,811.53	
Amount chargeable to project	91,747,914.49	

Routes 602, 604 & 673, Projects 0602-013-T97, N-501; 0604-013-T98, N-501; 0673-013-T99, N-501

From 2.60 Mi. E. 601 To 3.60 Mi. E. 601 and From 0.75 Mi. N. 83 To 1.50 Mi. N. 83 and From Int. 83 To 0.15 Mi. S. 83, Buchanan County. Award of contract to low bidder, Adams Construction Co. & Sub., Roanoke, Virginia.

Bid	\$253,636.50
Engineering and contingencies	40,074.57
Amount chargeable to project	293,711.07
Accounts Receivable - \$293,711.07 Buchanan County (Coal Severance Tax)	

Route 620, Project 0620-091-135, M-501, M-503, D-633, B-621

0.018 Mi. W. WCL Town of Wakefield - 0.014 Mi. S. Int. 621, Sussex County. Award of contract to low bidder, J. H. Lee & Sons, Inc., Courtland, Virginia.

Bid	\$291,832.06
Engineering and contingencies	46,109.47
Work by state forces	3,242.40
Amount chargeable to project	341,183.93

Route 623, Project 0623-058-144, C-501, B-615

0.31 Mi. E. Int. 621 - Int. 621, Mecklenburg County. Award of contract to low bidder, H. W. Carter Constr. Co., Inc., Chase City, Virginia.

Bid	\$279,474.05
Engineering and contingencies	44,156.90
Work by state forces	1,456.76
Amount chargeable to project	325,087.71
Accounts Receivable Seaboard Coastline Railroad	\$1,737.37

Route 640, Project 0640-098-184, C-501, B-618

0.070 Mi. S. Int. 698 - SCL Wytheville, Wythe County. Award of contract to low bidder, Southwestern Virginia Development Corp., Wytheville, Virginia.

Bid	\$323,150.84
Engineering and contingencies	51,057.83
Work by state forces	1,982.90
Amount chargeable to project	377,181.57

\$23,170.39 to be provided in the 1982-83 Secondary Construction Funds.

Route 645, Project 0645-084-148, C-501, B-618

Int. 65 - 0.245 Mi. E. Int. 65, Scott County. Award of contract to low bidder, A. R. Coffey & Sons, Inc., Buchanan, Virginia.

Bid	\$655,136.25
Engineering and contingencies	103,511.53
Work by state forces	3,125.60
Amount chargeable to project	761,774.38

\$126,126.61 to be provided in the 1982-83 Secondary Construction Funds.

Route 673, Project 0673-050-139, N-501

Various Streets, Pamunkey Indian Reservation, King William County. Award of contract to low bidder, Bero Constr. Corp., Waterloo, New York.

Bid	\$239,895.00
Engineering and contingencies	37,903.41
Work by state forces	13,713.62
Amount chargeable to project	291,512.03

Projects 0680-013-T93, N-501; 0686-013-T94, N-501; 0634-013-T95, N-501; 0624-013-T96, N-501

Various Locations, Buchanan County. Award of contract to low bidder, Branch & Associates, Inc., Roanoke, Virginia.

Bid	\$408,832.00
Engineering and contingencies	64,563.85
Amount chargeable to project	473,195.85

Routes 701, 674 and 652, Projects 0701-013-T90, N-501; 0674-013-T91, N-501; 0652-013-T92, N-501

Various Locations, Buchanan County. Award of contract to low bidder, Adams Constr. Co. & Sub., Roanoke, Virginia.

Bid	\$320,756.70
Engineering and contingencies	50,679.56
Amount chargeable to project	371,436.26
Accounts Receivable	\$371,436.26 Buchanan County (Coal Severance Tax)

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Hooper, that the Commission confirm letter ballot action rejection bids received October 20, 1981, and authorize readvertisement:

Richmond-Petersburg Turnpike, Project BR-9-81

Bridge Coping Basket, Richmond-Petersburg Turnpike over Parking Lot at 15th and Franklin Streets, City of Richmond. Low bid - 16.2% over estimate.

Route 221, Project C221-080-108, C-501

7.578 Mi. S. Int. 419 - 9.828 Mi. S. Int. 419, Roanoke County. Low bid - 28.4% over estimate.

Routes 601 and 631, Projects 0801-013-T01, N-501; 0631-013-T00, N-501

From 1.1 Mi. S. Int. 609 To 1.6 Mi. S. Int. 609 and From Int. 693 To 1.0 Mi. E. Int. 693, Buchanan County. Low bid - 9.8% over estimate.

Route 719, Project 0719-095-165, C-501, B-625

0.038 Mi. E. Int. 788 - 0.085 Mi. W. Int. 788, Washington County. Low bid - 26.2% over estimate.

MOTION CARRIED

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

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

WHEREAS, the Highway and Transportation Commission has selected certain streets within the corporate limits of the City of Manassas for such payments; and

WHEREAS, the City of Manassas has requested the Virginia Department of Highways and Transportation to add the newly completed section of Church Street which is to be numbered Route 28 between points of intersection with Grant Avenue (Route 234) and West Center Street (existing Route 28);

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-41 of the Code of Virginia, as amended, this addition of 0.23 mile for payment on Primary Route Extensions within the City of Manassas be approved as follows, effective October 1, 1981, for the quarterly payment due after December 31, 1981:

Primary Extension Addition

Route 28 - From Grant Avenue (Route 234) to 0.23 Mile  
(Church Street) West Center Street (Existing Route 28)

The Primary Extension mileage addition of 0.23 mile will increase the total Primary Extension mileage in the City of Manassas from 7.30 miles to 7.53 miles of approved streets subject to payment; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, that quarterly payments be made to the City of Manassas on additional streets, totaling 0.45 mile, and meeting required standards under the aforementioned section of the Code be approved as follows, effective October 1, 1981, for the quarterly payment due after December 31, 1981:



**"Other Streets" Additions**

Mathis Avenue - From Kincheloe Drive to NCL Manassas 0.37 Mile  
Extended  
Breeden Avenue - From Route 28 to 0.01 Mile Northwest 0.08 Mile  
Mathis Avenue

The "Other Streets" additions of 0.45 mile will increase the "Other Streets" mileage in the City of Manassas from 52.35 miles to 52.80 miles of approved streets subject to payment.

**MOTION CARRIED**

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

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

WHEREAS, at its meeting on August 20, 1981, this Commission authorized these payments to become effective July 1, 1981, for the quarterly payments due after September 30, 1981; and

WHEREAS, subsequent to this Commission action, the officials of the City of Hopewell did request a revision in the total mileage of 4.05 miles for maintenance payments, said request concurred in by the District Engineer;

NOW, THEREFORE, BE IT RESOLVED, that the action at the August 20, 1981, meeting authorizing the above mileage be amended to read:

"NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Hopewell on additional streets, totaling 4.09 miles, and meeting required standards under the aforementioned section of the Code, effective retroactive to July 1, 1981, for the quarterly payments due after September 30, 1981. The additional streets and mileage eligible for payments are described on the attached tabulation sheets numbered 1 through 3, dated July 1, 1981.

"These 'Other Streets' additions, totaling 4.09 miles, increase the total 'Other Streets' mileage in the City of Hopewell from 93.80 miles to 97.89 miles of approved streets subject to payment."

**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

MUNICIPALITY HORDSVILLE

TOTAL ADDITIONAL MILEAGE REQUESTED 4.09  
Total Additional Lane Mileage Requested: 8.18  
SUBMITTED BY THE CITY OR TOWN (Date 6-16-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-23-81)

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)	L.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Woodside Ct.	Jordan St. - Dead End		50	18'	.03	No	No	stone	ST	2 .06
Libby Ave.	Creekwood Dr. to end of pavement	north .20 mile	50	34'	.20	No	No	stone	S5	2 .40
Creekwood Dr.	Libby Ave. - Dead End		50	34	.15	No	No	stone	ST	2 .30
Ivystone Ct.	Creekwood Dr. - cul de sac		50	34	.04	No	No	stone	ST	2 .08
Pinoak Dr.	Jackson Farm Rd. - White Oak Dr.		50	34	.17	No	No	stone	S5	2 .34
White Oak Dr.	Pinoak Dr. - Libby Ave.		50	34	.10	No	No	stone	S5	2 .20
Red Oak Dr.	White Oak Dr. - .23 mi N WOOD		50	34	.23	No	No	stone	S5	2 .46
Red Oak Ct.	Red Oak Dr. - cul de sac		50	34	.04	No	No	stone	S5	2 .08
Pleasant Dr.	Libby Ave. - .20 mi W. of Libby		50	19	.20	No	Yes	stone	ST	2 .40
Yorkshire Pl.	Queen Anne - Oxford Dr.		50	34	.05	No	No	stone	ST	2 .10
Cambridge Pl.	Oxford Dr. - Dead End		50	34	.28	No	No	stone	ST	2 .56
Cameron Rd.	Atwater Rd. - Dead End		50	20	.12	Yes	Yes	stone	S5	2 .24
Cabin Creek Dr.	Groveswood Ave. - S. .30 mi		50	34	.30	No	No	stone	S5	2 .60

\* Streets established prior to July 1, 1950.

SIGNED C. B. Perry, Jr.

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 35.1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Hopewell

TOTAL ADDITIONAL MILEAGE REQUESTED 4.69

SUBMITTED BY THE CITY OR TOWN (Date 6-16-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-22-81)  
Total Additional Lane Mileage Requested: 8.18.

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
Collindale Dr.	Groveswood Ave. - Kippax Dr.		50	34	.18	No	stone	ST	2 .35
Pembroke St.	Groveswood Ave. - Dead End		50	34	.08	No	stone	ST	2 .15
Collindale Ct.	Collindale Dr. - cul de sac		50	34	.04	No	stone	ST	2 .08
Galena Ct.	Galena Dr. - cul de sac		50	34	.04	No	stone	ST	2 .08
Yorktown Dr.	Cabin Creek Dr. - Perrymont Ave.		50	34	.25	No	stone	S5	2 .50
Cabin Creek Dr.	<sup>.02 mi N. of</sup> Yorktown Dr. - Gloucester Dr.		50	34	.13	No	stone	S5	2 .25
Gloucester Dr.	Cabin Creek Dr. - Perrymont Ave.		50	34	.22	No	stone	S5	2 .44
Bolling Dr.	Gloucester Dr. - Yorktown Dr.		50	34	.04	No	stone	S5	2 .08
Perrymont Ave.	Williamsburg Dr. - Oaklawn Blvd.		50	34	.40	No	stone	S5	2 .80
Groveswood Rd.	Perrymont - Cabin Creek Dr.		50	30	.22	No	stone	ST	2 .44
Brandwine Dr.	Old Iron Rd. - Dead End		50	34	.10	No	stone	S5	2 .20
Bolling Dr.	Kippax Dr. .05 mi south		50	34	.05	No	stone	ST	2 .10
Perrymont Ave.	Groveswood Ave. .05 mi south		50	34	.05	No	stone	ST	2 .10

SIGNED CA. Penny, P.E.  
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

Sheet 3 of 3  
July 1, 1981

MUNICIPALITY Hopewell

TOTAL ADDITIONAL MILEAGE REQUESTED 4.03

SUBMITTED BY THE CITY OR TOWN (Date 6-16-81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 6-22-81)  
Total Additional Lane Mileage Requested: 8.18

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)	L.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
St. Thomas Rd.	Brandyswine - Spring Rd.		50	34	.13	No	No	stone	S5	2
Spring Rd.	St. Thomas Rd. - Old Iron		50	34	.05	No	No	stone	S5	2
Queen Anne Dr.	Cambridge Pt. - E .03 MI		50	31	.03	No	No	stone	S5	2
Oxford Rd.	Cambridge Pt. - cul de sac		50	34	.17	No	No	stone	ST	2

SIGNED: C. B. Perry, Jr.  
Dept. of Highways' Engineer

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

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;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.04 mile of old Route 3 shown in blue and designated as Section 1 on the plat dated November 12, 1981, Project 0003-059-101, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Colonial Heights on additional streets, totaling 1.81 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1981, for quarterly payment due after December 31, 1981. The additional streets and mileage eligible for payments are described on attached tabulation sheet numbered 1, dated October 1, 1981.

These "Other Streets" additions, totaling 1.81 miles, increase the total "Other Streets" mileage in the City of Colonial Heights from 65.54 miles to 67.35 miles of approved streets subject to payment.

MOTION CARRIED

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

Sheet 1 of 1  
October 1, 1981

MUNICIPALITY City of Colonial Heights, VA  
TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 1.61  
TOTAL ADDITIONAL LANE MILEAGE REQUESTED 3.52

SUBMITTED BY THE CITY OR TOWN (Date 9/16/81) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 10-28-81)

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
Longhorn Drive	E. Ellerslie Ave. to 0.24 mi. No.	60'	40'	0.24	No	No	Bit. Conc.	Bit. Conc.	2
Angus Lane	Longhorn to Jersey Court	50	36	0.07	No	No	Stone	Bit. Conc.	2
Jersey Court	0.11 miles N. Angus to 0.05 S. Angus	50	36	0.16	No	No	Stone	Bit. Conc.	2
Wicker Drive	Conduit Rd. to Courtland Dr.	50	36	0.15	No	No	Stone	Bit. Conc.	2
Courtland Drive	Wicker to Briarcliff	50	36	0.11	No	No	Stone	Bit. Conc.	2
Cumberland Dr.	Courtland Dr. to Wicker Dr	50	36	0.14	No	No	Stone	Bit. Conc.	2
Conjurers Drive	Conduit Rd. to 0.25 mi. west	50	36	0.25	No	No	Stone	Bit. Conc.	2
Camden Road	.06 mi. N of Huntington to Conjurers Drive	50	36	0.03	No	No	Stone	Bit. Conc.	2
Red Fox Rd.	.06 mi. N of Huntington to .03 mi. N. Gernar	50	36	0.11	No	No	Stone	Bit. Conc.	2
Gernar Court	.08 mi. W. Red Fox to .08 mi. E. Red Fox	50	36	0.17	No	No	Stone	Bit. Conc.	2
Gills Drive Duke of Gloucester St.	150' E. Ridgecrest to Duke of Gloucester	50	36	0.03	No	No	Stone	Bit. Conc.	2
Conjurers Dr.	245' N. Riveroaks Drive to end Conduit Road to 0.14 mi. east	50	36	0.21	No	No	Stone	Bit. Conc.	2

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

SIGNED J.P.C. Newcomb  
Dept. of Highways' Engineer

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

WHEREAS, Route 216 in Gloucester County has been altered and reconstructed as shown on plans for Project 5136-01; and

WHEREAS, five sections of the old road are 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 no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.48 mile of old Route 216, shown in blue and designated as Sections 3, 4, 5, 6 and 8 on the plat dated November 6, 1981, Project 5136-01, be abandoned as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.07 mile of old Route 216, shown in yellow and designated as Section 7 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 40 in Lunenburg County has been altered and reconstructed as shown on plans for Project 0040-055-108, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.30 mile of old Route 40, shown in yellow and designated as Section 1 on the plat dated November 3, 1980, Project 0040-055-108, C-501, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Fairfax, Hanover, Lunenburg and Page 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:

Fairfax County	- Sections 1, 2, 3 & 5 of old location Route 644 between Station 214+00 and Route 5236, Project 0644-029-168, C-502	0.43 Mile
Hanover County	- Section 1 of old location Route 1159 from WBL Route 360 northerly 0.02 mile	0.02 Mile
Lunenburg County	- Section 2 of old location Route 723 from Station 695+05 northeasterly 0.04 mile to the new Secondary connection, Project 0040-055-108, C-501	0.04 Mile
Page County	- Section 2 of old location Route 682 from Route 624 westerly 0.03 mile	0.03 Mile

**MOTION CARRIED**

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location public hearing was held in the Bethel High School, Hampton, Virginia, on January 16, 1980, at 7:00 p.m., for the purpose of considering the location corridor for the proposed East-West Expressway from the intersection of Jefferson Avenue - Route 17/143 and Harpersville Road in the City of Newport News to Little Back River Road in the City of Hampton, State Project U000-114-102, PE-101; Federal Project M-5122(1); 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 corridor of this project be approved in accordance with the plan alignment for Line A-C-A as proposed and presented at the said location public hearing by the Department's engineers.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the Council Chambers of the Norfolk City Hall, Norfolk, Virginia, on September 9, 1981, at 7:00 p.m., for the purpose of considering the proposed major design features of Interstate Route 264 from the south end of the Berkley Bridge to Claiborne Avenue in the City of Norfolk, State Project 0264-122-104, C-503; Federal Project I-264-6( ); and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Council Chambers of the Blacksburg Municipal Building, Blacksburg, Virginia, on March 15, 1979, at 2:00 p.m., for the purpose of considering the proposed location and major design features of Toms Creek Road from the Route 460 Bypass to 0.015 mile north of Prices Fork Road in the Town of Blacksburg, State Project U000-150-101, C-501; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the 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, and amended to reduce the typical section to a two-lane roadway as outlined in the Town of Blacksburg's resolution No. 11-A-81, dated November 10, 1981 (attached); and

BE IT FURTHER RESOLVED, that the Town of Blacksburg will pay 100% of the cost of moving the curbs, gutters and sidewalks should this become necessary within fifteen years of the completion of the construction, as agreed on by the Town in the aforementioned resolution.

MOTION CARRIED



# TOWN OF BLACKSBURG

300 S. Main Street Blacksburg, Virginia 24080  
(703) 961-1100

RESOLUTION: 11-A-81

A Resolution of the Town Council of the Town  
of Blacksburg Requesting the State Department  
of Highways and Transportation to Make Certain Improve-  
ments to Tom's Creek Road

WHEREAS, Tom's Creek Road from Price's Fork Road to the U.S. 460 By-pass poses a hazard to the community due to its condition and use; and,

WHEREAS, the Town and State Department of Highways and Transportation have been attempting to design the improvements to this road such that they would not greatly impact on the residential nature of the community surrounding Tom's Creek Road.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Blacksburg requests the Department of Highways and Transportation to proceed with the two-lane design as approved by Council (two 12-foot lanes, two four-foot bicycle paths, curb, gutter, and sidewalks on a 68-foot right-of-way) at the normal rate of participation by the Department, on the condition that the Town agrees to pay 100% of the cost of moving the curbs, gutters and sidewalks should this become necessary within fifteen years of the completion of this construction.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Town of Blacksburg requests the State Highway Department to proceed as expeditiously as possible with the construction of said improvements.

MAYOR

CLERK

DATE INTRODUCED: *April 10, 1981*

DATE OF PASSAGE: *November 10, 1981*

Moved by Mr. Hooper, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 295, State Highway Project 0095-043-106, RW-202, the Commonwealth acquired certain lands, for use as a borrow pit, from H. U. Stephenson, et al, by deed dated June 25, 1976, recorded in Deed Book 1687, Page 265 and Rufus J. Blackburn, et al, by deed dated June 25, 1976, recorded in Deed Book 1687, Page 262. These deeds are recorded in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, this section of Route 295 has been completed eliminating the necessity for the major portion of the borrow pit; and

WHEREAS, it is proposed that the excess land which lies west of the west proposed right of way line of Route 295 be advertised for public sale; and

WHEREAS, if no satisfactory bids are received, a sale will be negotiated with anyone willing to pay a satisfactory amount; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying west of the west proposed right of way line of Route 295 and approximately contiguous to the west proposed right of way line of Hickory Hills Frontage Road, from a point opposite approximate Station 848+00 (proposed NEL Route 295 centerline) to a point opposite approximate Station 874+50 (proposed NEL Route 295 centerline) and containing 115.402 acres, more or less, land does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds conveying same without warranty for a consideration or considerations satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 81, State Highway Project 0081-007-103, NW-201, the Commonwealth acquired certain lands from William A. Houff, Jr. and Wilda Flory Houff by deed dated January 17, 1964 and recorded in Deed Book 491, Page 179; and from Frank S. Driver and Jean C. Driver by Certificate No. C-6700 dated September 9, 1964, case for which has been settled by Agreement after Certificate and recorded in Deed Book 495, Page 356. These instruments are recorded in the Office of the Clerk of the Circuit Court of Augusta County; and

WHEREAS, under said project, Route 750 was relocated in a southeastern direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the old location was abandoned by action of the Board of Supervisors of Augusta County at its meeting of January 29, 1969; and

WHEREAS, in order to more fully develop his lands, the adjoining landowner has requested that certain excess land lying between the center of old Route 750 and the northwest normal right of way limits of Route 750 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.28 acre, more or less, and lying between the center of old Route 750 and the northwest normal right of way limits of Route 750, from a point approximately 40 feet left of approximate Station 77+90 (Route 750 centerline) to a point approximately 40 feet left of approximate Station 80+40 (Route 750 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to the adjoining landowner of record for a consideration satisfactory to the State

Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Vaughan,

that

WHEREAS, in connection with Route 460, State Highway Project 1909-07, the Commonwealth acquired certain lands from M. Carl Andrews, et al. by deed dated April 25, 1952 and recorded in Deed Book 240, Page 324 in the Clerk's Office of the Circuit Court of Bedford County; and

WHEREAS, a portion of the land so acquired lying southwest of the present right of way limits of Route 460 and northwest of secondary Route 698 has been used since the early 1950's as the site of the Montvale Wayside; and

WHEREAS, the Montvale Wayside has become increasingly more difficult for the Department to maintain and police and, consequently, disposal of the property has been recommended; and

WHEREAS, it is proposed that the property be advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is not satisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 5.25 acres, more or less, land comprising the Montvale Wayside which lies southwest of and adjacent to the southwest existing right of way line of Route 460 from a point approximately 40 feet opposite approximate Station 642+80 (EHL centerline Route 460 Project 1909-13) to a point approximately 40 feet opposite approximate Station 646+15 (EHL centerline Route 460 Project 1909-13) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to

execute in the name of the Commonwealth a deed conveying same with improvements thereon 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. Hooper, seconded by Mr. Vaughan,

that

WHEREAS, the Department of Highways and Transportation (VDH&T) and the Department of Corrections (DOC) have for many years jointly used certain properties across the state; and

WHEREAS, some of these correctional field unit sites are owned in fee by VDH&T, some are owned by DOC, while others are owned jointly; and

WHEREAS, the department is now attempting to transfer entire tracts, or portions thereof, in order to retain in fee ownership only the acreage necessary to accommodate certain capital outlay facilities operating from these sites; and

WHEREAS, DOC has indicated a need for all of the correctional field unit land which we do not wish to retain; and

WHEREAS, a certain portion of the VDH&T owned tract located at Correctional Field Unit 11 - Culpeper District Office Complex in Culpeper County has been deemed surplus to the needs of this department; and

WHEREAS, initially, 30.9 acres were acquired from S. M. and Jacqueline W. Nottingham by deed dated December 14, 1920 and recorded in Deed Book 65, Page 444 in the Office of the Clerk of the Circuit Court of Culpeper County. Over the years, numerous other acquisitions were made by the department, increasing the amount of land owned by VDH&T to 52.293 acres, more or less. Of this acreage, approximately 46.823 acres will be retained for maintenance purposes and district office operations. The remaining 5.47 acres, more or less, have been defined as surplus, which amount coincides with the land DOC currently occupies at this site.

WHEREAS, it is recommended that the approximate total of 5.47 acres (subject to survey and retention of right of way) be conveyed

to the Department of Corrections; and

WHEREAS, in the event the proposed conveyance is not consummated with DCC, it is further recommended that this property be offered for sale to the general public, the appropriate county and municipal governments, or to any other agency of the state or federal government; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the surplus land located at Correctional Field Unit 11 - Culpeper District Office in Culpeper County, 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 and the secondary system of State Highways.

NOW, THEREFORE, in accordance with the provisions of Sections 33.1-149, 33.1-154 and 2.1-5 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed or deeds in the name of the Commonwealth for a consideration or considerations deemed satisfactory to the Department, subject to such restrictions as may be deemed requisite.

Motion carried.

Mr. King stated that the contracting firm of Henry S. Branscome, Inc. has been indicted for violations of the Sherman Antitrust Act (bid collusion). Sworn testimony had been received that the company paid another contractor to submit a bid on a project. Since Henry S. Branscome, Inc. submitted an apparent low bid on a project to the Department this week, Mr. King was of the opinion that the contract should not be awarded to the firm until they show cause as to why they should not be disbarred. Current Commission policy states that a company will not be disbarred on the basis of indictment. There was no objection to this course of action, and Mr. King indicated he would proceed accordingly.



Moved by Mr. Robinson, seconded by Mr. Clore, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Albemarle County has by resolution requested industrial access funds to provide access to the facility of State Farm Insurance Companies, located off Route 250 in Albemarle County east of Charlottesville, estimated to cost \$124,000; and

WHEREAS, this is principally an office facility, which is expressly excluded as an eligible facility by Commission policy; and

WHEREAS, State Farm Insurance Companies is not engaged in any type of manufacturing, processing, research and development, or any other function which is basically manufacturing in nature; and

WHEREAS, it has been the intent of the Commission to restrict the use of industrial access funds to the purpose of assisting in providing access to the aforementioned types of facilities only;

NOW, THEREFORE, BE IT RESOLVED, that the request of the County of Albemarle is hereby denied.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Augusta County has by resolution requested industrial access funds to provide access to a new facility of Shoffner Industries of Virginia, Inc., to be constructed off Route 608 near Fishersville in Augusta County, estimated to cost \$75,000; 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 and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$75,000 from the 1981-82 industrial access fund be allocated to provide access to the proposed facility of Shoffner Industries of Virginia, Inc., to be located off Route 608 near Fishersville in Augusta County, Project 1325-007-272, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

**MOTION CARRIED**

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Tazewell County has by resolution requested industrial access funds to provide access to Virginia Scientific Corporation and B-Y Equipment, Inc., located off Route 480 in Tazewell County near Tazewell, estimated to cost \$60,000; 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 and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$80,000 from the 1981-82 industrial access fund be allocated to provide access to the facilities of Virginia Scientific Corporation and E-Y Equipment, Inc., located off Route 480 in Tazewell County near Tazewell, Project 0823-092-197, M-501, contingent upon (1) the industries' entering into firm contracts for the construction of their facilities, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1981-82 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Franklin County has by resolution requested industrial access funds to provide access to the facility of Hydrocarbon Recovery Systems Corporation, to be located off Route 635 in Franklin County, estimated to cost \$61,000; 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 and Transportation Commission's policy on the use of industrial access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$61,000 from the 1981-82 industrial access fund be allocated to provide access to the facility of Hydrocarbon Recovery Systems Corporation, to be located off Route 635 in Franklin County, Project 0968-033-171, C-501, contingent upon (1) the industry's entering into a firm contract for the construction of its facility, and (2) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

Moved by Mr. Bane, seconded by Mr. Brydges, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1980-81 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Wise County has by resolution requested airport access funds to serve the Lonesome Pine Airport, located east of the Town of Wise in Wise County, estimated to cost \$800,000; 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 and Transportation Commission's policy on the use of airport access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$250,000 from the 1980-81 airport access fund be allocated to assist in providing access to the Lonesome Pine Airport, located east of the Town of Wise in Wise County, Project 0723-097-197, M-501, contingent upon (1) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (2) the Wise County Board of Supervisors' executing an agreement to furnish all necessary funds over and above the \$250,000 airport access allocation to assure the completion of the project, which agreement shall include reference to the availability of the \$500,000 of Appalachian funds.

MOTION CARRIED

On motion of Mr. Brydges, seconded by Mr. Vaughan, the Norfolk-Virginia Beach Toll Road Budget for 1982 was approved, as attached.

On motion of Mr. Brydges, seconded by Mr. Robinson, the Preliminary Operating and Maintenance Budget for the Elizabeth River Tunnels for Fiscal Year February 1, 1982 - January 31, 1983, was approved, as attached.

FINAL BUDGET FOR CURRENT EXPENSES  
 ORGANIZATION AND OPERATION  
 NORFOLK-VIRGINIA BEACH TOLL ROAD  
 FOR CALENDAR YEAR 1982

GENERAL ADMINISTRATION

Staff Salaries	\$ 70,000.00	
Operations Salaries	540,000.00	
Matching Social Security, Retirement, Group Insurance and Health Insurance	<u>103,700.00</u>	\$713,700

OTHER OPERATIONS EXPENSES

Buildings, Including Utilities and Office Supplies	\$ 18,000.00	
Brink's Inc. (Pick up of daily collections including counting money from automatics)	37,000.00	
Communications	2,000.00	
Professional Services (Consulting Engineers & Auditors)	15,500.00	
Rental of Automatic Toll Machines and Gates	117,000.00	
Advertising	500.00	
Uniforms	4,000.00	
Commuter Ticket Printing	25,000.00	
Miscellaneous:		
Token Purchases		
Lane Treadle Purchases		
Parts for Manual Lanes		
Rental of ED and Pool Vehicles		
Miscellaneous Parts and Supplies	<u>34,000.00</u>	<u>\$253,000.00</u>
TOTAL		\$966,700.00

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

Reserve Maintenance Fund Deposits - \$100,000

ESTIMATED FUND BALANCES

IMPROVEMENT FUND

RECEIPTS

1.	Balance November 1, 1981	\$19,958,824.09
2.	Estimated Receipts from Revenue Fund November-December 1981	991,175.91
	Subtotal	20,950,000.00

WITHDRAWALS

Estimated November 1-December 31, 1981	950,000.00
BALANCE AVAILABLE DECEMBER 31, 1981	20,000,000.00
ESTIMATED DEPOSITS For Fiscal Year 1982	4,200,000.00
ESTIMATED EXPENDITURES FOR 1982	11,200,000.00
BALANCE - Estimated December 31, 1982	13,000,000.00

RESERVE MAINTENANCE FUND

RECEIPTS

1.	Balance November 1, 1981	585,001.08
2.	Estimated Receipts from Revenue Fund November-December 1981	---
	Subtotal	585,001.08

WITHDRAWALS

Estimated November 1-December 31, 1981	2,001.08
BALANCE AVAILABLE DECEMBER 31, 1981	583,000.00
DEPOSITS FOR 1982	100,000.00
ESTIMATED EXPENDITURES FOR 1982	162,000.00
ESTIMATED BALANCE AT DECEMBER 31, 1982	\$ 521,000.00

Improvement Fund - Engineering, plans & specifications for proposed interchanges at Lynnhaven Rd. and First Colonial Rd.; right-of-way and construction for mainline widening at western terminus; construction of bridge widenings and Lynnhaven Rd. Interchange.

Reserve Maintenance Fund - Insurance premiums and miscellaneous extraordinary maintenance.

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNELS

PRELIMINARY BUDGET

February 1, 1982 - January 31, 1983

BUDGET RECAPITULATION

<u>REVENUE FUND</u>	<u>1981 BUDGET</u>		<u>1982 BUDGET</u>		<u>BUDGET INCREASE</u>	
	<u>MONTHLY</u>	<u>ANNUAL</u>	<u>MONTHLY</u>	<u>ANNUAL</u>	<u>AMOUNT</u>	<u>%</u>
GENERAL ADMINISTRATION	\$ 59,773	\$ 717,278	\$ 68,799	\$ 825,588	\$ 108,310	15.10
ROADWAYS & STRUCTURES	73,252	879,028	78,479	941,748	62,720	7.14
TUNNEL & VENTILATION BLDG.	76,318	915,816	80,111	961,332	45,516	4.97
BRIDGE	12,060	144,720	12,328	147,936	3,216	2.22
TOLL COLLECTION & EQUIP.	54,704	656,448	55,726	668,712	12,264	1.87
BUS OPERATION	23,375	280,500	24,792	297,500	17,000	6.06
TOTAL	<u>\$ 299,482</u>	<u>\$ 3,593,790</u>	<u>\$ 320,235</u>	<u>\$ 3,842,816</u>	<u>\$ 249,026</u>	<u>6.93</u>
RESERVE MAINTENANCE DEPOSITS	<u>\$ 62,500</u>	<u>\$ 750,000</u>	<u>\$ 125,000</u>	<u>\$ 1,500,000</u>	<u>-</u>	<u>-</u>

Moved by Mr. Clore, seconded by Mr. Brydges, that

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1980-81 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 to publicly owned airports..."; and

WHEREAS, the Board of Supervisors of Albemarle County has by resolution requested airport access funds to assist in providing adequate access to the Charlottesville-Albemarle Airport, located near Earlysville in Albemarle County, estimated to cost \$150,000; 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 and Transportation Commission's policy on the use of airport access funds;

NOW, THEREFORE, BE IT RESOLVED, that \$150,000 from the 1980-81 airport access fund be allocated to assist in providing adequate access to the Charlottesville-Albemarle Airport, located near Earlysville in Albemarle County, Project 0649-002-205, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the airport access fund.

MOTION CARRIED

Moved by Mr. Mohr, seconded by Mr. Brydges, 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 and bikeways to public recreational areas and historical sites be provided by using highway funds..."; provides highway funds for such purpose; and further provides that "The State Highway and Transportation Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and



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

WHEREAS, the Board of Supervisors of Chesterfield County has by resolution requested recreational access funds to provide vehicular and bikeway access to Huguenot Park, located off Route 675 (Robious Road) in Chesterfield County, estimated to cost \$150,000; 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 \$150,000 from the 1981-82 recreational access fund be allocated to provide vehicular and bikeway access to Huguenot Park, located off Route 675 (Robious Road) in Chesterfield County, Project 1761-020-235, M-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the recreational access fund.

**MOTION CARRIED**

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

WHEREAS, criteria for cultural, historical and recreational signing were established by Commission resolution dated December 17, 1970, prior to the establishment of its Sign Committee; and

WHEREAS, said resolution called for a review on a continuing basis of that policy to ensure adequate consideration of both signing needs and the effective and safe operation of the highways; and

WHEREAS, over the ensuing years signing standards and practices have changed at both federal and state levels; and

WHEREAS, the Commission's Sign Committee, along with the Department's staff, has completed a comprehensive review of sign procedures to update existing policy and establish criteria where needed to aid in the justification process; and

WHEREAS, this comprehensive review has revealed a need to make several revisions in current policy, and was so adopted by the Sign Committee at its November 19, 1981, meeting;

NOW, THEREFORE, BE IT RESOLVED, that the Commission resolution dated December 17, 1970, on signing, be rescinded.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-62 of the Code of Virginia (1950), as amended, the State Highway and Transportation Commission is authorized to designate Virginia Byways as recommended by the Commission of Outdoor Recreation after providing the opportunity for a public hearing; and

WHEREAS, the staffs of the Commission of Outdoor Recreation and the Department of Highways and Transportation have reviewed and determined that Route 250 in Albemarle and Nelson Counties from its intersection with Route 29 Bypass, west of Charlottesville, to the Nelson/Augusta County line (Blue Ridge Parkway) substantially meets the adopted criteria for Virginia Byways; and

WHEREAS, the Commission of Outdoor Recreation, at its regular meeting on September 22, 1981, recommended to the Department of Highways and Transportation that Route 250, heretofore described, be designated as a Virginia Byway; and

WHEREAS, the required procedures have been followed and a public hearing was not requested;

NOW, THEREFORE, BE IT RESOLVED, that Route 250, herein described, be designated as a Virginia Byway.

MOTION CARRIED

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

WHEREAS, in the City of Richmond, U. S. Route 33 traverses a portion of Broad Street, terminating at its junction with U. S. Route 360 at 17th Street where it formerly tied in with State Route 33; and

WHEREAS, State Route 33 has been relocated over the Martin Luther King, Jr. Bridge and Leigh Street, thence utilizing Harrison and Hancock Streets as a one-way street system for entry and exit at Broad Street (U. S. Route 33 and 250); and

WHEREAS, it is necessary to eliminate that portion of U. S. Route 33 between its former and new tie-in with State Route 33, length 1.75 miles; and

WHEREAS, application pertaining to this change was submitted to the American Association of State Highway and Transportation Officials and was acted upon favorably by their Executive Committee at their meeting of October 3, 1981;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Commission does hereby concur in the action taken by the American Association of State Highway and Transportation Officials at said meeting pertaining to the change as presented herein.

**MOTION CARRIED**

Moved by Mr. Brydges, seconded by Mr. Robinson, that

WHEREAS, Chapter 801, Item 840 of the Acts of the General Assembly of 1981 provides \$600,000 in fiscal year 1982 for financial incentives to local governing bodies and transportation district commissions for the development, implementation, and promotion of experimental mass transportation and ridesharing projects; and

WHEREAS, \$177,121 is currently available in the allocation; and

WHEREAS, local governing bodies or transportation districts have submitted proposals to the Department for funding projects under this program; and

WHEREAS, each governing body has certified that, if its proposal is approved, it shall use the funds in accordance with the requirements of the appropriations act; and

WHEREAS, the staff of the Department has evaluated the proposals with regard to need, reasonableness, local support, implementation capability of the applicants, and potential for success and continuation; and

WHEREAS, the Commission shall approve the projects and allocate the funds designated for the program;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following amounts be allocated to support the cost for one year of operation of experimental mass transportation and ridesharing projects from funds established by Chapter 601, Item 640 of the Acts of the General Assembly of 1981 to aid mass transportation:

<u>Jurisdiction</u>	<u>Project Description</u>	<u>Grant Funds</u>
Peninsula Transportation District Commission	Student Transportation Enhancement Program	\$ 37,608
City of Petersburg	Transit Ticket Prepayment Program	20,134
City of Roanoke	Downtown Transit Shuttle Service	22,346
Tidewater Transportation District Commission	Community Based Transit Program	37,000
	Total	<u>\$117,088</u>

**NOTION CARRIED**

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

WHEREAS, pursuant to Section 33.1-12 and Section 46.1-343 of the Code of Virginia (1950), as amended, the State Highway and Transportation Commission has authority to issue hauling permits for the movement of overweight/oversize vehicles upon the highway; and

WHEREAS, such permits provide extraordinary service and privileges to the permittee; and

WHEREAS, the cost of issuing these permits is a constant drain on highway funds since revenues collected do not cover administrative program costs; and

WHEREAS, the State Highway and Transportation Commission on June 18, 1981, directed the Department to conduct a public hearing to amend the Hauling Permit Manual to increase the various permit fees charged to cover expenses associated with permit regulation issuance and enforcement; and

WHEREAS, pursuant to Section 9-6 14:7 of the Code of Virginia (1950), as amended, the State Highway and Transportation Commission subordinates conducted a Public Hearing in Richmond, Virginia, on Wednesday, December 2, 1981, without opposition; and

WHEREAS, the State Highway and Transportation Commission approved by letter ballot on December 9, 1981, the requested permit fee increases; and

WHEREAS, pursuant to Section 9-6 14:9 of the Code, copies of the proposed fee regulation with statement as to the basis, purpose, impact and summary of the regulation were filed with the Registrar of Regulations on December 9, 1981;

NOW, THEREFORE, BE IT RESOLVED, that "Single Trip" (13-day issue) permits be increased from \$5 to \$10 and "Blanket-term permits" (12-month issue) be increased from \$10 to \$30 and permits for building movements and excess width movements over 14 feet wide be increased from \$15 to \$50 for each such permit issued on or after March 9, 1982, except those permits described under Section 46.1-343 of the Code of Virginia (1950), as amended, which are required to be issued without cost, along with exemptions prescribed by resolution to issue such permits without charge to any office or agency of the federal government, the Commonwealth of Virginia, or any county or municipal government of Virginia, provided the vehicle is registered in the name of such government, its agency, subdivision or municipal corporation.

MOTION CARRIED

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

WHEREAS, on November 23, 1981, a transport truck collided with a truss span of the Route 58 bridge over Clinch River at St. Paul, severely damaging one span and requiring traffic to be detoured over a considerable distance using secondary roads in Dickenson and Russell Counties; and

**WHEREAS, this bridge damage created an emergency and severe interference to public safety; and**

**WHEREAS, Section 33.1-185 of the Code of Virginia excludes in cases of emergency the requirement for the advertisement of bids, the Chief Engineer has entered into an emergency contract with Bristol Steel and Iron Works, Inc. on December 1, 1981, covering immediate repairs to the Route 58 bridge at a cost of approximately \$54,000. Final costs will be determined at the completion of the work;**

**NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission confirms this action.**

**MOTION CARRIED**

Mr. Leo E. Bussler, III, Deputy Commissioner and Chief Engineer, presented to the Commission the Department's proposed Critical Improvement Plan. The staff, with input from local governments, attempted to identify the most critical present-day highway needs throughout the state, the maintenance requirements, and the public transportation needs for the next six years. The result was the development of the Plan, which is essentially a program of reconstruction. It is a summary of funding requirements and specific project identification for the Interstate, primary, and urban systems. The proposed Plan was presented to the members of the legislature through a series of meetings all over the state (except for the Northern Virginia area, which meeting will be conducted January 8). All Commission members but Messrs. Clore and Hughes have been made aware of the contents of the report.

After some discussion, on motion of Mr. Hooper, seconded by Mr. Brydges, the Critical Improvement Program was approved, as attached.

CRITICAL IMPROVEMENT PROGRAM COMPARED TO  
PROGRAM POSSIBLE WITH CURRENT REVENUES  
(Thousands of Dollars)

	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
<b>CRITICAL IMPROVEMENT PROGRAM:</b>							
Construction:							
Interstate	211,665	231,154	236,042	242,279	212,484	212,484	1,344,108
Primary	119,039	120,498	122,883	125,139	129,984	133,215	750,758
Urban	76,010	77,619	78,985	80,606	81,242	82,856	477,318
Secondary	83,810	85,670	87,249	89,123	89,858	91,723	527,433
Subtotal	490,524	514,941	523,159	537,147	513,568	520,278	3,099,617
Maintenance	323,300	356,900	401,426	443,900	491,700	546,500	2,563,726
Public Transit	19,896	22,179	19,694	28,328	20,245	22,208	132,550
Total	833,720	894,020	944,279	1,009,375	1,025,513	1,088,986	5,795,893

PROGRAM POSSIBLE WITH  
CURRENT REVENUES:

Construction:							
Interstate	211,665	231,154	--	--	--	--	442,819
Primary	39,622	3,483	--	--	--	--	43,103
Urban	36,300	19,111	--	--	--	--	55,411
Secondary	37,912	18,044	--	--	--	--	55,956
Subtotal	325,499	271,792	--	--	--	--	597,291
Maintenance	323,300	356,900	401,426	406,836	411,698	416,443	2,316,603
Public Transit	12,300	12,300	12,300	12,300	12,300	12,300	72,800
Total	661,099	640,992	413,726	419,136	423,998	428,743	2,987,694

TOTAL SHORTFALL

Offset by Federal-aid  
State Fund Shortfall

STATE FUND PROGRAM SHORTFALL:

Construction  
Maintenance  
Public Transit  
STATE FUND SHORTFALL:

Construction	172,621	253,028	530,553	590,239	601,515	660,243	2,808,199
Maintenance	0	36,050	275,974	282,514	260,294	260,294	1,115,126
Public Transit	172,621	216,978	254,579	307,725	341,221	399,949	1,693,073
STATE FUND SHORTFALL:	165,025	207,099	247,185	254,633	253,274	259,984	1,387,200
Construction	0	0	0	37,064	80,002	130,057	247,123
Maintenance	7,596	9,879	7,394	16,028	7,945	9,908	58,750
Public Transit	172,621	216,978	254,579	307,725	341,221	399,949	1,693,073

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (In Thousands)**

**INTERSTATE SYSTEM**

<u>DISTRICT</u>	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
BRISTOL	\$ 34,396	\$ 19,041
SALEM	25,081	8,736
LYNCHBURG	—	—
RICHMOND	234,393	77,188
SUFFOLK	556,557	163,279
FREDERICKSBURG	92,435	30,439
CULPEPER	346,686	123,864
STAUNTON	6,878	4,378
TOTAL	<hr/> \$1,296,426	<hr/> \$426,925



**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (In Thousands)**

PRIMARY SYSTEM

<u>DISTRICT</u>	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
BRISTOL	\$ 90,275	\$ 5,022
SALEM	105,505	6,180
LYNCHBURG	93,619	5,375
RICHMOND	92,567	5,314
SUFFOLK	103,381	7,136
FREDERICKSBURG	58,333	3,349
GULPEPER	127,994	5,353
STAUNTON	79,084	5,376
TOTAL	<u>\$750,758</u>	<u>\$43,105</u>

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-86  
 (In Thousands)**

URBAN SYSTEM

<u>DISTRICT</u>	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
BRISTOL	\$ 15,000	\$ 1,700
SALEM	50,900	5,900
LYNCHBURG	28,900	3,400
RICHMOND	68,900	8,100
SUFFOLE	223,318	25,711
FREDERICKSBURG	9,300	1,500
CULPEPER	53,100	6,100
STAUNTON	25,900	3,000
TOTAL	<hr/> \$477,318	<hr/> \$55,411

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (In Thousands)**

SECONDARY SYSTEM

<u>DISTRICT</u>	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
BRISTOL	\$ 64,202	\$ 5,914
SALEM	72,039	6,992
LYNCHBURG	57,018	5,659
RICHMOND	62,097	6,050
SUFFOLK	38,075	3,811
FREDERICKSBURG	34,140	3,189
CULPEPER	115,339	10,543
STAUNTON	59,524	5,799
STATEWIDE PROGRAMS	25,000	8,000
TOTAL	<u>\$527,433*</u>	<u>\$55,956*</u>

\*Totals do not add exactly due to rounding.

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (In Thousands)**

PUBLIC TRANSIT

<u>DISTRICT</u>	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
BRISTOL	\$ 487	\$ 461
SALEM	1,852	1,228
LYNCHBURG	2,647	1,653
RICHMOND	15,738	6,322
SUFFOLK	28,061	13,826
FREDERICKSBURG	498	478
CULPEPER	77,538	45,359
STAUNTON	1,429	1,353
STATEWIDE DISCRETIONARY	4,500	3,120
	<hr/>	<hr/>
TOTAL	\$132,550	\$73,800

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (IN THOUSANDS)**

BRISTOL DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$ 34,396	\$19,041
PRIMARY	90,275	5,022
URBAN	15,000	1,700
SECONDARY	64,202	5,914
PUBLIC TRANSIT	487	461
	-----	-----
TOTAL	\$204,360	\$32,138

INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM  
(in Thousands of Dollars)  
1983-88 Thru 1987-88

CRITICAL IMPROVEMENT PROGRAM

BRISTOL

District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
81/77 Myrtle Develop to 6 Lanes	1.1 Miles West Route 52 - 3.7 Miles East Route 77 (2.4 Miles)	P.E.	360	-	-	-	-	-	-	-	-	-
		R/W	400	360	25	-	-	-	-	-	-	-
		CONST.	7,840	6,064	300	2,700	-	-	-	-	-	-
		TOTAL	8,600	6,064	3,364	2,700	-	-	-	-	-	-
81/77 Myrtle Develop to 6 Lanes	3.7 Miles East Route 77 - 1.9 Miles East Route 77 (1.8 Miles)	P.E.	250	25	-	-	-	-	-	-	-	-
		R/W	300	300	300	-	-	-	-	-	-	-
		CONST.	5,700	5,700	1,875	1,950	-	-	-	-	-	-
		TOTAL	6,250	6,025	2,200	1,875	1,950	-	-	-	-	-
81/77 Myrtle Develop to 6 Lanes	1.9 Miles East Route 77 - 0.2 Miles East Route 77 (1.7 Miles)	P.E.	370	285	-	-	-	-	-	-	-	-
		R/W	410	410	410	-	-	-	-	-	-	-
		CONST.	9,100	9,100	1,472	4,000	3,323	-	-	-	-	-
		TOTAL	9,880	9,795	1,000	1,472	4,000	3,323	-	-	-	-
81 - Washington Interchange Improvements	Intersection Route 80	P.E.	30	-	-	-	-	-	-	-	-	-
		R/W	15	15	15	-	-	-	-	-	-	-
		CONST.	255	255	270	-	-	-	-	-	-	-
		TOTAL	280	270	270	-	-	-	-	-	-	-
82 - Washington Interchange Improvements	Intersection Route 137	P.E.	18	-	-	-	-	-	-	-	-	-
		R/W	12	12	12	-	-	-	-	-	-	-
		CONST.	240	240	240	12	240	-	-	-	-	-
		TOTAL	270	254	254	240	254	-	-	-	-	-



PRIMARY SYSTEM  
**CONSTRUCTION PROGRAM**  
 (in Thousands of Dollars)  
 1982-83 Through 1987-88

CRITICAL IMPROVEMENT PROGRAM

BRISTOL District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
19/460 Russell 2 Lanes on 4 Lane Right of Way New Location	BIJOUFIELD BYPASS: 1.61 Miles West West Virginia State Line - S. 22 Miles West West Virginia State Line (3.60 Miles)	P.E. 720 RAW * 605 CONSTR. 1,410 TOTAL 2,735	720 *605 *500 1,835	*910 *910	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Miles West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 300 RAW 1,140 CONSTR. 7,260 TOTAL 8,700	300 1,140 3,050 4,530	4,170 4,170	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -
19 - Russell Paving - 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: 0.18 Mile West West Corporate Limits Lebanon - Route 654 (2.40 Miles)	P.E. 185 RAW - CONSTR. 3,660 TOTAL 3,845	- - - -	185 3,660 3,845	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: Route 654 - Existing Route 19 (1.60 Miles)	P.E. 300 RAW 1,585 CONSTR. 3,720 TOTAL 5,405	- - - -	300 1,585 3,720 5,405	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
19 - Russell Grade 2 Lanes on 4 Lane Right of Way	LEBANON BYPASS: Route 654 - Existing Route 19 (1.60 Miles)	P.E. 80 RAW - CONSTR. 2,835 TOTAL 2,915	- - - -	80 2,835 2,915	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -

\*State Funds Required to Match Federal Apportionment Funds



**SLIMBY SYSTEM  
CONSTRUCTION PROGRAM  
(in Thousands of Dollars)  
1982-83 Thru 1987-88**

0815101 - District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
19 - Russell Parallel Lane	LEBAXON BYPASS 2.53 Miles East West Route 80 (2.00 Miles)	P.E. 150	-	150	-	-	-	-	-	150	-
		R/W 600	-	600	-	-	-	-	-	600	1,705
		CONSTR. 2,260	-	2,260	-	-	-	-	-	556	1,705
		TOTAL 3,010	-	3,010	-	-	-	-	-	1,305	
19 - Russell Parallel Lane	2.63 Miles East East Route 80 - 5.71 Miles East East Route 80 (5.08 Miles)	P.E. 170	-	170	-	170	-	-	-	-	-
		R/W 665	-	665	-	665	-	-	-	-	-
		CONSTR. 3,380	-	3,380	1,000	1,000	1,000	1,215	1,215	1,215	-
		TOTAL 4,215	-	4,215	1,000	1,000	1,000	1,215	1,215	1,215	-
19 - Russell Parallel Lane	5.71 Miles East East Route 80 - Therrell County Line (2.32 Miles)	P.E. 150	-	150	-	-	-	-	-	150	-
		R/W 520	-	520	-	-	-	-	-	455	65
		CONSTR. 2,645	-	2,645	-	-	-	-	-	1,935	710
		TOTAL 3,295	-	3,295	-	-	-	585	585	2,000	710
21 - Grayson Reconstruction	Intersection of Route 658 (0.20 Mile)	P.E. 5	5	-	-	-	-	-	-	-	-
		R/W 5	5	-	-	-	-	-	-	-	-
		CONSTR. 90	17	73	-	-	-	-	-	-	-
		TOTAL 100	27	73	-	-	-	-	-	-	-
21 - Grayson Bridge and Approaches	New River	P.E. 100	-	100	-	100	-	-	-	-	-
		R/W 75	-	75	-	-	-	-	-	-	-
		CONSTR. 2,000	-	2,000	75	125	500	500	800	575	-
		TOTAL 2,175	-	2,175	200	100	500	500	800	575	-

**BRISTAR SYSTEM  
CONSTRUCTION PROGRAM**  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

BRISTAR SYSTEM

ROUTE/ADJINITY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDED	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					FISCAL YEAR					
					1982-83	1983-84	1984-85	1985-86	1986-87	
23 - Misc Railroad Grade Separation	TOWN OF APPALACHIA: 0.12 Mile West Route 78 - 0.32 Mile East Route 78 (0.40 Mile)	P.E.	150	-	-	-	-	-	-	-
		R/W	1,250	5,015	-	-	-	-	-	-
		CONSTR.	3,075	3,015	1,000	615	-	-	-	-
		TOTAL	4,475	400	1,000	1,000	615	-	-	-
23 - Misc 2 Lane at Grade Connector (Route 619)	0.90 Mile East West Corporate Limits Norton - 11th Street (0.4 Mile)	P.E.	10	-	-	-	-	-	-	-
		R/W	-	+100	-	-	-	-	-	-
		CONSTR.	+100	100	-	-	-	-	-	-
		TOTAL	110	100	-	-	-	-	-	-
23 - Misc 2 Lane Paving	0.18 Mile South Proposed Alternate Route 58 - 0.90 Mile North Old East Corporate Limits Norton (1.50 Miles)	P.E.	45	-	-	-	-	-	-	-
		R/W	-	+230	-	-	-	-	-	-
		CONSTR.	+230	230	-	-	-	-	-	-
		TOTAL	275	230	-	-	-	-	-	-
23 - Misc Grading of Slide Area	POWELL VALLEY SLIDE: 3.84 Miles West Kentucky Avenue - 2.26 Miles West Kentucky Avenue (1.60 Miles)	P.E.	40	-	-	-	-	-	-	-
		R/W	-	+196	-	-	-	-	-	-
		CONSTR.	+780	196	-	-	-	-	-	-
		TOTAL	820	196	-	-	-	-	-	-
23 - Misc 2 & 4 Lane Paving	POWELL VALLEY RELOCATION: 3.82 Miles North Lee- Wise County Line - 0.38 Mile West Kentucky Avenue (6.40 Miles)	P.E.	30	-	-	-	-	-	-	-
		R/W	-	+340	-	-	-	-	-	-
		CONSTR.	+340	340	-	-	-	-	-	-
		TOTAL	370	340	-	-	-	-	-	-

\*State Funds Required to Match  
Federal Appalachian Funds

**BRUNNEN SYSTEM**  
**CONSTRUCTION PROGRAM**  
 (In Thousands of Dollars)  
 1982-83 Thru 1987-88

BRISTOL      Duino

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
23 - Wise Correction of Slide	POUND BYPASS	P.E. 10 R/W - CONST. 500 TOTAL 510	- - -	10 300 310	10 210 220	- 90 90	- - -	- - -	- - -	- - -	- - -
58 - Lee Reconstruction	6.74 Mile West West Corporate Limits Jonesville - 8.03 Miles West West Corporate Limits Jonesville (1.50 Miles)	P.E. 140 R/W 220 CONST. 2,585 TOTAL 2,745	- - -	140 220 2,585 2,745	- - -	140 220 540 900	- - 945 945	- - -	- - -	- - -	- - -
58 Alt. - Wise Grading 2 Lanes on New Location	0.25 Mile East Route 23 - 0.61 Mile East East Corporate Limits Norton (Ramsey) (1.90 Miles)	P.E. 270 R/W 900 CONST. 6,840 TOTAL 8,010	270 530 -	370 6,840 7,210	370 1,500 1,500	- 1,600 1,600	- 1,600 1,500	- 2,140 2,140	- -	- -	- -
58 Alt. - Wise Paving 2 Lanes on New Location	0.25 Mile East Route 23 - 0.61 Mile East East Corporate Limits Norton (Ramsey) (1.90 Miles)	P.E. 100 R/W - CONST. 1,925 TOTAL 3,025	- - -	100 2,925 3,025	- -	- -	- -	100 260 360	- 2,500 2,500	- -	- 165 165
58 Alt. - Wise 2 Lanes on 4 Lane Right of Way (PE & RW Only)	COEBURN BYPASS: 0.44 Mile West West Corporate Limits Coeburn - 0.24 Mile East Little Tom Tunnel (4.10 Miles)	P.E. 880 R/W 3,700 CONST. - TOTAL 4,580	- - -	880 3,700 4,580	- -	500 -	380 120 500	380 1,000 1,000	1,500 1,500	- -	1,060 1,080

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

BRISTOL \_\_\_\_\_ District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
58 Alt. - Misc Grade 4 Lanes on New Location	ST. PAUL BYPASS: Relating Route 58 Alt. West of St. Paul - East of C.C.R.D. R.R. (1.1 Miles)	P.E.	340	-	-	-	-	-	-	-	-
		R/W	2,300	-	-	-	-	-	-	-	-
		CONST.	1,700	1,800	-	-	-	-	-	-	-
		TOTAL	4,340	1,800	-	-	-	-	-	-	-
58 Alt. - Misc Paved 2 Lanes New Location	ST. PAUL BYPASS: Existing Route 58 Alt. Route 58 Alt. West of C.C.R.D. R.R. (0.8 Miles)	P.E.	50	-	-	-	-	-	-	-	-
		R/W	-	200	-	-	-	-	-	-	-
		CONST.	600	100	-	-	-	-	-	-	-
		TOTAL	650	300	-	-	-	-	-	-	-
58 Alt. - Misc Bridge	ST. PAUL BYPASS: Climb River Bridge and C.C.R.D. R.R.	P.E.	-	-	-	-	-	-	-	-	-
		R/W	-	130	-	-	-	-	-	-	-
		CONST.	-	770	1,000	890	-	-	-	-	-
		TOTAL	-	900	1,000	890	-	-	-	-	
58 Alt. - Misc Grade 2 Lanes New Location	ST. PAUL BYPASS: East of C.C.R.D. R.R.- Existing Route 58 Alt. East of St. Paul (0.2 Miles)	P.E.	-	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	-	-	-	-	440	240	-	-	-
		TOTAL	-	-	-	-	560	1,000	240	240	
58 Alt. - Misc Paved 2 Lanes New Location	ST. PAUL BYPASS: East of C.C.R.D. R.R.- Existing Route 58 Alt. East of St. Paul (0.5 Miles)	P.E.	-	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	-	-	-	-	710	760	-	-	-
		TOTAL	-	-	-	-	710	760	-	-	



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

BRISTOL District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE		
					FISCAL YEAR								
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88			
75 - Washington Develop to 4 Lanes	South Corporate Limits Abingdon - Route 81 (0.30 Mile)	P.E.	5	5	-	-	-	-	-	-	-	-	
		R/W	50	200	35	200	-	-	-	-	-	-	-
		TOTAL	455	435	400	200	-	-	-	-	-	-	-
75 - Washington Bridges and Approaches Wolf Creek	2.83 Miles South Route 81 - 3.50 Miles South Route 81 (0.60 Miles)	P.E.	40	40	-	-	-	-	-	-	-	-	
		R/W	130	20	20	-	-	-	-	-	-	-	
		TOTAL	700	28	20	-	-	-	-	-	-	-	-
75 - Washington Bridge and Approaches Wolf Creek	3.43 Miles North Spring Creek Bridge - 2.40 Miles North Spring Creek Bridge (1.03 Miles)	P.E.	50	50	50	50	185	165	165	165	165	-	
		R/W	335	150	1,580	900	515	900	900	165	165	-	
		TOTAL	1,965	300	1,965	700	700	900	900	165	165	-	
81 - Washington Reconstruc- tion	5.18 Miles North North Corporate Limits Damascus - 6.50 Miles North North Corporate Limits Damascus (1.40 Miles)	P.E.	50	40	40	40	280	280	-	-	-	-	
		R/W	90	30	90	90	280	280	-	-	-	-	
		TOTAL	1,390	300	1,380	1,380	280	280	-	-	-	-	
91 - Washington Reconstruc- tion	6.50 Miles North North Corporate Limits Damascus - 7.80 Miles North North Corporate Limits Damascus (1.39 Miles)	P.E.	80	80	80	80	380	380	890	890	890	-	
		R/W	180	180	180	180	380	380	890	890	890	-	
		TOTAL	1,250	1,250	1,250	1,250	380	380	890	890	890	-	

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

BRISTOL District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
91 - Washington Reconstruction	7.89 Miles North North Corporate Limits Damascus - Route 11 (3.28 Miles)	P.E.	-	150	-	-	-	10	140	-	-
		R/W	-	355	-	-	-	-	355	-	-
		TOTAL	-	2,460	-	-	-	-	405	-	1,000
91 - Tazewell Bridge and Approaches	Little River (0.40 Mile)	P.E.	-	85	-	-	-	-	-	-	-
		R/W	-	15	-	-	-	-	-	-	-
		TOTAL	-	200	-	-	-	-	-	-	-
98 - Blind Reconstruction	0.25 Mile South Route 21/52 - D.50 Mile South Route 21/52 (0.25 Mile)	P.E.	-	25	-	-	-	-	-	-	-
		R/W	-	20	-	-	-	-	-	-	-
		TOTAL	-	280	-	-	-	-	-	-	-
274 - Grayson (Old Route 58) Bridge and Approaches	2Fk Creek (0.20 Mile)	P.E.	-	25	-	-	-	-	25	-	-
		R/W	-	50	-	-	-	-	50	-	-
		TOTAL	-	600	-	-	-	-	25	300	275
421 - Lee Reconstruction	Intersection of Route 621 (0.20 Mile)	P.E.	-	25	-	-	-	-	25	-	-
		R/W	-	5	-	-	-	-	5	-	-
		TOTAL	-	80	-	-	-	-	25	300	275

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 thru 1987-88

BRISTOL      District

ROUTE/COUNTY TYPE	DESCRIPTION (LENGTH)	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
460 - Buchanan Widen to 4 Lanes	Improvement at Tookland (0.50 Miles)	P.E.	55	-	-	-	-	-	-	-	-
		R/W	*225	-	-	-	-	-	-	-	-
		TOTAL	510	-	-	-	-	-	-	-	-
460 - Buchanan Widen to 4 Lanes	Grundy - Decel (Includes Route 83 Interchange) (2.80 Miles)	P.E.	75	*213	-	-	-	-	-	-	-
		R/W	*1,425	*287	938	-	-	-	-	-	-
		TOTAL	2,725	1,287	938	-	-	-	-	-	-
460 - Buchanan Relocated Railroad Avenue Recon- struct to pro- vide one-way system	TOWN OF GRUNDY: East Route 460 - West Route 460 Contract I (0.10 Miles)	P.E.	15	15	-	-	-	-	-	-	-
		R/W	40	40	145	-	-	-	-	-	-
		TOTAL	545	545	145	-	-	-	-	-	-
460 - Buchanan Reconstruct to provide one-way system	TOWN OF GRUNDY: East Route 460 - West Route 460 Contract II (0.54 Miles)	P.E.	30	30	50	-	-	-	-	-	-
		R/W	300	300	300	600	155	-	-	-	-
		TOTAL	1,255	1,255	500	600	155	-	-	-	-
460 - Buchanan Parallel Lane and 2 Lanes on 4 Lane RW (PE Only)	GRUNDY-KENTUCKY STATE LINE (1.40 Miles)	P.E.	2,500	2,500	700	800	1,000	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		TOTAL	2,500	2,500	700	800	1,000	-	-	-	-

\*State Funds Required to Match  
Federal Appalachian Funds



PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1962-83 Thru 1987-88

BRISTOL District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					1962-83	1963-84	1964-85	1965-88	1986-87	1987-88	
460 - Buchanan Parallel Lane	Gravelly - Route 609 (4.50 Miles)	P.E.	-	*2,970	-	-	-	500	2,470	-	-
		R/W	-	*1,450	-	-	-	-	30	-	-
		CONST.	-	4,420	-	500	-	-	2,500	1,420	-
		TOTAL	-	4,420	-	-	500	-	2,500	1,420	-
460 - Buchanan 2 Lanes on 4 Lane Right of Way (R/W Only)	Route 609 - Kentucky State Line (9.90 Miles)	P.E.	-	*1,480	-	-	-	-	-	-	300
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	-	-	-	-	-	-	-	-	-
		TOTAL	-	1,480	-	-	-	-	-	1,180	300
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING			4,293	25,226	4,293	-	-	-	-	-
	DISTRICT WIDE MISCELLANEOUS CONSTRUCTION ITEMS						725	778	1,575	1,533	-
	DISTRICT SUMMARY						105	1,490	1,430	475	200
							798	1,040	745	4,770	3,345
							12,965	11,508	12,248	11,533	12,963
							13,866	14,038	14,423	16,338	16,509
											1,380
											3,910
											5,280

\*State Funds Required to Match Federal Appalachian Funds



**URBAN SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

--- BRESTON --- District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Marion R. McIn St. 4 & 5 lanes	Fr: Route 16 To: B.C.L. 0.8 Mile	P.E.	--	100	--	--	--	--	--	--	--
		R/W	--	400	--	--	--	--	--	--	--
		CONST.	--	2,000	400	400	500	600	--	--	--
		TOTAL	--	2,500	300	400	500	600	--	--	--
Marion Route 23 Signal System	0011-119-104-LS02 Fr: Route 58A To: W.C.L.	P.E.	50	--	--	--	--	--	--	--	--
		R/W	--	--	--	--	--	--	--	--	--
		CONST.	300	100	--	--	--	--	--	--	--
		TOTAL	350	100	--	--	--	--	--	--	--
Richlands Kents Ridge Rd. 2 lane on 4 R/W	Fr: S.C.L. To: Second St. 0.8 Mile	P.E.	138	--	--	--	--	--	--	--	--
		R/W	1,000	--	--	--	--	--	--	--	--
		CONST.	3,000	500	700	300	--	--	--	--	--
		TOTAL	4,138	800	700	300	--	--	--	--	--
Wies Varner-Blen Connector 2 Lane on 4 R/W	0002-148-101 Fr: Morton Dr. To: Walls St. 1.0 Mile	P.E.	--	200	--	--	200	--	--	--	--
		R/W	--	1,000	--	--	100	--	--	--	--
		CONST.	--	2,600	--	--	--	1,000	1,000	1,000	1,500
		TOTAL	--	3,800	--	--	300	--	1,000	1,000	1,500
Mytherville 4th Street 4 lane	0021-139-104 Fr: Ridge Road To: N.C.L. 0.5 Mile	P.E.	60	--	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--	--
		CONST.	800	200	200	500	--	--	--	--	--
		TOTAL	1,060	300	200	800	300	--	--	--	--



**ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
BASED ON CURRENT REVENUES  
BRISTOL DISTRICT SUMMARY**

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Bland	\$ 169,191	\$ 69,118					\$ 238,309
Buchanan	511,748	205,038					716,786
Dickenson	294,841	118,912					413,753
Geayson	293,022	117,439					410,461
Lee	335,129	137,560					472,689
Russell	370,303	148,248					518,551
Scott	455,097	187,616					642,713
Smyth	265,880	110,378					376,258
Tazewell	390,773	159,880					550,653
Washington	476,236	196,876					673,112
Wise	334,135	137,498					471,633
Wythe	305,829	123,406					429,235
<b>DISTRICT TOTAL</b>	<b>\$4,202,184</b>	<b>\$1,711,969</b>					<b>\$5,914,153</b>

ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 CRITICAL-IMPROVEMENT PROGRAM  
 BRISTOL DISTRICT BINARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Bland	\$ 395,834	\$ 404,502	\$ 411,860	\$ 420,594	\$ 424,018	\$ 428,627	\$ 2,485,435
Buchanan	1,283,105	1,315,716	1,343,399	1,376,257	1,389,139	1,407,750	8,115,366
Dickenson	717,958	735,070	749,598	766,839	773,600	783,249	4,526,314
Grayson	742,142	761,529	777,986	797,518	805,177	816,085	4,700,437
Lee	788,998	806,900	822,098	840,135	847,207	856,254	4,961,592
Russell	943,806	968,795	990,006	1,015,186	1,025,057	1,039,120	5,981,970
Scott	1,031,847	1,052,779	1,070,548	1,091,637	1,099,908	1,110,453	6,457,172
Smyth	634,841	650,389	663,587	679,253	685,397	692,399	4,005,866
Tazewell	944,968	967,971	987,497	1,010,674	1,019,762	1,031,411	5,962,283
Washington	1,125,263	1,151,659	1,174,066	1,200,661	1,211,092	1,223,539	7,086,280
Wise	822,065	843,378	861,471	882,946	891,368	901,517	5,202,745
Wythe	747,636	765,686	781,007	799,195	806,326	816,416	4,716,266
<b>DISTRICT TOTAL</b>	<b>\$10,178,463</b>	<b>\$10,424,374</b>	<b>\$10,633,123</b>	<b>\$10,880,895</b>	<b>\$10,978,051</b>	<b>\$11,106,820</b>	<b>\$64,201,726</b>

CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
PROGRAM POSSIBLE WITH CURRENT REVENUES  
1982-83 THRU 1987-88  
(IN THOUSANDS)

SALEM DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$ 25,081	\$ 8,736
PRIMARY	105,505	6,180
URBAN	50,900	5,900
SECONDARY	72,039	6,992
PUBLIC TRANSIT	1,852	1,228
	<hr/>	<hr/>
TOTAL	\$255,377	\$29,036







**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
In Thousands of Dollars  
1982-83 Thru 1987-88

**CRITICAL IMPROVEMENT PROGRAM**

SALM \_\_\_\_\_ Dollars

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COSTS	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
8 - Floyd & Montgomery Bridge and Approaches	Little River at County Line Crossing  (0.4 Miles)	P.E.	98	-	-	-	-	-	-	-	-	-
		R/W CONST.	95	55	245	475	-	-	-	-	-	-
		TOTAL	913	300	475	-	-	-	-	-	-	-
8 Floyd Reconstruction	5.2 Miles North North Corporate Limits Floyd - 6.6 Miles North North Corporate Limits Floyd (1.4 Miles)	P.E.	130	130	-	125	5	-	-	-	-	-
		R/W CONST.	380	380	-	380	-	-	-	-	-	-
		TOTAL	1,595	1,595	125	1,000	380	580	980	-	-	-
8 - Floyd Reconstruction	6.6 Miles North North Corporate Limits Floyd - 8.1 Miles North North Corporate Limits Floyd (2.5 Miles)	P.E.	110	110	-	-	-	-	20	30	-	-
		R/W CONST.	325	325	-	-	-	-	-	325	-	-
		TOTAL	2,170	2,170	-	-	-	20	795	1,200	950	990
8 - Floyd Reconstruction (P.E. & R/W only)	6.1 Miles North North Corporate Limits Floyd - 0.57 Miles South Montgomery County Ides (2.4 Miles)	P.E.	125	125	-	-	-	-	-	-	125	-
		R/W CONST.	325	325	-	-	-	-	-	-	325	-
		TOTAL	450	450	-	-	-	-	-	-	450	-
11 - Revoke Widen to 4 Lanes	0.15 Mile South Route 117 - 0.05 Mile North Route 115 (0.5 Miles)	P.E.	30	-	145	-	-	-	-	-	-	-
		R/W CONST.	250	105	255	200	-	-	-	-	-	-
		TOTAL	735	135	400	200	-	-	-	-	-	-

**PRIMARY SYSTEM**  
**CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SALEM District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
11 - Roanoke Widen to & lanes	0.05 Mile North Route 115 - 0.95 Miles North Route 115  (0.9 Miles)	P.E.	-	155	-	155	-	-	-	-	-
		R.W.	-	465	-	345	120	-	-	-	-
		CONST. TOTAL	-	3,250	50	500	500	500	500	1,000	870
11 - Albemarle Improve Bridges	Drainage Structure, Buffalo Creek, Bridge Widening Zooey Mill Creek	P.E.	30	-	-	-	-	-	-	-	-
		R.W.	20	-	-	-	-	-	-	-	-
		CONST. TOTAL	200	50	50	-	-	-	-	-	-
24 - Bedford Reconstruction	0.36 Mile East East Route 43 - Wart Route 43  (3.11 Miles)	P.E.	115	-	-	-	-	-	-	-	-
		R.W.	350	-	-	-	-	-	-	-	-
		CONST. TOTAL	127	800	400	800	755	755	-	-	-
40 - Franklin Spot Reconstruction at 2 Locations	2.25 Miles East Norfolk & Western Railroad - 4.51 Miles East Norfolk & Western Railroad  (0.7 Miles)	P.E.	35	-	-	-	-	-	-	-	-
		R.W.	85	-	-	-	-	-	-	-	-
		CONST. TOTAL	590	-	-	-	-	-	-	-	-
40 - Franklin Bridge and Approaches	Figs River   (1.01 Miles)	P.E.	75	-	-	-	-	-	-	-	-
		R.W.	230	-	-	-	-	-	-	-	-
		CONST. TOTAL	800	215	215	200	-	-	-	-	-
			1,105	415	215	200	-	-	-	-	





**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**SALEM**

District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
58 - Patrick Walden Walden	0.14 Miles West Route 8 - 1.70 Miles West Route 8 (1.56 Miles)	P.E.	110	-	-	-	-	-	-	-	-
		R/W	170	1,145	250	400	395	100	-	-	-
		CONST. TOTAL	1,250 1,530	1,145 1,145	250 400	400 400	395 395	100 100	-	-	-
58/221 - Carroll Parallel Lane	0.12 Miles West Route 77 - 4.54 Miles East East Corporate Limits Galax (2.35 Miles)	P.E.	90	-	-	-	-	-	-	-	-
		R/W	350	1,365	-	-	-	-	-	-	-
		CONST. TOTAL	3,965 4,405	1,365 1,365	-	-	-	-	-	-	-
58/221 - Carroll Parallel Lane	2.74 Miles East East Corporate Limits Galax - East Corporate Limits Galax (2.74 Miles)	P.E.	175	175	175	-	-	-	-	-	-
		R/W	1,035	1,035	875	-	-	-	-	-	-
		CONST. TOTAL	3,140 4,350	3,140 4,350	1,125 2,000	2,000 2,000	15 15	-	-	-	-
58/221 Carroll Parallel Lane	4.54 Miles East East Corporate Limits Galax - 2.74 Miles East East Corporate Limits Galax (1.8 Miles)	P.E.	55	55	-	-	-	55	-	-	-
		R/W	270	270	-	-	-	270	-	-	-
		CONST. TOTAL	6,395 6,790	6,395 6,790	-	-	-	1,660 1,985	2,200 2,200	-	-
58 - Carroll Bridge and Approaches	Big Reed Island Creek (1.8 Miles)	P.E.	25	25	-	-	25	-	-	-	-
		R/W	75	75	-	-	75	-	-	-	-
		CONST. TOTAL	370 470	370 470	-	-	100 200	200 200	70 70	-	-

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SALEPI District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE		
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
58 - Carroll Bridges and Approaches	Snake Creek	P.E.	-	50	-	-	-	-	50	-	-	-
		R/W	-	100	-	100	-	-	-	100	-	-
		CONST. TOTAL	-	335	485	-	-	-	-	200	200	85
61 - Giles Rehabilitation	Blair County Lane 2.9 Miles East Blair County Lane (2.9 Miles)	P.E.	-	55	55	-	-	55	-	-	-	-
		R/W	-	60	60	-	-	45	-	15	-	-
		CONST. TOTAL	-	1,085	1,200	-	-	100	-	185	200	400
100 - Giles Bridge and Approaches	Big Walker Creek  (0.2 Miles)	P.E.	25	25	-	-	-	-	-	-	-	-
		R/W	25	25	-	-	-	-	-	-	-	-
		CONST. TOTAL	50	360	310	160	150	-	-	-	-	-
108 - Patrick Bridges and Approaches	Dan River  (0.5 Miles)	P.E.	25	25	-	-	-	-	-	-	-	-
		R/W	-	25	25	-	-	-	-	-	-	-
		CONST. TOTAL	25	430	405	-	25	75	100	105	105	-
115 - Roanoke 4 Lanes on New Location	Route 11 - 0.30 Miles North Route 11  (0.3 Miles)	P.E.	30	30	-	-	-	-	-	-	-	-
		R/W	365	345	360	200	160	-	-	-	-	-
		CONST. TOTAL	500	660	360	200	160	-	-	-	-	-

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**SALEM**

District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE		
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
115 - Beanebe Widened to 4 Lanes	0.3 Mile North Route 11 - Route 81  (0.67 Miles)	P.E.	-	30	-	30	-	-	-	-	-	-
		R/W	-	495	-	210	285	-	-	-	-	-
		CONST.	-	500	-	115	365	-	-	-	-	-
		TOTAL	-	1,025	-	240	400	365	-	-	-	-
115 - Beanebe Widened to 4 Lanes	North Corporate Limits Beanebe - Route 11  (2.2 Miles)	P.E.	-	125	-	-	-	15	110	-	-	-
		R/W	-	120	-	-	-	-	120	-	-	-
		CONST.	-	2,410	-	-	-	-	670	1,500	-	240
		TOTAL	-	2,655	-	-	15	900	1,500	-	240	
220 - Bebetourt Drainage Structure and Approaches	Lapeley Run   (0.2 Miles)	P.E.	10	-	-	-	-	-	-	-	-	-
		R/W	10	-	-	-	-	-	-	-	-	-
		CONST.	380	-	-	-	-	-	-	-	-	-
		TOTAL	400	-	-	-	-	-	-	-	-	
220 - Bebetourt Parallel Lane	5.0 Miles North of North Corporate Limits Fincaetle - 7.6 Miles North of North Corporate Limits Fincaetle (2.6 Miles)	P.E.	20	320	320	320	-	-	-	-	-	-
		R/W	-	630	630	630	-	-	-	-	-	-
		CONST.	-	2,880	250	1,200	1,430	-	-	-	-	-
		TOTAL	20	3,830	1,200	1,200	1,430	-	-	-	-	
220 - Bebetourt Parallel Lane	North Corporate Limits Fincaetle - 10.4 Miles North of North Corporate Limits Fincaetle (2.8 Miles)	P.E.	-	280	-	-	70	210	-	-	-	-
		R/W	-	845	-	-	-	845	-	-	-	-
		CONST.	-	4,000	-	-	1,065	2,200	755	-	-	-
		TOTAL	-	5,125	-	70	2,100	2,200	755	-	-	





**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**Salem**

District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Alt. 220 Satehout & Roanoke Parallels & 4 Lanes on New Location	Route 460 (Boulevard) Routes 11 and 220  (4.9 Miles)	P.E.	390	390	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	5,560 5,950	5,560 5,950	-	-	-	-	2,655 3,245	2,705 2,705	-
221 - Roanoke Reconstruct to 4 Lanes	0.48 Mile North Route 419 - 0.02 Mile North Route 419 (Garret Mill Road)  (0.45 Miles)	P.E.	55	55	-	-	-	-	-	-	-
		R/W	330	330	-	-	-	-	-	-	-
		CONST. TOTAL	990 1,375	990 935	440 440	-	-	-	-	-	-
221 - Roanoke Climbing Lanes on Best Mountain	7.57 Miles South Route 419 - 10.00 Miles South Route 419  (2.27 Miles)	P.E.	110	110	-	-	-	-	-	-	-
		R/W	240	240	-	-	-	-	-	-	-
		CONST. TOTAL	1,215 1,565	1,215 1,565	-	-	-	-	-	-	-
221 - Roanoke Widen to 4 Lanes	South Corporate Limits Roanoke - 0.48 Mile North Route 419  (0.67 Mile)	P.E.	130	130	-	130	-	-	-	-	-
		R/W	1,700	1,700	-	620	1,080	-	-	-	-
		CONST. TOTAL	2,105 3,935	2,105 3,935	-	750	320 1,400	1,700 1,700	85 85	-	-
221 - Roanoke Widen to 4 Lanes	0.02 Mile North Route 419 - Route 897  (1.0 Mile)	P.E.	90	90	-	-	-	-	90	-	-
		R/W	2,090	2,090	-	-	-	-	1,525	565	-
		CONST. TOTAL	2,450 4,640	2,450 4,640	-	-	-	-	1,335 1,615	1,335 1,900	1,125 1,125

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SALEM District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		
221 - Bedford Construct Turn Lanes	Intersection Route 661 and Route 621 West of Ironbloss	P.E.	15	-	-	-	-	-	-	-	-
		R/W	10	-	-	-	-	-	-	-	-
		CONST. TOTAL	105	27	-	-	-	-	-	-	-
311 - Craig Bridge and Approaches	Craig Creek (3.7 Miles North Rowanoke County Line)	P.E.	20	-	-	-	-	-	-	-	-
		R/W	40	200	-	-	-	-	-	-	-
		CONST. TOTAL	460	200	-	-	-	-	-	-	-
311 - Craig Bridge and Approaches	Craig Creek (5.8 Miles North Rowanoke County Line)	P.E.	5	15	-	-	-	-	-	-	-
		R/W	10	10	-	-	-	-	-	-	-
		CONST. TOTAL	560	175	85	-	-	-	-	-	-
311 - Craig Bridge and Approaches	Craig Creek (0.4 Miles)	P.E.	-	20	20	-	-	-	-	-	-
		R/W	-	25	25	-	-	-	-	-	-
		CONST. TOTAL	-	715	270	400	45	-	-	-	
460 - Giles Bridge and Approaches	East River and New River (0.88 Miles)	P.E.	210	-	-	-	-	-	-	-	-
		R/W	50	1,380	-	-	-	-	-	-	-
		CONST. TOTAL	3,530	1,380	-	-	-	-	-	-	-
		TOTAL	3,790	1,380	-	-	-	-	-	-	-





URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

BALDH District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Bedford N-S Connector 2 lane	Fr: E. Main St. To: Orange St. 1.0 Mile	P.E. 100 R/W 475 CONST. 2,500 TOTAL 2,875	100 475 100 675	2,200 2,200	500 500	500 500	600 600	600 600			
Bedford N-S Connector 2 lane Railroad Underpass	0122-141-103 Fr: Orange St. To: Dam Dr. 0.5 Mile	P P.E. 100 R/W 300 CONST. 2,600 TOTAL 3,000		100 300 2,600 3,000				100		300 300	2,600 2,600
Bedford N-S Connector 2 lane	0122-141-105 Fr: Dam Dr. To: Valley View Dr. 0.5 Mile	P P.E. 100 R/W 300 CONST. 1,500 TOTAL 2,000		100 300 1,600 2,000				100		300 300	1,600 1,600
Blacksburg Prices Fork Rd. 2 lane	0122-141-103 Fr: M.C.L. To: Route 460 Bypass 1.5 Miles	P P.E. 100 R/W 900 CONST. 3,800 TOTAL 4,800	100 200 300	700 3,800 4,500	600 600	100 500 700					
Blacksburg Tom's Crunk Rd 2 lane	U000-150-103 Fr: Prices Fork Road To: Rt. 460 Bypass 1.0 Mile	M P.E. 110 R/W 400 CONST. 1,700 TOTAL 2,210	110 400 300 810	1,400 1,400		300 300	300 300	300 300		200 200	

**URIDIAN SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Through 1987-88

SALEM District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED CONST.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Christiansburg Roanoke St. 4 Lane	Fr: E. Main St. To: Ellett St. 0.5 Mile	P.E.	--	100	100	--	--	--	--	--	--	--
		R/W	--	200	200	--	--	--	--	--	--	--
		CONST.	--	1,800	1,800	300	300	300	300	300	300	300
		TOTAL	--	2,100	2,100	300	300	300	300	300	300	300
COLEX East Stewart Dr 4 lane	Fr: Hanes Rd. To: E.C.L. 1.1 Miles	P.E.	--	100	--	--	--	--	--	--	--	--
		R/W	--	564	200	--	--	--	--	--	--	--
		CONST.	--	1,300	500	400	100	100	100	100	100	100
		TOTAL	--	1,764	1,500	400	100	100	100	100	100	100
Martinsville Mulberry Rd. Extension 4 lane	Fr: Blisworth St. To: Church St. 1.0 Mile	P.E.	--	100	--	--	--	--	--	--	--	--
		R/W	--	600	400	--	--	--	--	--	--	--
		CONST.	--	1,800	1,400	500	500	500	500	500	500	500
		TOTAL	--	2,500	1,400	500	500	500	500	500	500	500
Martinsville Spruce St. 4 lane	Fr: Prospect Hill Dr. To: E.C.L. 1.1 Miles	P.E.	--	100	100	--	--	--	--	--	--	--
		R/W	--	500	500	--	--	--	--	--	--	--
		CONST.	--	2,200	2,300	300	300	300	300	300	300	300
		TOTAL	--	2,800	2,800	300	300	300	300	300	300	300
Martinsville Spruce St. Bridges Replacement	Box Culvert at Mulberry Creek	P.E.	--	100	--	--	--	--	--	--	--	--
		R/W	--	100	100	--	--	--	--	--	--	--
		CONST.	--	400	400	--	--	--	--	--	--	--
		TOTAL	--	600	600	--	--	--	--	--	--	--
0650-120-101	BR	P.E.	--	100	--	--	--	--	--	--	--	--
		R/W	--	100	100	--	--	--	--	--	--	--
		CONST.	--	400	400	--	--	--	--	--	--	--
		TOTAL	--	600	600	--	--	--	--	--	--	--







**ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
BASED ON CURRENT REVENUES  
SALEM DISTRICT SUMMARY**

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Bedford	\$ 538,788	\$ 219,477					\$ 758,265
Botetourt	416,079	170,867					586,946
Carroll	567,091	231,602					798,693
Craig	116,281	48,323					164,604
Floyd	342,637	141,268					483,905
Franklin	526,942	218,765					745,707
Giles	233,278	95,856					329,134
Henry	651,524	274,231					925,755
Montgomery	372,599	151,317					523,916
Patrick	426,248	173,594					599,842
Pulaski	354,963	145,848					500,811
Roanoke	404,148	170,265					574,413
<b>DISTRICT TOTAL</b>	<b>\$4,950,578</b>	<b>\$2,041,613</b>					<b>\$6,991,991</b>

ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 CRITICAL IMPROVEMENT PROGRAM  
 SALEM DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Bedford	\$ 1,319,883	\$ 1,352,794	\$ 1,380,733	\$ 1,413,893	\$ 1,426,896	\$ 1,443,947	\$ 8,338,146
Botetourt	957,536	977,728	994,868	1,015,213	1,023,190	1,033,600	6,002,135
Carroll	1,294,666	1,320,683	1,342,768	1,368,982	1,379,259	1,393,585	8,099,943
Craig	269,970	276,070	281,248	287,396	289,806	292,574	1,697,064
Floyd	765,005	779,658	792,096	806,859	812,649	820,196	4,776,423
Franklin	1,226,068	1,253,874	1,277,481	1,305,496	1,316,483	1,329,205	7,708,607
Giles	539,810	551,431	561,298	573,006	577,598	583,518	3,386,661
Henry	1,434,940	1,463,266	1,487,313	1,515,853	1,527,049	1,536,391	8,966,812
Montgomery	878,526	897,882	914,313	933,818	941,466	952,216	5,518,221
Patrick	983,854	1,004,215	1,021,499	1,042,012	1,050,057	1,061,403	6,163,040
Pulaski	823,978	844,089	859,463	877,711	884,866	894,042	5,186,149
Roanoke	978,173	1,004,070	1,026,055	1,052,145	1,062,381	1,072,507	6,195,331
<b>DISTRICT TOTAL</b>	<b>\$11,474,409</b>	<b>\$11,725,760</b>	<b>\$11,939,133</b>	<b>\$12,192,384</b>	<b>\$12,291,700</b>	<b>\$12,415,144</b>	<b>\$72,038,532</b>

CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
PROGRAM POSSIBLE WITH CURRENT REVENUES  
1982-83 THRU 1987-88  
(IN THOUSANDS)

LYNCHBURG DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
PRIMARY	\$ 93,619	\$ 5,375
URBAN	28,900	3,400
SECONDARY	57,018	5,659
PUBLIC TRANSIT	2,647	1,653
	<hr/>	<hr/>
TOTAL	\$182,184	\$16,087

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 To 1987-88

LYNCBURG District

**CRITICAL IMPROVEMENT PROGRAM**

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE		
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88	
6 - Nelson Bridge and Approaches	North Fork Rockfish River (0.36 Miles)	P.E.	20	-	-	-	-	-	-	-	-	
		R/W	7	-	-	-	-	-	-	-	-	-
		COMMIT. TOTAL	503	140	140	-	-	-	-	-	-	-
15 - Buckingham Rehabilitation	4.08 Miles North of North Corporate Limits Dillwyn - North Corporate Limits Dillwyn (4.08 Miles)	P.E.	-	90	-	-	-	-	-	-	-	
		R/W	-	160	-	-	-	-	-	-	-	-
		COMMIT. TOTAL	-	1,520	500	530	440	440	-	-	-	-
15 - Prince Edward & Buckingham Bridge and Approaches	Appomattox River (0.56 Mile)	P.E.	-	20	-	-	-	-	-	-	-	
		R/W	-	10	-	-	-	-	-	-	-	-
		COMMIT. TOTAL	-	705	370	335	-	-	-	-	-	-
24 - Campbell Improve Sight Distance	Route 695 West of Ruckburg	P.E.	-	-	-	-	-	-	-	-	-	
		R/W	4	-	-	-	-	-	-	-	-	-
		COMMIT. TOTAL	30	10	10	-	-	-	-	-	-	-
29 - Pittsylvania Bridge and Approaches	Banister River (0.73 Mile)	P.E.	75	-	-	-	-	-	-	-	-	
		R/W	45	-	-	-	-	-	-	-	-	-
		COMMIT. TOTAL	740	360	560	-	-	-	-	-	-	-
			860	560	560	-	-	-	-	-	-	

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
29 Bus. - Campbell Drainage Improvement	0.46 Mile South Route 714 - 0.02 Mile North Hughes Avenue (Town of Altavista) (0.32 Mile)	P.E. 25 R/W 10 CONST. 80 TOTAL 115	-	25 10 80 115	-	-	-	-	-	-	-	-
29 Bypass - City of Lynchburg & Amherst 4 Lanes on New Location (PE Only)	Route 460 Bypass/Route 501 Interchange - Route 29 in Amherst North of Monroe (12.2 Miles)	P.E. 4,870 R/W - CONST. - TOTAL 4,870	-	4,870	400	400	800	800	800	1,300	1,170	-
40 - Charlotte Bridges and Approaches	Ward's Fork Creek (0.41 Mile)	P.E. 30 R/W 25 CONST. 525 TOTAL 580	30 25 275 330	-	-	-	-	-	-	-	-	-
40 - Pennsylvania Improve Sight Distance	Intersection Route 672 West of Uretra	P.E. 10 R/W 70 CONST. 130 TOTAL 210	10 70 70 150	-	-	-	-	-	-	-	-	-
41 - Pennsylvania 4 Lanes, Curb Sutter and Sidewalks	North Corporate Limits Danville - 1.5 Miles North (1.3 Miles)	P.E. 70 R/W 287 CONST. 665 TOTAL 1,022	70 157 - 227	-	130 370 500	-	-	-	-	-	-	-



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
In Thousands of Dollars  
1982-83 Thru 1987-88

LYNCHBURG      Ombuds

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED CONST.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					FISCAL YEAR					
					1982-83	1983-84	1984-85	1985-86	1986-87	
56 - Nelson Rehabilita- tion of Sections	3.20 Miles West Route 647 - S.00± Miles East Route 647 (1.80 Miles)	P.E. 70 R/W 150 CONST. 375 TOTAL 595	- - -	70 150 375 595	- - -	70 150 180 400	- - -	- - -	- - -	- - -
56 - Nelson Bridge and Approaches	Tye River (0.30 Miles)	P.E. 15 R/W 10 CONST. 335 TOTAL 360	- - -	15 10 335 360	- - -	- - -	- - -	- - -	- - -	- - -
57 - Pittsylvania Bridge and Approaches	Cherrystone Creek (0.10 Mile)	P.E. 15 R/W 5 CONST. 397 TOTAL 357	15 5 77 97	- - 260 260	- - -	- - -	- - -	- - -	- - -	- - -
58 - Pittsylvania Improve Alignment Doubound Lane	Between Route 722 and Route 841 Near Brusville	P.E. 10 R/W - CONST. 800 TOTAL 810	10 - 500 400	- - 410 410	- - -	- - -	- - -	- - -	- - -	- - -
60 - Cumberland Bridge and Approaches	Willis River	P.E. 40 R/W 30 CONST. 405 TOTAL 475	- - -	40 30 405 475	- - -	40 10 180 200	- - -	- - -	- - -	- - -



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

LYNCHBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
129 - Halifax 4 Lanes Undivided	0.02 Mile South of North Corporate Limits South Boston Route 501 (0.71 Mile)	P.E. 55 R/W 205 CONBT. 800 TOTAL 1,060	55 205 790 1,050	- 10 10	- - -	- - -	- - -	- - -	- - -	- - -	
130 - Amherst Bridge and Approaches	Otter Creek (0.50 Mile)	P.E. 15 R/W 65 CONBT. 235 TOTAL 315	15 65 80 160	- 155 155	- - -	- - -	- - -	- - -	- - -	- - -	
265 - Pittsylvania Bridge	DANVILLE EXPRESSWAY: Spouchem Railroad	P.E. 120 R/W - CONBT. 3,515 TOTAL 3,635	120 - 3,515 3,635	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
265 - Pittsylvania Grade and Drain 2 Lanes on 4 Lane RW	DANVILLE EXPRESSWAY: 0.17 Mile East Route 86 - Route 58 (3.6 Miles)	P.E. 902 R/W 4,065 CONBT. 13,573 TOTAL 18,540	902 2,468 - 3,350	1,617 19,573 15,190	1,617 2,383 4,000	4,000 4,000 4,000	4,000 4,000 4,000	3,190 3,190 3,190	- - -	- - -	
265 - Pittsylvania Paving 2 Lanes on 4 Lane RW	DANVILLE EXPRESSWAY: 0.17 Mile East Route 86 - Route 58 (3.6 Miles)	P.E. - R/W - CONBT. 3,545 TOTAL 3,545	- - - -	- 3,545 3,545	- - -	- - -	- - -	- - -	- 1,310 1,310	- 2,235 2,235	- - -





PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

LYNCHBURG DISTRICT

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS							BALANCE TO COMPLETE	
					FISCAL YEAR								
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88			
501 - Campbell Parallel Lane	1.86 Miles South of South Corporate Limits Lynchburg - 2.09 Miles North of Rustburg (3.00 Miles)	P.E.	-	350	-	-	-	-	-	-	-	-	-
		R/W	-	750	-	-	-	-	-	-	-	-	-
		TOTAL	-	7,245	-	-	-	-	-	-	-	-	-
501 # 40 - Campbell & Halifax Bridge and Approaches	Staunton River (0.40 Mile)	P.E.	-	250	-	-	-	-	-	-	-	-	-
		R/W	-	100	-	-	-	-	-	-	-	-	-
		TOTAL	-	4,650	-	-	-	-	-	-	-	-	-
501 - Halifax Parallel Lane	Route 58 - Route 744 (0.4 Mile)	P.E.	-	50	-	-	-	-	-	-	-	-	-
		R/W	-	200	-	-	-	-	-	-	-	-	-
		TOTAL	-	400	-	-	-	-	-	-	-	-	-
PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING		P.E.	-	-	-	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	13,756	526	-	-	-	-	-	-	-	-	-
DISTRICT WIDB MISCELLANEOUS CONSTRUCTION ITEMS		P.E.	-	-	-	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-	-	-
		TOTAL	1,258	1,486	1,488	1,500	1,409	1,482	-	-	-	-	-



URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

LYNCHBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Danville Piney Forest Rd. \$ lane	Fr: Ash Street To: W. Main St. 1.4 Miles	P.E.	75	--	--	--	--	--	--	--	--
		R/W	400	--	--	--	--	--	--	--	--
		CONST.	2,500	600	--	--	--	--	--	--	--
TOTAL	3,075	1,475	1,600	--	--	--	--	--	--	--	
Danville Piney Forest Rd. 5 lane	Fr: Fairwall Court To: Ash Street 1.1 Miles	P.E.	FR	--	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--	--
		CONST.	300	400	600	600	--	--	--	--	--
TOTAL	2,000	400	1,600	600	600	--	--	--	--	--	
Danville S. Main St. 4 lane	Fr: Watson St. To: Kemper St. 0.6 Mile	P.E.	FR	--	--	--	--	--	--	--	--
		R/W	200	--	--	--	--	--	--	--	--
		CONST.	600	--	--	700	800	800	800	800	2,100
TOTAL	5,900	--	4,000	300	1,500	500	1,000	600	800	2,100	
Danville Piedmont Dr. 4 lane	Fr: Mt. Cross Rd. To: Central Blvd. 0.7 Mile	P.E.	300	--	--	--	--	--	--	--	--
		R/W	130	--	--	--	--	--	--	--	--
		CONST.	4,300	700	--	--	--	--	--	--	--
TOTAL	4,530	2,930	1,200	700	--	--	--	--	--	--	
Danville Piedmont Dr. 4 lane	Fr: Park Ave. To: Mt. Cross Rd. 0.8 Miles	P.E.	3	--	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--	--
		CONST.	5,900	500	500	400	1,500	1,500	1,500	1,500	1,500
TOTAL	4,500	4,500	4,500	1,100	400	400	400	1,500	1,500	1,500	
Danville Piedmont Dr. 4 lane	Fr: Park Ave. To: Mt. Cross Rd. 0.8 Miles	P.E.	3	--	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--	--
		CONST.	5,900	500	500	400	1,500	1,500	1,500	1,500	1,500
TOTAL	4,500	4,500	4,500	1,100	400	400	400	1,500	1,500	1,500	



URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

LYNCHBURG District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE
					1982-83	1983-84	1984-85	1985-86	1986-87	
Lynchburg Fort Avenue 4 lane	Fr: Belfast St. To: Lindsay St. 0.3 Mile	P.E. 100 R/W 400 CONST. 500 TOTAL 1,000	100 300 -- 400	-- 100 500 600	-- 200 200	-- -- 100 100	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
Lynchburg Campbell Ave. 4 lane	7460-118-101 Fr: 0.6 MI. N. of SCL To: E.C.L. 0.6 Mile	P.E. 50 R/W 50 CONST. 800 TOTAL 900	50 50 -- 100	-- -- 800 800	-- -- -- --	-- -- -- --	-- -- -- --	400 400	400 400	-- -- -- --
Lynchburg Greenview Dr. 2 lane	0501-118-101 Fr: Timberlake Rd. To: Leesville Rd. 1.4 Miles	P.E. 50 R/W 250 CONST. 849 TOTAL 1,149	50 250 349 649	-- 500 500	-- -- --	-- 200 200	-- 300 300	-- -- --	-- -- --	-- -- --
Lynchburg Computerized Signal System	10800-118-106 Central Business District 7 <sup>th</sup> Intersections	P.E. 100 R/W -- CONST. 1,500 TOTAL 1,600	300 -- 100 200	-- 1,400 1,400	-- -- --	-- 1,400 1,400	-- -- --	-- -- --	-- -- --	-- -- --
South Boston Evanlier Blvd Extension 2 lane on 4 R/W	C800-118-101 Fr: Wilburn Ave. To: Route 304 1.6 Miles	P.E. 100 R/W 200 CONST. 1,830 TOTAL 2,130	100 200 1,030 1,350	-- 800 800	-- 200 200	-- 200 200	-- 200 200	-- -- --	-- -- --	-- -- --





ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 BASED ON CURRENT REVENUES  
 LYNCHBURG DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Amherst	\$ 315,963	\$ 130,365					\$ 446,328
Appomattox	204,785	84,863					289,648
Buckingham	353,495	145,006					498,501
Campbell	482,603	202,968					685,571
Charlotte	254,305	105,432					359,737
Cumberland	201,806	82,646					284,452
Halifax	602,069	249,975					852,044
Nelson	257,360	106,449					363,809
Pittsylvania	1,035,268	429,637					1,464,905
Prince Edward	292,133	121,372					413,505
DISTRICT TOTAL	\$3,999,787	\$1,658,713					\$5,658,500

ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
CRITICAL IMPROVEMENT PROGRAM  
LYNCLEBURG DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Amherst	\$ 761,740	\$ 780,571	\$ 796,559	\$ 815,531	\$ 822,972	\$ 831,874	\$ 4,809,247
Appomattox	484,970	496,509	506,304	517,929	522,488	527,797	3,055,997
Buckingham	809,029	825,696	839,846	856,640	863,226	871,973	5,066,410
Campbell	1,087,220	1,110,416	1,130,109	1,153,481	1,162,648	1,171,984	6,815,858
Charlotte	589,157	602,277	613,416	626,635	631,819	637,925	3,701,229
Camberland	459,418	468,647	476,482	485,780	489,427	494,388	2,874,142
Halifax	1,350,146	1,377,167	1,400,104	1,427,329	1,438,007	1,450,718	8,443,471
Nelson	593,642	606,574	617,552	630,583	635,692	641,878	3,725,921
Pittsylvania	2,333,001	2,380,451	2,420,731	2,468,539	2,487,289	2,509,635	14,599,646
Prince Edward	631,224	642,127	651,384	662,368	666,677	671,958	3,925,738
<b>DISTRICT TOTAL</b>	<b>\$9,099,547</b>	<b>\$9,290,435</b>	<b>\$9,452,487</b>	<b>\$9,644,815</b>	<b>\$9,720,245</b>	<b>\$9,810,130</b>	<b>\$57,017,659</b>

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (IN THOUSANDS)**

RICHMOND DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$234,393	\$77,188
PRIMARY	92,567	5,314
URBAN	68,900	8,100
SECONDARY	62,097	6,050
PUBLIC TRANSIT	15,738	6,322
	-----	-----
TOTAL	<b>\$473,695</b>	<b>\$102,974</b>



**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1962-63 Thru 1967-68

BUDGETED \_\_\_\_\_ Dollars

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					1962-63	1963-64	1964-65	1965-66	1966-67		1967-68
95/295 Henrico New 4 Lane Facility, Stage Construction	1.0 Mile South Route 66 - 2.3 Miles North Route 5 (3.6 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	20,000 20,000	9,136 9,136	10,864 10,864	10,864 10,864	--	--	--	--	--
95/295 Henrico New 4 Lane Facility, Stage Construction	2.3 Miles North Route 5 - 1.5 Miles South Route 5 (3.8 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	30,000 30,000	--	30,000 30,000	20,526 20,526	9,474 9,474	--	--	--	--
95/295 Henrico New 4 Lane Facility, Stage Construction	1.5 Miles South Route 5 - 0.6 Miles North Chesterfield County Line (2.0 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	12,000 12,000	--	12,000 12,000	--	12,000 12,000	--	--	--	--
95/295 Henrico & Chesterfield James River Bridge - Stage Construction	0.6 Mile North Chesterfield County Line - 0.6 Mile South Henrico County Line (1.2 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	32,000 32,000	--	32,000 32,000	--	11,737 11,737	20,263 20,263	--	--	--
95/295 Chesterfield New 4 Lane Facility, Stage Construction	0.6 Mile South Henrico County Line Route 10 (2.7 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	20,000 20,000	--	20,000 20,000	--	--	16,692 16,692	3,308 3,308	--	--

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

REVENUE \_\_\_\_\_ Dollars

ROUTE/COUNTY TYPE	DESCRIPTOR LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					FISCAL YEAR					
					1982-83	1983-84	1984-85	1985-86	1986-87	
95/295 Prince George & Prince George New & Lane Facility, Stage Const.	0.6 Mile South Route 10 - 2.1 Miles North Route 36	P.E.	--	--	--	--	--	--	--	--
		R/W	--	--	--	--	867	--	29,133	--
		CONST. TOTAL	30,000	--	--	--	867	--	29,133	--
95/295 Prince George New & Lane Facility, Stage Construction	2.1 Miles North Route 36 - 1.8 Miles North Route 106 (3.9 Miles)	P.E.	--	--	--	--	--	--	--	--
		R/W	--	--	--	--	30,000	--	--	--
		CONST. TOTAL	30,000	--	--	--	30,000	--	--	--
95/295 Prince George New & Lane Facility, Stage Construction	1.8 Miles North Route 106 - Route 460 (4.3 Miles)	P.E.	--	--	--	--	--	--	--	--
		R/W	--	--	19,245	--	--	--	--	--
		CONST. TOTAL	24,000	--	19,245	4,755	--	--	4,755	--
95/295 Prince George, New & Lane Faci- lity, Stage Construction	Route 460 - Route 95 (3.5 Miles)	P.E.	--	--	--	--	--	--	--	--
		R/W	--	--	--	--	20,000	--	--	--
		CONST. TOTAL	20,000	--	--	--	20,000	--	20,000	--
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING			1,405						1,405





**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**CRITICAL IMPROVEMENT PROGRAM**

**RICHMOND**

District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-88	1987-88		
1 - Brunswick, Dinwiddie, & New Kent Safety Improvement	M.C. Petersburg - North Carolina State Line	P.E.	8	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	457 146	146	-	-	-	-	-	-	-
1 - Dinwiddie Bridge and Approaches	R & W Railroad Overpass  (0.20 Miles)	P.E.	30	30	-	-	-	-	-	-	-
		R/W	40	-	-	-	-	-	-	-	-
		CONST. TOTAL	580 200	300 380	150 150	-	-	-	-	-	-
1 - Henrico Widening	Wilkinson Road - Parsons Road  (0.60 Miles)	P.E.	65	-	-	-	-	-	-	-	-
		R/W	250	-	-	-	-	-	-	-	-
		CONST. TOTAL	950 1,265	200 200	300 300	345 345	-	-	-	-	-
1 & 301 Charterfield, Bridge and Approaches	Swift Creek (North Corporate Limits Colonial Neighborhood)  (0.20 Miles)	P.E.	35	30	-	-	-	-	-	-	-
		R/W	120	-	-	-	-	-	-	-	-
		CONST. TOTAL	1,065 1,240	300 300	500 500	215 215	-	-	-	-	-
6 - Guilford Repair Super- structure & Miden	Big Licking Hole Creek and Little Licking Hole Creek  (0.20 Miles)	P.E.	20	-	-	-	-	-	-	-	-
		R/W	20	-	-	-	-	-	-	-	-
		CONST. TOTAL	220 260	65 65	65 65	-	-	-	-	-	-

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

RICHMOND District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
10 - Chesterfield Parallel Lane	South Corporate Limits Richmond - Route 150  (0.60 Mile)	P.E. 75	75	-	-	-	-	-	-	-	-
		R/W 195 CONST. 1,700 TOTAL 1,970	195 480 750	-	300 300	500 500	120 120	-	-	-	-
10 - Chesterfield Bridge and Approaches Seaboard Coast Line Railroad	0.37 Mile West of Route 144 - East Route 144  (0.60 Mile)	P.E. 70	-	70	-	-	-	-	-	-	-
		R/W 500 CONST. 1,430 TOTAL 2,000	-	500 1,430 2,000	-	130 200	-370 400	600 600	800 800	-	-
33 - Henrico 6 Lane Divided	0.30 MI. N. Int. Route 356 - Hartum Road  (1.30 Mile)	P.E. 170	-	170	-	-	-	-	-	-	-
		R/W 1,215 CONST. 3,370 TOTAL 4,755	-	170 1,215 3,370 4,755	-	500 215 800	-	-1,500 1,500	655 655	-	-
33 - Henrico Parallel Lane (PE & R/W Only)	Hartum Road - 0.06 MI. S. Route 157  (3.10 Miles)	P.E. 175	-	175	-	-	-	-	-	-	-
		R/W 1,325 CONST. - TOTAL 1,500	-	175 1,325 1,500	-	-	-	-	-175 1,325	1,500 1,500	-
33 - Henrico Widening	Kenney Avenue - 0.5 Mile East.  (0.50 Mile)	P.E. 50	50	-	-	-	-	-	-	-	-
		R/W 240 CONST. 1,330 TOTAL 1,620	50 5 55	-	300 63 200	200 200	300 300	300 300	400 400	63 65	-



**PRIMARY SYSTEM**  
**CONSTRUCTION PROGRAM**  
 (in Thousands of Dollars)  
 1982-83 Thru 1987-88

BIBBOND \_\_\_\_\_ District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
58 - Brunswick Safety Improvement	Between Mackintosh and Greenville Counties	P.F.	5	-	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		TOTAL	380	285	95	-	-	-	-	-	-
60 - Chesterfield Widen to 6 Lanes	1.40 MI. W. Int. S.B.L. Route 150 - 3.49 MI. W. Route 350	P.E.	-	165	-	-	-	-	-	-	-
		R.W.	-	685	-	-	-	-	-	-	-
		TOTAL	3,500	4,350	350	650	800	850	850	1,100	600
60 - Chesterfield Widen to 6 Lanes (PB Only)	3.49 MI. W. Route 150 - 0.17 MI. W. Route 147	P.F.	-	200	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		TOTAL	200	-	-	-	-	-	-	200	-
60 - Herrick Widen to 4 Lanes	0.2 MI. W. Lebarium Avenue - 0.5 MI. East Route 1-64 Connector	P.E.	220	-	-	-	-	-	-	-	-
		R.W.	920	780	-	-	-	-	-	-	-
		TOTAL	3,525	1,000	140	500	1,200	65	65	-	-
60 - New Kent Bridges and Approaches	Schminze Creek (BSC)	P.E.	-	100	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		TOTAL	620	620	520	330	430	190	190	-	-



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**FOURFORD** \_\_\_\_\_ Davies

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
144 - Prince George & Chesterfield New 2 Lane Bridge and Approaches	TINNELLE AVENUE EXTENSION: East End Approach River Bridge	P.F.	100	-	-	-	-	-	-	-	-
		R.W.	75	-	-	-	-	-	-	-	-
		CONST. TOTAL	1,650	110	-	-	-	-	-	-	-
144 - Prince George 2 Lanes on 4 Lane R/R Grade & Drain Only	TINNELLE AVENUE EXTENSION: East End Approach River Bridge - Route 36	P.E.	-	275	-	-	-	-	-	-	-
		R.W.	-	520	-	-	-	-	-	-	-
		CONST. TOTAL	-	5,510	1,500	1,800	1,405	-	-	-	-
144 - Prince George 2 Lanes on 4 Lane R/R Raving	TINNELLE AVENUE EXTENSION: East End Approach River Bridge - Route 36	P.E.	-	-	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	-	2,530	2,530	-	-	-	565	1,965	-
147 - Chesterfield Widen to 4 Lanes	3.61 Miles South James River Bridge - Route 60 (2.60 Miles)	P.E.	115	295	285	-	-	-	-	-	-
		R.W.	335	765	715	50	-	-	-	-	-
		CONST. TOTAL	450	8,250	1,000	1,200	1,300	2,610	1,300	2,610	2,140
150 - Chesterfield Interchange Improvements	At Route 360	P.E.	-	150	-	-	-	-	-	-	-
		R.W.	-	1,875	325	-	-	-	-	-	-
		CONST. TOTAL	-	2,200	1,175	1,025	-	-	-	-	-
			800	900	1,500	1,025	-	-	-	-	

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(in Thousands of Dollars)  
1982-83 thru 1987-88

RICHMOND \_\_\_\_\_ Dollars

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
150 Extension Henrico New Facility Preliminary Engineering For Environment	North Corporate Limits Richmond - South of Route 6 (1.0 Miles)	P.E.	250	25	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		TOTAL	250	25	-	-	-	-	-	-	-
150 Extension Henrico New Facility Preliminary Engineering Only	North Corporate Limits Richmond - South of Route 6 (1.0 Miles)	P.E.	-	500	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		TOTAL	-	500	-	-	-	-	-	-	-
150 Extension Chesterfield & Henrico (PB Only)	Interstates 95 - Laburnum Avenue	P.E.	-	800	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		TOTAL	-	800	-	-	-	-	-	-	-
156 - Harvester Correction of Drainage	Between Route 295 and Route 643	P.E.	2	-	-	-	-	-	-	-	-
		R/W	5	-	-	-	-	-	-	-	-
		TOTAL	7	-	-	-	-	-	-	-	-
157 - Henrico Widen to 4 Lanes	Route 6 (Patterson Avenue) - Quinceola Road (0.60 Miles)	P.E.	55	-	-	-	-	-	-	-	-
		R/W	695	100	735	760	400	-	-	-	
		TOTAL	750	100	835	1,225	400	-	-	-	

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**RICHMOND** \_\_\_\_\_ **Chinle**

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
226 Dismiddle Widen Pavement	Route 500 - Route 1  (0.20 Miles)	P.F.	7	-	-	-	-	-	-	-	-
		R.W.	20	-	-	-	-	-	-	-	-
		TOTAL	157	-	-	-	-	-	-	-	-
250 - Henrico Parallel Lane	0.06 MI. West Ration Road - 0.25 MI. West West End Drive  (0.90 Miles)	P.E.	65	-	-	-	-	-	-	-	-
		R.W.	715	40	-	-	-	-	-	-	-
		TOTAL	2,130	1,350	640	640	-	-	-	-	-
250 - Henrico Parallel Lane	0.25 Mile West West End Drive - 0.05 Mile West Route 157  (0.49 Miles)	P.E.	75	75	-	-	-	-	-	-	-
		R.W.	775	775	75	425	350	150	900	430	-
		TOTAL	2,230	1,985	2,230	500	500	900	800	430	-
271 - Henrico, Goochland & Hanover Rehabilitation	Route 250 - 0.22 Mile North Goochland/Hanover County Line  (3.40 Miles)	P.E.	95	-	-	-	-	-	-	-	-
		R.W.	330	100	300	300	300	300	300	130	-
		TOTAL	2,330	1,330	1,330	900	900	300	300	130	-
286 - Chesterfield  (PE & RW Only)	Richard-Petersburg Turnpike - Route 60  (27.5 Miles)	P.E.	5,145	2,500	2,500	145	-	-	-	-	8,500
		R.W.	18,505	2,500	2,355	2,900	3,600	1,150	-	-	8,500
		TOTAL	23,650	2,500	2,500	2,900	3,600	1,150	-	-	8,500



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

RICBC&O \_\_\_\_\_ District

ROUTE/COUNTY TYPE	DESCRIPTION (LENGTH)	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
288 - Chestnut/14 2 Lanes on 6 Lane RW, at grade intersections	Powells Parkway Extension - Route 10	P.E.	-	-	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	15,400	-	-	-	-	-	-	1,600	13,800
307 - Notbway Repair and Widen.	Flat Creek	P.E.	-	-	30	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	210	-	-	120	-	-	-	30	-
307 - Notbway Repair and Widen	Sailor Creek	P.E.	-	-	10	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	100	-	-	10	-	-	-	-	-
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E.	-	-	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	69,784	5,400	450	150	-	-	-	-	-
	DISBURSED WITH MISCELLANEOUS CONSTRUCTION ITEMS	P.E.	-	-	-	-	-	-	-	-	-
		R.W.	-	-	-	-	-	-	-	-	-
		CONST. TOTAL	806	802	801	844	872	825	-	-	









ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 BASED ON CURRENT REVENUES  
 RICHMOND DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Amelia	\$ 241,665	\$ 99,808					\$ 341,473
Brunswick	377,731	157,234					534,965
Charles City	97,530	40,862					138,392
Chesterfield	937,639	395,274					1,332,913
Dinwiddie	381,619	159,108					540,727
Goochland	184,689	76,362					261,051
Fanover	493,140	205,654					698,794
Lunenburg	337,492	139,591					477,083
Mecklenburg	505,538	208,533					714,071
New Kent	106,510	44,076					150,586
Nettoway	183,329	77,153					260,482
Pohatan	182,929	75,870					258,799
Prince George	239,396	100,864					340,260
DISTRICT TOTAL	\$4,269,207	\$1,780,389					\$6,049,596

**ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
CRITICAL IMPROVEMENT PROGRAM  
RICHMOND DISTRICT BUREAU**

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Amelia	\$ 547,402	\$ 558,542	567,999	\$ 579,223	\$ 583,625	\$ 589,134	\$ 3,425,925
Brunswick	841,219	857,789	871,857	888,551	895,099	902,704	5,257,219
Charles City	227,821	233,204	237,774	243,197	245,325	247,564	1,434,885
Chesterfield	2,277,975	2,338,965	2,390,745	2,452,190	2,476,298	2,499,996	14,436,169
Dinwiddie	853,288	870,454	885,028	902,322	909,107	916,811	5,337,010
Goochland	439,887	450,456	459,429	470,078	474,254	479,202	2,773,306
Hamover	1,171,629	1,200,303	1,224,646	1,253,535	1,264,867	1,277,273	7,392,253
Lunenburg	747,288	761,320	773,231	787,367	792,912	799,909	4,662,027
Mecklenburg	1,142,156	1,165,078	1,184,538	1,207,633	1,216,689	1,228,209	7,144,303
New Kent	259,863	266,554	272,233	278,977	281,620	284,679	1,643,926
Wattoway	409,891	418,432	425,681	434,285	437,660	441,076	2,567,025
Powhatan	426,116	435,784	443,989	453,730	457,551	462,014	2,679,184
Prince George	534,040	545,126	554,538	565,707	570,090	574,460	3,343,961
<b>DISTRICT TOTAL</b>	<b>\$9,878,575</b>	<b>\$10,102,007</b>	<b>\$10,291,688</b>	<b>\$10,516,795</b>	<b>\$10,605,097</b>	<b>\$10,703,031</b>	<b>\$62,097,193</b>

**CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
 PROGRAM POSSIBLE WITH CURRENT REVENUES  
 1982-83 THRU 1987-88  
 (IN THOUSANDS)**

SUFFOLK DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$556,557	\$163,279
PRIMARY	103,381	7,136
URBAN	225,318	25,711
SECONDARY	38,075	3,811
PUBLIC TRANSIT	28,061	13,826
	<hr/>	<hr/>
TOTAL	\$951,392	\$213,763



**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**CULTURAL IMPROVEMENT PROGRAM**

SUFFOLK COUNTY

DMMT

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS				BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86		1986-87
64-Hampton Widen to 6 Lanes	0.3 Mile West Route 167 - 0.3 Mile West Rap Rap Road (0.6 Miles)	P.E.	110	--	--	--	--	--	--	--
		R/W	--	--	--	--	--	--	--	--
		CONST.	2,860	--	--	--	--	--	--	--
		TOTAL	2,950	--	--	--	--	--	--	--
64-Hampton Widen to 6 Lanes	0.2 Mile West Rap Rap Road - 0.2 Mile West River Road (1.0 Miles)	P.E.	190	--	--	--	--	--	--	--
		R/W	--	--	--	--	--	--	--	--
		CONST.	6,740	1,203	--	--	--	--	--	--
		TOTAL	4,930	3,727	203	203	--	--	--	--
64-Hampton Substructure on Westbound Lane	Hampton River	P.E.	200	--	--	--	--	--	--	--
		R/W	--	--	--	--	--	--	--	--
		CONST.	4,000	3,106	--	--	--	--	--	--
		TOTAL	4,200	1,094	1,500	1,606	--	--	--	--
64-Hampton Superstruc- ture on Westbound Lane	Hampton River	P.E.	300	--	--	--	--	--	--	--
		R/W	--	--	--	--	--	--	--	--
		CONST.	6,000	4,173	2,000	2,175	--	--	--	--
		TOTAL	5,300	2,125	2,000	2,175	--	--	--	--
64-Hampton Widen to 6 Lanes	0.1 Mile East Chesapeake & Ohio Railroad - 0.3 Mile East Tyler Street (0.4 Miles)	P.E.	225	--	--	--	--	--	--	--
		R/W	315	--	--	--	--	--	--	--
		CONST.	6,460	5,960	2,000	3,960	--	--	--	--
		TOTAL	7,000	1,040	2,000	3,960	--	--	--	--



**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**SUFFOLK**

District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETS	
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
64-Chesapeake Construct Interchange	Intersection Route 13/460 (0.5 Mile)	P.E.	125	--	--	--	--	--	--	--	--
		R/W	140	140	--	--	--	--	--	--	--
		CONSTR. TOTAL	3,160 5,425	2,219 2,219	500 500	--	--	--	--	--	--
95-Greensville Paving and Signs	1.7 Miles North Route 58 - Sussex County line (4.1 Miles)	P.E.	263	263	--	--	--	--	--	--	--
		R/W	--	--	93	--	--	--	--	--	--
		CONSTR. TOTAL	4,550 4,815	4,457 4,722	--	--	--	--	--	--	--
95-Sussex Paving and Signs	Greensville County Line - 1.1 Miles North Norfolk and Western Railroad (5.1 Miles)	P.E.	360	360	--	--	--	--	--	--	--
		R/W	--	--	947	--	--	--	--	--	--
		CONSTR. TOTAL	6,220 6,580	5,273 5,633	947 947	--	--	--	--	--	--
264-Portsmouth Construct Interchange	Intersection Biffingham, Crawford and Court Streets (Portsmouth Inter- change)	P.E.	800	800	--	--	--	--	--	--	--
		R/W	900	900	--	--	--	--	--	--	--
		CONSTR. TOTAL	20,000 21,700	20,000 21,700	--	--	--	--	--	--	--
264-Norfolk Parallel Tunnel	SECOND DOWNTOWN TUNNEL	P.E.	3,800	3,800	--	--	--	--	--	--	--
		R/W	--	--	51,600	--	--	--	--	--	--
		CONSTR. TOTAL	95,000 98,800	43,400 47,200	22,161 22,161	25,439 25,439	4,000 4,000	--	--	--	--

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88**

SUFFOLK District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
264-Norfolk Shop, Garage and Admini- stration Buildings	SECOND DOWNTOWN TUNNEL	P.E.	190	—	—	—	—	—	—	—	—	—
		R/W	200	—	—	—	—	—	—	—	—	—
		CONSTR. TOTAL	4,750 5,140	—	—	—	—	—	—	—	—	—
264-Norfolk Finishing and Traffic Controls	SECOND DOWNTOWN TUNNEL	P.E.	1,340	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		CONSTR. TOTAL	28,000 29,340	17,493 17,493	4,820 4,820	4,841 4,841	7,834 7,834	—	—	—	—	—
264-Norfolk Retrafit Existing Tunnel	SECOND DOWNTOWN TUNNEL	P.E.	350	—	350	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		CONSTR. TOTAL	6,650 7,000	6,650 7,000	350	—	3,650 3,650	3,000 3,000	—	—	—	—
264-Norfolk Berkley Interchange	Phase I Construction	P.E.	1,400	—	—	—	—	—	—	—	—	—
		R/W	1,600	—	—	—	—	—	—	—	—	—
		CONSTR. TOTAL	35,000 38,000	29,300 29,300	10,000 10,000	19,300 19,300	—	—	—	—	—	—
264-Norfolk Construct one bridge and improve one bridge	Berkley Bridge	P.E.	2,500	—	—	—	—	—	—	—	—	—
		R/W	2,800	—	—	—	—	—	—	—	—	—
		CONSTR. TOTAL	63,000 68,300	63,000 63,000	—	—	15,000 15,000	15,000 15,000	15,000 15,000	—	18,000 18,000	16,000 16,000

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
In Thousands of Dollars  
1982-83 Thru 1987-88

SUFFOLK District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
264-Norfolk Berkley Interchange	Ivy Street Bedson Street Contract B-2 Phase II	P.E.	1,500	--	1,500	70	--	--	--	--	--
		R/W	2,500	--	--	1,000	--	--	--	--	--
		CONST.	25,000	25,000	10,000	--	15,000	--	--	--	--
		TOTAL	29,000	29,000	11,500	1,070	15,000	--	--	--	--
264-Norfolk Construct Interchange	Intersection Water Front Drive, Tide- water Drive, City Hall Avenue and Route 660 (Norfolk Interchange)	P.E.	700	700	--	--	--	--	--	--	--
		R/W	800	--	800	--	--	--	--	--	--
		CONST.	18,000	18,000	10,800	--	10,800	--	--	--	--
		TOTAL	19,500	700	18,800	--	10,800	--	--	--	--
264-Norfolk ROY Lane Preliminary Engineering Only	Brambleton Avenue - Route 64  (1.8 Miles)	P.E.	1,040	--	1,040	--	--	300	300	440	--
		R/W	--	--	--	--	--	--	--	--	--
		CONST.	--	--	--	--	300	300	440	--	
		TOTAL	1,040	--	1,040	--	300	300	440	--	
264-Norfolk Interchange Improvements	Intersection Routes 44, 64 and 264  (1.3 Miles)	P.E.	315	315	--	--	--	--	--	--	--
		R/W	355	355	--	--	--	--	--	--	--
		CONST.	7,880	7,880	--	--	--	--	--	--	
		TOTAL	8,550	8,550	--	--	--	--	--	--	
166-Chesapeake & Norfolk Construct 4 Lanes	0.3 Mile North Park Avenue - 0.2 Mile North South Main Street  (1.1 Miles)	P.E.	900	900	--	--	--	--	--	--	--
		R/W	1,000	1,000	--	--	--	--	--	--	--
		CONST.	22,000	18,752	3,248	1,748	--	--	--	--	
		TOTAL	23,900	20,652	3,248	1,748	--	--	--	--	



**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SUFFOLK District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
664- Newport News Construct 6 Lanes	0.3 Mile South Hampton - Marshall Street (0.6 Mile)	P.E.	250	--	--	--	--	--	--	--	--
		RAW	280	--	--	--	--	--	--	--	--
		CONST.	6,000	--	--	--	--	--	--	--	--
		TOTAL	6,530	--	--	--	--	--	--	--	--
664- Newport News Construct Bridges	39th Street	P.E.	100	--	--	--	--	--	--	--	--
		RAW	200	--	--	--	--	--	--	--	--
		CONST.	1,000	--	--	--	--	--	--	--	--
		TOTAL	1,300	--	--	--	--	--	--	--	--
664- Newport News Construct 4 and 6 Lanes	Marshall Avenue - 33rd Street (0.7 Mile)	P.E.	2,000	--	--	--	--	--	--	--	--
		RAW	4,000	--	--	--	--	--	--	--	--
		CONST.	24,433	9,545	--	--	--	--	--	--	--
		TOTAL	30,433	9,545	--	--	--	--	--	--	--
664- Newport News Construct 4 and 6 Lanes	33rd Street - Harbor Access Road (0.6 Mile)	P.E.	1,500	--	--	--	--	--	--	--	--
		RAW	3,000	--	--	--	--	--	--	--	--
		CONST.	26,000	11,928	14,072	--	--	--	--	--	--
		TOTAL	30,500	11,928	14,072	--	--	--	--	--	--
664- Newport News Contract I	North and South Island and Small Boat Harbor	P.E.	1,100	1,100	--	--	--	--	--	--	--
		RAW	--	--	--	--	--	--	--	--	--
		CONST.	50,000	2,507	20,000	20,000	1,493	--	--	--	
		TOTAL	51,100	3,607	20,000	20,000	7,493	--	--	--	

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SUFFOLK District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
664- Newport News	North Approach and Terminal Avenue	P.E.	---	1,000	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	---	35,000	---	---	---	---	---	---	---	---
664- Newport News	South Trestle	P.E.	---	800	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	---	45,800	---	---	---	---	---	---	---	---
664- Newport News Substructure and Spans 1-18 Ramp C	North Approach Bridge	P.E.	1,100	---	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	9,604	10,704	---	---	---	---	---	---	---	---
664- Newport News Tunnel and Support System	Hampton Roads Tunnel	P.E.	---	---	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	1,000	1,000	2,000	---	---	---	---	---	---	---
664- Newport News Tunnel and Support System	Hampton Roads Tunnel	P.E.	---	---	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	1,000	1,000	12,569	18,483	20,000	22,673	242,273	---	---	---
664- Newport News Tunnel and Support System	Hampton Roads Tunnel	P.E.	---	---	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	1,000	1,000	14,569	18,483	20,000	22,673	242,273	---	---	---
664- Newport News Tunnel and Support System	Hampton Roads Tunnel	P.E.	---	---	---	---	---	---	---	---	---	---
		R/W	---	---	---	---	---	---	---	---	---	---
		CONST. TOTAL	1,000	1,000	14,569	18,483	20,000	22,673	242,273	---	---	---





PRIMARY SYSTEM  
**CONSTRUCTION PROGRAM**  
 (in Thousands of Dollars)  
 1982-83 Thru 1987-88

SUFFOLK District

CRITICAL IMPROVEMENT PROGRAM

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					FISCAL YEAR					
					1982-83	1983-84	1984-85	1985-86	1986-87	
10 Bus. - Isle of Wight Bridge and Approaches	Pagan River (In Smithfield) (0.6 Miles)	P.E. 70 RAW 30 CONST. 1,730 TOTAL 1,830	70 30 530 630	- 1,200 1,200	- 600 600	- - - -	- - - -	- - - -	- - - -	- - - -
10 - Suffolk Bridge over Western Branch Nansemond River	Nansemond River (0.5 Miles)	P.E. 65 RAW 75 CONST. 1,350 TOTAL 1,470	65 75 880 1,020	- 450 450	- 450 450	- - -	- - -	- - -	- - -	- - -
10 - Suffolk Widen to 4 Lanes	Route 460 Bus. - Route 5B Bypass (0.3 Miles)	P.E. 75 RAW 200 CONST. 625 TOTAL 900	- - - -	75 200 625 900	- - - -	50 - 50	25 125 150	75 125 200	- - - -	- - - -
10 - Suffolk Pacallal Lane	Route 5B Bypass - Nansemond River (2.60 Miles)	P.E. 300 RAW 900 CONST. 4,080 TOTAL 5,280	- - - -	300 900 4,080 5,280	- - - -	- - -	- - -	300 900 1,500	- - - -	- - - -
10 - Suffolk Parallal Lane (PE Only)	Nansemond River - South of Chuckatuck (2.5 Miles)	P.E. 250 RAW - CONST. - TOTAL 250	- - - -	250 - - 250	- - -	- - -	- - -	- - -	250 - - 250	- - - -

PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SUFFOLK          District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
13 - Accoack & Northampton Construct Turn Lanes	Between Harryland State line and Chesapeake Bay Bridge Tunnel	P.E. 17	17	-	-	-	-	-	-	-	-
		R/W. CONST. 323 TOTAL 340	41 58	282 282	-	-	-	-	-	-	-
15 - Suffolk 2 lanes on 4 Lane RW (PE Only)	SUFFOLK BYPASS: Route 13 South - Route 58 East (6.0 Miles)	P.E. 1,050	250	800	-	-	-	-	-	-	800
		R/W. CONST. TOTAL 1,050	- 250	- 800	-	-	-	-	-	-	-
17 - Suffolk New Bridge and Approaches Including Demolition of Old Bridge	Chuckatuck Creek (0.85 Mile)	P.E. 125	125	-	-	-	-	-	-	-	-
		R/W CONST. 6,415 TOTAL 6,615	75 2,805 3,005	3,610 3,610	-	300 300	-	-	-	-	-
17A & 664 - Cities of Suffolk & Chesapeake New Location	James River Shore line - Bowers Hill Interchange (8.0 Miles)	P.E. 2,500	755	1,745	1,350	395	-	-	-	-	-
		R/W 21,000 CONST 50,000 TOTAL 83,500	- 755	21,000 60,000 82,745	-	3,055 4,050	5,930 5,830	10,265 10,265	1,150 9,295 10,445	-	50,705 50,705
31 - Surry Rehabilita- tion	0.30 Mile North Route 650 - 0.70 Mile South Route 616 (2.0 Miles)	P.E. 35	-	35	55	-	-	-	-	-	-
		R/W 75 CONST. 660 TOTAL 770	- - - -	75 660 770	190 300	170 170	-	-	-	-	-





**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88**

SUFFOLK \_\_\_\_\_ District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
58 - Southampton New Bridge	COURTLAND BYPASS: Nottoway River Bridge (0.23 Mile)	P.E. 100	100	-	-	-	-	-	-	-	-
		RAW 120	-	120	-	-	-	-	-	-	-
		CONST. 1,950	100	1,950	-	-	-	-	-	-	-
		TOTAL 2,170		2,070	1,000	220	-	-	-	-	-
58 - Southampton (Paving)	COURTLAND BYPASS: 1.70 Mile East Nottoway River - 0.42 Mile West Route 35	P.E. -	-	-	-	-	-	-	-	-	-
		RAW -	-	2,335	-	-	-	-	-	-	-
		CONST. 2,335	-	2,335	655	-	-	-	-	-	-
		TOTAL 2,335		2,335	-	1,680	655	-	-	-	-
60 - James City New Inter- change and Connector	Groves Interchange (0.5 Mile)	P.E. 250	-	250	-	250	-	-	-	-	-
		RAW 1,250	-	1,250	1,000	-	-	-	-	-	-
		CONST. 3,500	-	3,500	500	2,500	500	-	-	-	-
		TOTAL 5,000		5,000	1,500	2,500	500	500	-	-	-
60 - James City (PE and RW Only)	Groves Interchange - West Corporate Limits Newport News	P.E. 225	-	225	-	-	-	-	225	-	-
		RAW 2,000	-	2,000	-	-	-	150	-	800	1,050
		CONST. -	-	-	-	-	-	375	800	-	1,050
		TOTAL 2,225		2,225	-	-	-	600	800	-	-
125 - Suffolk Rehabilita- tion	Approaches to Drawspan Kings Highway Bridge (0.2 Mile)	P.E. 20	20	-	-	-	-	-	-	-	-
		RAW -	460	290	-	-	-	-	-	-	-
		CONST. 770	500	290	-	-	-	-	-	-	-
		TOTAL 790		290	-	-	-	-	-	-	-



PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
In Thousands of Dollars  
1982-83 Thru 1987-88

SUFFOLK      Dollars

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					1982-83	1983-84	1984-85	1985-86	1986-87	
182 - Accomack Bridge and Approaches	Big Machipongo Creek (0.10 Mile)	P.E. 50 R/W 50 CONST. 935 TOTAL 1,035	-	50 50 935 1,035	50 150 300	- 500 500	- - 285 285	- - - -	- - - -	- - - -
188 - Southampton Bridge and Approaches	Blackwater River (0.2 Mile)	P.E. 40 R/W 50 CONST. 740 TOTAL 830	-	40 50 740 830	- - - -	40 50 210 300	- - 300 300	- - 230 230	- - - -	- - - -
199 - James City and York-Correction of Slide Area Phase II	WILLIAMSBURG ARTERY: 0.28 Mile East of Williamsburg East Corporate limits - 0.37 Mile East of Route 64 (3.95 Miles)	P.E. 55 R/W - CONST. 1,120 TOTAL 1,175	55 - 658 713	- - 462 462	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
199 - James City Parallel Lane	WILLIAMSBURG ARTERY: 0.60 Mile East of Route 51 - 0.42 Mile West of Route 60 (2.70 Miles)	P.E. 225 R/W - CONST. 4,760 TOTAL 4,985	- - - -	225 - 4,760 4,985	200 - 200	25 1,200 1,200	- 2,265 2,265	- 845 845	- - - -	- - - -
199 - James City & York (FE Only)	Route 5 - Route 64 (8.12 Miles)	P.E. 1,500 R/W - CONST. - TOTAL 1,500	- - - -	1,500 - - 1,500	- - -	- - -	500 - 580	500 - 500	500 - 500	- - -



**MILBURY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88**

SUFFOLK          Denier

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED CONST.	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					FISCAL YEAR					
					1982-83	1983-84	1984-85	1986-86	1987-88	
258 - Isle of Wight Widening Two Locations	North and South of Meliers (0.74 Mile)	P.E.	10	-	-	-	-	-	-	-
		R/W	40	65	-	-	-	-	-	-
		CONST. TOTAL	125 175 240	65 65	-	-	-	-	-	-
460 - Sussex Widening Bridges	Marwick Swamp (1.5 Miles East of Prince George County Jctng) (0.05 Mile)	P.E.	25	-	-	-	-	-	-	-
		R/W	5	209	-	-	-	-	-	-
		CONST. TOTAL	495 516	209 209	-	-	-	-	-	-
460 Bus. - Suffolk Bridge and Approaches	MANSEWARD RIVER: (At Old North Corporate Limits Suffolk) (0.24 Mile)	P.E.	35	-	-	-	-	-	-	-
		R/W	80	400	225	-	-	-	-	-
		CONST. TOTAL	160 275 900	400 400	225 225	-	-	-	-	-
PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING		P.E.	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		CONST. TOTAL	47,726	13,042	7,583	5,659	-	-	-	-
DISTRICT WIDE MISCELLANEOUS CONSTRUCTION ITEMS		P.E.	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-
		CONST. TOTAL	891	1,339	1,501	1,492	1,559	1,569	-	-











**URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 thru 1987-88**

SUEBUE District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1986-88	1986-87		1987-88
Hampton Settlers Landing Road 4 lane	Fr: Boston St. To: I-64 0.9 Mile	P.E.	150	--	--	--	--	--	--	--	--
		R/W	700	--	--	--	--	--	--	--	--
		CONST.	6,000	1,000	--	--	--	--	--	--	--
		TOTAL	6,850	2,000	1,000	--	--	--	--	--	--
Hampton Armistead Ave 4 lane	Fr: Tide Mill Lane To: Sheppard Blvd. 2.2 Miles	P.E.	135	--	--	--	--	--	--	--	--
		R/W	700	--	--	--	--	--	--	--	--
		CONST.	5,500	2,000	2,000	--	--	--	--	--	--
		TOTAL	6,535	5,000	2,000	2,000	--	--	--	--	--
Hampton Settlers Landing Rd. 4 lane	Fr: Queen St. To: Armistead Ave. 1.2 Miles	P.E.	100	--	--	--	--	--	--	--	--
		R/W	1,900	--	--	--	--	--	--	--	--
		CONST.	3,000	1,000	1,000	2,000	1,000	1,000	--	--	
		TOTAL	5,000	4,000	1,000	2,000	2,000	1,000	--	--	
Hampton East - West Expressway 4 lane	Fr: W.C.L. To: Big Bethel Rd. 1.3 Miles	P.E.	100	100	--	--	--	--	100	--	--
		R/W	400	400	--	--	--	--	400	--	--
		CONST.	2,500	2,500	--	--	--	--	2,500	--	--
		TOTAL	3,000	3,000	--	--	--	--	3,000	--	--
U000-114-102											
M											









URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE		
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88	
Norfolk Military Hwy. 5 & 6 lanes	Fr: I-264 To: I-64 2.0 Miles	P.E. 200 R/W 1,800 CONST. 8,000 TOTAL 10,000	--	200 1,800 8,000 10,000	--	--	--	200 1,800 1,000 3,000	--	--	--	3,000 3,000
Norfolk Tidewater Dr. Bridge Replacement & 4 lane	0013-122-103 Fr: Turner St. To: Sheep St. Solley's Bridge over Lafayette River 0.4 Mile 0168-122-101	M P.E. 50 R/W 200 CONST. 1,000 TOTAL 1,250	50 200 700 950	-- 300 300	--	--	--	--	--	--	--	--
Norfolk Tidewater Dr. Bridge Replacement & 4 lane	Fr: Willow Road Dr. To: Roland Dr. Bell's Bridge over Wayne Ck. 0.4 Mile 0168-122-102	BR P.E. 50 R/W 200 CONST. 1,000 TOTAL 1,250	50 200 700 950	-- 300 300	--	--	--	--	--	--	--	--
Norfolk Campestella Dr. Bridge Replacement & 6 lane	Fr: Kimball Terrace To: Wilson Rd. Campestella Dr. 0.0 Mile 0450-122-103	BR P.E. 250 R/W 4,500 CONST. 24,000 TOTAL 28,750	250 4,500 7,000 11,750	-- 17,000 17,000	--	6,000 6,000	--	5,000 5,000	--	2,000 2,000	--	--
Norfolk Berkeley Ave. 4 lane	Fr: State St. To: Marsh St. 0.7 Mile 0000-122-111	M P.E. 138 R/W 1,000 CONST. 8,000 TOTAL 9,138	138 1,000 8,000 9,138	-- 3,000 3,000	--	--	--	--	--	2,000 2,000	--	--





URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-88 thru 1987-88

SUFBOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING RECORDED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE
					FISCAL YEAR					
					1982-83	1983-84	1984-85	1985-86	1987-88	
Portsmouth Portsmouth Blvd. 4 lane	Fr: W.C.L. To: Melvin Dr. 0.1 Mile	P.E.	100	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--
		CONST.	350	200	--	--	--	--	--	--
		TOTAL	550	200	--	--	--	--	--	--
A Lane Suffolk Carolina Ave. 4 lane	Fr: 1974 S.C.L. To: Payette St. 0.5 Mile	P.E.	100	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--
		CONST.	800	800	200	400	300	200	200	200
		TOTAL	1,000	200	200	400	400	200	200	200
Suffolk Pinner St. Bridge Replacement	0013-133-101 Bridge over N.M. RR	P.E.	150	--	--	--	--	--	--	--
		R/W	100	--	--	--	--	--	--	--
		CONST.	1,300	400	400	400	200	200	200	200
		TOTAL	1,550	400	400	400	200	200	200	200
Va. Beach Va. Beach Blvd. B lane	Fr: Rosemont Road To: Farmington Rd. 3.0 Miles	P.E.	1,233	--	--	--	--	--	--	--
		R/W	5,000	--	--	--	--	--	--	--
		CONST.	15,000	3,000	2,000	2,000	2,000	2,000	2,000	2,000
		TOTAL	19,233	3,000	2,000	2,000	2,000	2,000	2,000	2,000
Va. Beach Va. Beach Blvd. B lane	Fr: Constitution Dr. To: Rosemont Rd. 1.9 Miles	P.E.	1,500	--	--	--	--	--	--	--
		R/W	2,500	--	--	--	--	--	--	--
		CONST.	8,000	1,500	2,000	2,000	4,000	4,000	2,000	2,000
		TOTAL	10,500	1,500	2,000	2,000	4,000	4,000	2,000	2,000
0058-134-101, CS02	Fr: Constitution Dr. To: Rosemont Rd. 1.9 Miles	P.E.	1,500	--	--	--	--	--	--	--
		R/W	2,500	--	--	--	--	--	--	--
		CONST.	8,000	1,500	2,000	2,000	4,000	4,000	2,000	2,000
		TOTAL	10,500	1,500	2,000	2,000	4,000	4,000	2,000	2,000

**URBAN SYSTEMS  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SUPPORT \_\_\_\_\_ District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION						BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
Va. Beach Va. Beach Bivd. 8 lane	Fr: W.C.L. To: Constitution Dr. 2.7 Miles	P.E.	--	--	--	--	--	--	--	--	--	--
		R/W	3,000	1,000	2,000	--	--	--	--	--	--	--
		CONST. TOTAL	13,000 16,000	1,000	13,000 15,000	2,000	2,000	5,000	5,000	6,000	6,000	--
Va. Beach Shore Drive Bridge Replacement	0058-134-101, CE01 EBL & WBL Bridges over Maryland-Virginia RR	P.E.	--	--	100	--	--	--	--	--	--	--
		R/W	100	--	100	104	--	--	--	--	--	--
		CONST. TOTAL	2,800 3,000	--	2,800 3,000	1,800 2,000	1,000	1,000	--	--	--	--
Va. Beach Shore Drive Bridges Replacement	0050-134-103 Bridge over Lake Smith	P.E.	--	--	100	--	--	--	--	100	--	--
		R/W	100	--	100	--	--	--	--	100	--	--
		CONST. TOTAL	1,200 1,400	--	1,200 1,400	--	--	--	--	800	1,000	400
Va. Beach Kingsville Rd. 4 lane	0060-134- Fr: Indian River Rd. To: Centerville Twpk. 1.7 Miles	P.E.	--	--	--	--	--	--	--	--	--	--
		R/W	200	200	5,000	--	--	--	--	--	--	--
		CONST. TOTAL	2,700 3,900	2,000 2,000	5,000 5,000	--	--	--	--	--	--	--
Va. Beach Newtown Rd. 4 lane	0190-134-103 Fr: Va. Beach Blvd. To: Baker Road 0.5 Mile	P.E.	--	--	--	--	--	--	--	--	--	--
		R/W	100	100	500	500	--	--	--	--	--	--
		CONST. TOTAL	1,000 1,500	1,000 1,000	500 500	500	500	--	--	--	--	--
0000-134-107		P.E.	--	--	--	--	--	--	--	--	--	--
		R/W	100	100	500	500	--	--	--	--	--	--
		CONST. TOTAL	1,000 1,500	1,000 1,000	500 500	500	500	--	--	--	--	--

URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

SUFFOLK District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE
					1982-83	1983-84	1984-85	1985-86	1986-87	
Va. Beach Haygood Rd. 4 Lane	Fr: Hwy. Spr. Rd. Reio To: Independence Blvd 2.2 Miles	P.E. 100 R/W 1,000 CONST. 5,000 TOTAL 7,100	100 1,000 1,000 2,100	5,000 5,000	-- -- -- --	-- -- 1,000 1,000	-- -- 2,000 2,000	-- -- 2,000 2,000	-- -- 2,000 2,000	-- -- -- --
0000-134-107		S								
Va. Beach Great Neck Rd. 4 Lane	Fr: Shorehaven Dr. To: Shore Drive 2.4 Miles	P.E. 220 R/W 1,000 CONST. 10,800 TOTAL 12,020	220 1,000 4,800 6,020	6,000 6,000	-- -- 1,000 1,000	-- -- 2,000 2,000	-- -- 2,000 2,000	-- -- -- --	-- -- -- --	-- -- -- --
0000-134-108		M								
Va. Beach Holland Rd. 4 Lane	Fr: Rosemont Rd. To: Lynnhaven Pkwy. 1.0 Mile	P.E. -- R/W -- CONST. 2,800 TOTAL 2,800	-- -- 1,800 1,800	1,000 1,000	-- -- 1,000 1,000	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --	-- -- -- --
0000-134-114		S								
Hillsborough Rte. 50 & 2nd St. Intersection Improvements	2nd St. - Lafayette St. Connection York St. - Page St. Intersection	P.E. 100 R/W 300 CONST. 2,000 TOTAL 2,400	100 300 -- 400	2,000 2,000	-- -- 300 300	-- -- 400 400	-- -- 300 300	-- -- 300 300	-- -- 300 300	-- -- -- --
0000-137-102		K								
District Summary		P.E. R/W CONST. TOTAL			36,000	36,700	37,300	37,900	38,200	39,200



ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 BASED ON CURRENT REVENUES  
SUFFOLK DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Accomack	\$ 435,723	\$ 183,696					\$ 619,419
Greensville	137,480	57,729					195,209
Isle of Wight	345,426	143,886					489,312
James City	157,424	66,428					223,852
City of Suffolk	457,174	192,168					649,342
Northampton	201,758	85,216					286,974
Southampton	356,310	148,208					504,518
Surry	119,767	50,160					169,927
Sussex	244,483	102,384					346,867
York	228,724	96,578					325,302
DISTRICT TOTAL	\$2,684,269	\$1,126,453					\$3,810,722

ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 CRITICAL IMPROVEMENT PROGRAM  
 SUFFOLK DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Accomack	\$ 970,319	\$ 990,385	\$1,007,422	\$1,027,639	\$1,035,572	\$1,043,421	\$ 6,074,758
Greensville	331,586	340,208	347,529	356,215	359,624	363,101	2,098,263
Isle of Wight	755,553	769,460	781,265	795,277	800,773	807,197	4,709,525
James City	370,716	379,881	387,660	396,895	400,517	404,050	2,339,719
City of Suffolk	1,006,936	1,026,710	1,043,499	1,063,420	1,071,234	1,079,297	6,291,096
Northampton	445,291	454,271	461,895	470,944	474,493	477,922	2,784,816
Southampton	833,332	852,653	869,055	888,520	896,155	904,799	5,244,514
Surry	283,620	290,585	296,497	303,514	306,267	309,163	1,789,646
Sussex	550,441	561,980	571,776	583,401	587,962	592,853	3,448,613
York	523,958	535,924	546,084	558,139	562,869	567,452	3,294,426
<b>DISTRICT TOTAL</b>	<b>\$6,071,752</b>	<b>\$6,202,057</b>	<b>\$6,312,682</b>	<b>\$6,443,964</b>	<b>\$6,495,466</b>	<b>\$6,549,255</b>	<b>\$38,075,176</b>

CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
PROGRAM POSSIBLE WITH CURRENT REVENUES  
1982-83 THRU 1987-88  
(IN THOUSANDS)

FREDERICKSBURG DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$ 92,435	\$30,439
PRIMARY	58,333	3,349
URBAN	9,300	1,500
SECONDARY	34,140	3,189
PUBLIC TRANSIT	498	478
	<hr/>	<hr/>
TOTAL	\$194,706	\$38,955

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**CRITICAL IMPROVEMENT PROGRAM**

FREDRICKSBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
95-Caroline, Spotsylvania, and Stafford (PE & RW Only)	Remaining Widening Projects	P.E.	600	—	—	—	—	—	—	—	—	—
		R/W	1,930	—	—	—	—	—	—	—	—	—
		TOTAL	2,530	—	—	—	—	—	—	—	—	—
95-Stafford	1.7 Miles North Route 610 - 8.3 Miles North Route 17 (3.4 Miles)	P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	11,700	3,000	3,000	3,000	1,700	—	—	—	—	—
Widen to 6 Lanes		P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	11,700	3,000	3,000	3,000	1,700	—	—	—	—	—
95-Stafford	8.3 Miles North Route 17 - 2.9 Miles North Route 17 (3.4 Miles)	P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	11,100	—	—	—	—	—	—	—	—	—
Widen to 6 Lanes		P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	11,100	—	—	—	—	—	—	—	—	—
95-Stafford	2.9 Miles North Route 17 - 2.2 Miles North Route 3 (3.9 Miles)	P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	13,300	3,400	3,000	3,000	—	—	—	—	—	—
Widen to 6 Lanes		P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	13,300	3,400	3,000	3,000	—	—	—	—	—	—
95-Spottery- ville	2.0 Miles North Route 3 - 0.6 Mile South Route 3 (2.6 Miles)	P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	9,000	3,072	1,838	—	—	—	—	—	—	—
Widen to 6 Lanes		P.E.	—	—	—	—	—	—	—	—	—	—
		R/W	—	—	—	—	—	—	—	—	—	—
		TOTAL	9,000	3,072	1,838	—	—	—	—	—	—	—

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-88 thru 1987-88

FREDERICKSBURG — District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE		
					FISCAL YEAR								
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88			
95- Spotsylvania Widen to 6 Lanes	0.6 Mile South Route 3 - 0.6 Mile South Route 1 (4.3 Miles)	P.E.	--	--	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	--	--	--
		CONST.	12,150	2,000	2,000	3,000	3,000	2,150	--	--	--	--	--
		TOTAL	12,150	2,000	2,000	3,000	3,000	2,150	--	--	--	--	
95- Spotsylvania Construct 4 Lane Structure	Route 208 Crossing	P.E.	--	--	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	--	--	
		CONST.	1,860	--	--	--	--	--	--	--	--	--	
		TOTAL	1,860	--	--	--	--	--	--	--	--	--	
95- Spotsylvania Widen to 6 Lanes	0.6 Mile South Route 1 - 3.5 Miles North Caroline County Line (5.2 Miles)	P.E.	--	--	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	--	--	
		CONST.	9,800	--	1,000	2,668	2,772	3,360	--	--	--	--	
		TOTAL	9,800	--	1,000	2,668	2,772	3,360	--	--	--	--	
95- Spotsylvania & Caroline Widen to 6 Lanes	3.5 Miles North Caroline County Line - 1.9 Miles South Spotsylvania County Line (5.4 Miles)	P.E.	--	--	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	--	--	
		CONST.	12,556	1,000	2,022	4,000	2,240	2,456	--	--	--	--	
		TOTAL	12,556	1,000	2,022	4,000	2,240	2,456	--	--	--	--	
95- Caroline Widen to 6 Lanes	5.6 Miles South Spotsylvania County Line - 2.3 Miles North Route 207 (4.3 Miles)	P.E.	--	--	--	--	--	--	--	--	--	--	
		R/W	--	--	--	--	--	--	--	--	--	--	
		CONST.	9,500	2,000	2,000	2,000	1,500	--	--	--	--	--	
		TOTAL	9,500	2,000	2,000	2,000	1,500	--	--	--	--	--	

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1962-63 Thru 1967-68

**FREDERICKSBURG District**

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1962-63	1963-64	1964-65	1965-66	1966-67	1967-68	
95-Stafford and Spotsylvania Counties Construct Committee Parking Lots	Intersection Route 3, Route 17, Route 610, Route 630, and Route 684	P.E. 155	25	130	--	--	--	--	--	--	--
		R/W 303	100	205	--	--	--	--	--	--	--
		CONST. 2,590	--	2,590	500	1,000	990	--	--	--	--
		TOTAL 3,050	125	2,925	500	1,000	990	--	--	--	--
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. R/W CONST. TOTAL	--	--	--	--	--	--	--	--	--
	MISCELLANEOUS CONSTRUCTION ITEMS	P.E. R/W CONST. TOTAL			100	82	50	50	50	50	--
	DISTRICT SUMMARY	P.E. R/W CONST. TOTAL			130 205 14,190 14,525	-- -- 15,914 15,914	-- -- 16,120 16,120	-- -- 16,708 16,708	-- -- 16,584 16,584	-- -- 14,584 14,584	-- -- -- --

PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

CRITICAL IMPROVEMENT PROGRAM

FREDRICKSBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
1 Business - Spotsylvania Widen to 4 Lanes	Route 208 (Four Mile Fork) - Smith Corpora- etc Limits Fredericks- burg (1.52 Miles)	P.E. 65 R/W 570 CONST. 2,550 TOTAL 3,185	- - - -	65 570 2,550 3,185	210 240 450	675 675	700 700	935 935	- - -	- - -	
3-Stafford & King George Parallel Lane	0.52 Mile West King George County Line - 2.15 Miles East Stafford County Line (2.67 Miles)	P.E. 205 R/W 600 CONST. 2,530 TOTAL 3,335	95 - - 95	110 600 2,530 3,240	1,000 1,000	3,240 3,240	- -	- -	- -	- -	
3-King George Parallel Lane	2.15 Miles East Stafford County Line- 4.30 Miles East Stafford County Line (2.15 Miles)	P.E. 110 R/W 495 CONST. 2,135 TOTAL 2,740	- - - -	110 495 2,135 2,740	- - -	- - -	110 495 1,395 2,000	- - 740 740	- - -	- - -	
3-King George Parallel Lane	4.30 Miles East Stafford County Line- 5.57 Miles East Stafford County Line (2.22 Miles)	P.E. 135 R/W 615 CONST. 2,665 TOTAL 3,415	- - - -	135 615 2,665 3,415	- - -	- -	- -	135 400 535	215 1,475 1,690	- 1,190 1,190	
3-Lancaster Parallel Lane	0.02 Mile South of North Corporate Limits Kilmarnock - 1.34 Miles North of North Corporate Limits Kilmarnock (1.4 Miles)	P.E. 70 R/W 235 CONST. 1,295 TOTAL 1,600	70 235 895 1,200	- - 400 400	- - -	- -	- -	- -	- -	- -	

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**FREDERICKSBURG**      District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
3 Bypass - Stafford 4 Lane Grading on New Location	EAST-WEST CONNECTOR: East End Rappahannock River Bridge - Route 3 (0.24 Mile)	P.E. 50	50	-	-	-	-	-	-	-	-
		R/W 395	395	-	-	-	-	-	-	-	-
		CONSTR. 755	755	-	-	-	-	-	-	-	-
		TOTAL 1,200	1,200	-	-	-	-	-	-	-	-
3 Bypass - Stafford Substructure	EAST-WEST CONNECTOR: Bridge over Rappahannock River (0.10 Mile)	P.E. 80	80	-	-	-	-	-	-	-	-
		R/W -	-	-	-	-	-	-	-	-	-
		CONSTR. 1,235	1,235	-	-	-	-	-	-	-	-
		TOTAL 1,315	1,315	-	-	-	-	-	-	-	-
3 Bypass - Stafford Superstructure	EAST-WEST CONNECTOR: Bridge over Rappahannock River (0.10 Mile)	P.E. 250	250	-	-	-	-	-	-	-	-
		R/W -	-	-	-	-	-	-	-	-	-
		CONSTR. 2,470	710	1,760	-	-	-	-	-	-	-
		TOTAL 2,720	960	1,760	-	-	-	-	-	-	-
3 Bypass - Stafford Pave Main Line and Construct Route 3 Flyover	EAST-WEST CONNECTOR: East Corporate Limited Fredericksburg - Route 3 (0.34 Mile)	P.E. 205	-	205	-	-	-	-	-	-	-
		R/W -	-	-	-	-	-	-	-	-	-
		CONSTR. 3,140	3,140	475	-	-	-	-	-	-	-
		TOTAL 3,345	-	3,545	2,665	-	-	-	-	-	-
14 - King & Queen Rehabilitation	Route 614 - 0.80 Mile North Route 614 - 0.80 Mile (0.80 Mile)	P.E. 25	25	-	-	-	-	-	-	-	-
		R/W 60	60	-	-	-	-	-	-	-	-
		CONSTR. 232	107	125	-	-	-	-	-	-	-
		TOTAL 317	192	125	-	-	-	-	-	-	-



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(in Thousands of Dollars)  
1982-83 Thru 1987-88**

FREDERICKSBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
14 - King & Queen Rehabilitation	0.80 Mile North Route 614 - 4.74 Miles South King and Queen Court House (0.67 Mile)	P.E. 25 R/W 60 CONST. 235 TOTAL 320	-	25 60 235 320	-	-	-	-	-	-	-
17 - Middlesex 2 Lane on 4 Lane RW No Interchanges	SALIDA BYPASS: 2.26 Miles North Route 33 (Glenns) - 3.53 Miles North Route 33 (Djenns) (1.27 Miles)	P.E. 260 R/W 530 CONST. 2,065 TOTAL 3,455	260 530 485 1,285	- - 2,170 2,170	-	-	470 470	-	-	-	-
17 - Essex Parallel Lane	5.17 Miles South Route 360 - 2.40 Miles South Route 360 (2.77 Miles)	P.E. 145 R/W 470 CONST. 2,750 TOTAL 3,365	145 470 1,650 2,305	- - 1,060 1,060	-	235 235	-	-	-	-	-
17 - Essex Parallel Lane	2.40 Miles South Route 360 - 2.40 Miles (2.40 Miles)	P.E. 220 R/W 515 CONST. 6,595 TOTAL 7,330	-	220 515 6,595 7,330	-	220 515 265 1,000	-	1,500 1,500	900 1,900	1,730 1,730	-
17 Bypass Extension - Stafford and Spotsylvania Bridge and Approaches (PE Only)	New Crossing of Rappahannock River (Route 3 in Stafford County - Route 17 near New Post) (1.56 Miles)	P.E. 380 R/W - CONST. - TOTAL 380	-	380	-	-	-	-	-	380	-



PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

FREDERICKSBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
206 - King George Rehabilitation	Williams Creek - Entrance to Naval Weapons Center (0.71 Miles)	P.E. 10 R/W 60 CONST. 665 TOTAL 735	-	10 60 665 735	-	10 60 265 335	-	-	-	-	-	-
207/301 - Caroline Mending	0.35 Miles North Bridge over RF&P Railroad - 0.50 Mile North Route 2 (1.84 Miles)	P.E. 30 R/W 600 CONST. 2,370 TOTAL 3,000	30 5 - 35	- 595 2,370 2,965	-	-	300	-	-	-	-	-
208 - Spotsylvania Parallel Lane	Route 1 at Four Mile Park - 1.89 Miles West Route 1 (Leavells) (3.99 Miles)	P.E. 140 R/W 1,105 CONST. 2,314 TOTAL 3,559	140 1,105 2,212 3,457	- - 102 102	-	-	-	-	-	-	-	-
208 - Spotsylvania Parallel Lane	1.99 Miles West Route 1 (Leavells) - 1.70 Miles South Route 639 (1.70 Miles)	P.E. 20 R/W 625 CONST. 1,870 TOTAL 2,515	20 - - 20	- 625 1,870 2,495	500 - 500	125 375 500	-	495 1,495	-	-	-	-
208 - Spotsylvania Parallel Lane	1.70 Miles South Route 639 - NE River (2.00 Miles)	P.E. 35 R/W 670 CONST. 2,655 TOTAL 3,340	- - - -	35 670 2,655 5,340	-	-	-	35 670 445 1,150	-	-	1,200 1,200	990 990

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

FREDERICKSBURG District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE	
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88		
218 - Stafford Underpass and Approaches	0.44 Mile East Route 3 - 0.88 Mile East Route 3 (NY & P.R.R.) (0.44 Miles)	P.E. 75 RAW 4,160 COMMT. 3,330 TOTAL 7,565	45	30 4,160 3,330 7,520	30	575	1,200	1,600	1,110	665	2,220	-
248 - Stafford 4 Lanes on New Location (P6 and W6 Only)	Route 17 (East of Route 95) - Route 3 (West RFP R.R.) (2.53 Miles)	P.E. 650 RAW 2,385 COMMT. - TOTAL 3,035	50	600 2,385 2,985	-	-	300	250	700	700	1,435	-
360 - Northumberland Parallel Lane	2.77 Miles West Route 202 - Route 202 (2.77 Miles)	P.E. 75 RAW 435 COMMT. 2,478 TOTAL 2,988	75	- 1,300 1,300	-	400	680	220	-	-	-	-
360 - King & Queen Bridge and Approaches	Kattaponi River (0.29 Miles)	P.E. 70 RAW 50 COMMT. 735 TOTAL 855	-	70 50 725 845	-	-	-	70	280	445	-	-
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING	P.E. - RAW - COMMT. - TOTAL 6,680	-	462	6,186	-	-	-	-	-	-	-







ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 BASED ON CURRENT REVENUES  
FREDERICKSBURG DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Caroline	\$ 199,568	\$ 83,294					\$ 282,842
Essex	128,604	53,841					182,445
Gloucester	194,811	81,512					276,323
King George	129,642	54,125					183,767
King and Queen	126,809	52,451					179,260
King William	114,013	47,340					161,353
Langster	104,210	43,761					147,971
Mathews	78,802	32,871					111,673
Middlesex	78,163	32,309					110,472
Northumberland	131,383	55,347					186,730
Richmond	100,562	42,210					142,772
Spotsylvania	344,736	142,643					487,379
Stafford	317,090	132,884					449,974
Westmoreland	202,121	84,256					286,377
DISTRICT TOTAL	\$2,250,494	\$938,844					\$3,189,338



ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
CRITICAL IMPROVEMENT PROGRAM  
FREDERICKSBURG DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Caroline	\$ 506,365	\$ 521,027	\$ 533,474	\$ 548,246	\$ 554,040	\$ 560,184	\$ 3,223,336
Essex	305,812	313,401	319,845	327,490	330,489	333,652	1,930,689
Gloucester	462,008	473,369	483,014	494,460	498,948	503,712	2,915,511
King George	294,323	300,602	305,933	312,260	314,741	317,487	1,845,346
King and Queen	310,329	318,374	325,203	333,307	336,485	340,171	1,963,869
King William	286,288	294,278	301,060	309,109	312,267	315,769	1,818,771
Lancaster	249,446	255,806	261,203	267,611	270,122	272,691	1,576,879
Mathews	189,986	194,830	198,943	203,824	205,739	207,817	1,201,139
Middlesex	197,399	202,924	207,614	213,179	215,361	217,860	1,254,337
Northumberland	310,778	318,518	325,090	332,890	335,949	338,984	1,962,209
Richmond	236,592	242,333	247,206	252,991	255,261	257,600	1,491,983
Spotsylvania	834,396	853,417	873,264	894,442	902,751	912,419	5,272,689
Stafford	754,901	773,750	789,752	808,742	816,193	823,968	4,767,306
Westmoreland	464,379	474,632	483,335	493,665	497,719	502,250	2,915,980
<b>DISTRICT TOTAL</b>	<b>\$3,403,002</b>	<b>\$5,539,261</b>	<b>\$5,654,936</b>	<b>\$5,792,216</b>	<b>\$5,846,065</b>	<b>\$5,904,564</b>	<b>\$34,140,044</b>

CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
PROGRAM POSSIBLE WITH CURRENT REVENUES  
1982-83 THRU 1987-88  
(IN THOUSANDS)

CULPEPER DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$346,686	\$123,864
PRIMARY	127,994	5,353
URBAN	53,100	6,100
SECONDARY	115,339	10,543
PUBLIC TRANSIT	77,338	45,359
	<hr/>	<hr/>
TOTAL	\$720,457	\$191,219



**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

COMPLETED Dollars

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE		
					FISCAL YEAR							
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88	
66-99 Fairfax and Arlington Overhead Sign Trusses	Traffic Management System	P.E.	100	100	100	---	---	---	---	---	---	---
		R/W CONST. TOTAL	2,000 2,100	2,000 2,100	1,000 1,000	---	---	---	---	---	---	---
95-Prince William Widen to 6 Lanes	Stafford County Line - 2.9 Miles North Stafford County Line (2.9 Miles)	P.E.	240	240	240	---	---	---	---	---	---	---
		R/W CONST. TOTAL	10,125 10,635	10,125 10,635	2,000 2,000	2,000 2,000	3,000 3,000	3,000 3,000	---	125 125	---	---
95-Prince William Construct Interchange Phase III (3 Projects)	Dale City	P.E.	500	500	500	---	---	---	---	---	---	---
		R/W CONST. TOTAL	600 13,300 14,400	600 13,300 14,400	4,400 4,400	---	---	---	---	---	---	---
95-Prince William and Fairfax Extension of ROY Lanes (PR & RW Only)	Route 619 (Triangle) - Route 644 (Springfield) (19.1 Miles)	P.E.	4,700	4,700	4,700	1,000	1,000	1,000	1,000	1,700	---	---
		R/W CONST. TOTAL	1,000 5,700	1,000 5,700	---	---	---	---	---	300 2,000	700 700	---
95-Fairfax Extension of ROY Lanes	Route 644 (Springfield) - Route 617 (2.0 Miles)	P.E.	---	---	---	---	---	---	---	---	---	---
		R/W CONST. TOTAL	19,300 19,300	19,300 19,300	---	---	---	3,000 3,000	---	16,300 16,300	---	---

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1962-83 Thru 1987-88

CITY/STATE District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
95-Fairfax Extension of XIV Lane	Route 617 - Route 1 (North of Woodbridge) (5.7 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	-- 31,000 31,000	-- -- --	-- -- --	-- -- --	1,986 1,986	29,014 29,014	--	--	
95-Fairfax Extension of HOV Lane	Route 2 (North of Woodbridge) Route 642 (Dale City) (4.9 Miles)	P.E.	--	--	--	--	--	--	--	--	--
		R/W CONST. TOTAL	-- 19,800 19,800	-- -- --	-- -- --	-- -- --	-- -- --	16,952 16,952	--	2,848 2,848	
95-Fairfax Interchange Improvement	Intersection Route 395 and 495	P.E.	--	100	--	--	100	--	--	--	--
		R/W CONST. TOTAL	-- 2,900 2,900	-- -- --	-- -- --	400 500	1,000 1,000	1,000 1,000	500 500	--	
395-Arlington & Alexandria Additional Lanes and and Ramp Widening	Route 664 - 0.4 Mile North Route 120 (2.6 Miles)	P.E.	--	135	--	--	--	--	--	--	--
		R/W CONST. TOTAL	-- 3,100 3,385	135 1,715 2,000	-- -- --	-- -- --	1,385 1,385	--	--	--	
395-Fairfax, Arlington & Alexandria	Lighting System Conversion	P.E.	--	50	--	--	--	--	--	--	--
		R/W CONST. TOTAL	-- 900 950	50 850 950	-- -- --	-- -- --	450 450	--	--	--	



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

CUIPPEPER \_\_\_\_\_ District

**CRITICAL IMPROVEMENT PROGRAM**

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
1-Prince William and Fairfax Bridge and Approaches	Ocoquan River (Northbound Lane) At County Line Crossing (0.20 Mile)	P.E. R/W CONST. TOTAL 30 2,000 2,030 8,850	30 2,000 2,030	1,820 1,820	- 770 770	- 550 550	- 500 500	- -	- -	- -	- -
1-Prince William Bridge and Approaches	Quantico Creek: 0.82 Mile South of Route 234	P.E. R/W CONST. TOTAL 20 40 385 445	- - - -	20 40 385 445	20 40 50 110	- - 200 200	- - 135 135	- -	- -	- -	- -
3-Orange Parallel Lane	2.29 Miles West of Spotsylvania County Line - 4.70 Miles West of Spotsylvania County Line (2.41 Miles)	P.E. R/W CONST. TOTAL 100 480 1,916 2,496	100 480 406 986	- 1,510 1,510	- 1,000 1,000	- 510 510	- -	- -	- -	- -	- -
3-Orange and Culpeper Bridge and Approaches	Rapidan River at Orange and Culpeper County Line (0.80+ Miles)	P.E. R/W CONST. TOTAL 100 375 2,100 2,575	- - - -	100 375 2,100 2,575	- - -	- -	100 375 25 500	- -	- -	- -	- -
3-Culpeper 2 Lanes on 4 Lane Right of Way (Preliminary Engineering & R/W Only)	0.40 Mile West of Rapidan River - Lignum (Route 647) (3.60 Miles)	P.E. R/W CONST. TOTAL 110 1,100 - 1,210	- - - -	110 1,100 - 1,210	- -	- -	- -	110 100 210	- -	- -	1,000 - 1,000

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88**

CULLPEPER District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
6-Albion Bralage Structures and Approaches	Greek Creek: 3.20 Miles East of McLain County Line	P.E.	15	-	-	-	-	-	-	-	-
		R/W	25	-	-	-	-	-	-	-	-
		CONST.	172	45	-	-	-	-	-	-	-
		TOTAL	212	45	-	-	-	-	-	-	-
7-Fairfax Add 3rd Lane Back and Westbound	1-495 - 0.38 Mile West of Chain Bridge Road (Route 123)	P.E.	50	-	-	-	-	-	-	-	-
		R/W	-	355	-	-	-	-	-	-	-
		CONST.	628	155	-	-	-	-	-	-	-
		TOTAL	658	355	-	-	-	-	-	-	-
7-Loudoun 2 Lanes on 4 Lane Right of Way	0.54 Mile West of Route 287 - 1.44 Miles East of Simpson Creek (Route 7) (3.54 Miles)	P.E.	325	-	-	-	-	-	-	-	-
		R/W	2,000	1,815	-	-	-	-	-	-	-
		CONST.	6,475	200	3,700	2,575	-	-	-	-	-
		TOTAL	8,800	2,015	3,700	2,575	-	-	-	-	-
7-Loudoun 2 Lanes on 4 Lane Right of Way	Round Hill Bypass: 1.44 Miles East of Simpson Creek (Route 7) - 0.25 Mile West of Simpson Creek (1.70 Miles)	P.E.	-	300	-	-	-	-	-	-	-
		R/W	-	1,600	-	-	-	-	-	-	-
		CONST.	-	5,900	1,425	1,100	300	300	300	300	300
		TOTAL	-	7,800	1,425	2,600	1,875	1,875	1,875	1,875	1,875
15-Loudoun Widen Bridge	No Ramp Tributary Structure #1052 0.73 Mile South of Route 663	P.E.	-	5	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	-	40	-	-	-	-	-	-	-
		TOTAL	-	45	-	-	-	-	-	-	-





**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

DUPPEY \_\_\_\_\_ District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
17-Fauquier Parallel Lane	2.55 Miles North of North Corporate Limits of Warrenton - 2.50 Miles South of Route 245 (2.15 Miles)	P.E. 225 R/W 320 CONST. 4,560 TOTAL 5,105	- - -	225 320 4,560 5,105	100 - - 100	100 - - 100	75 -75 - 100	100 - - 100	145 1,855 2,000 2,705	- - - 2,705	- - - -
20-Albemarle Reconstruction	0.20 Mile South of North Corporate Limits Scottsville - 1.10 Miles North of North Corporate Limits Scottsville (1.30 Miles)	P.E. 65 R/W 225 CONST. 1,800 TOTAL 2,090	- - -	65 225 1,800 2,090	- - - -	- - - -	- - - -	65 35 400 500	- - 190 310 500 1,000	- - - 1,000	- - 90 90
20-Albemarle Reconstruction	1.71 Miles North of North Corporate Limits Scottsville - 0.54 Mile South of Route 715 (Glandover) (1.57 Miles)	P.E. 80 R/W 120 CONST. 1,007 TOTAL 1,217	90 120 317 527	- - 690 690	- - 100 100	- - 100 100	- - 125 125	- - 200 200	- - 165 165	- - - -	- - - -
20-Albemarle Drainage Structure	0.90 Miles South of Orange County Line and Intersection Route 816 (Key West)	P.E. 15 R/W 55 CONST. 225 TOTAL 295	15 55 - 70	- 225 225	- - 80 80	- - 80 80	- - 95 95	- - - -	- - - -	- - - -	- - - -
20-Orange Rehabilitation and Reconstruction	Route 231 - 2.65 Miles West of Route 231 (2.65 Miles)	P.E. 50 R/W 170 CONST. 1,320 TOTAL 1,520	50 170 900 1,100	- 420 420	- 200 200	- 220 220	- - -	- - -	- - -	- - -	- - -

**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

CULPEPER District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
20-Bus - Orange Reconstruction	Town of Orange: (Byrd Street) Church Street - Intersection Route 20 (0.50 Miles)	P.E.	40	-	200	-	-	-	-	-	-
		R/W	360	160	-	-	-	-	-	-	-
		CONST.	580	-	300	90	-	-	-	-	-
		TOTAL	990	200	300	90	-	-	-	-	-
28-Loudoun Construct Turn Lanes	2.31 Miles North of Fairfax County Line (Route 846)	P.E.	2	-	-	-	-	-	-	-	-
		R/W	-	-	-	-	-	-	-	-	-
		CONST.	133	25	-	-	-	-	-	-	-
		TOTAL	155	25	-	-	-	-	-	-	-
28-Fairfax Parallel Lane	0.23 Mile North of Prince William County Line - 0.07 Mile South of Route 29 (2.37 Miles)	P.E.	115	115	900	150	-	-	-	-	-
		R/W	1,525	475	-	750	900	225	-	-	-
		CONST.	1,875	-	-	900	800	225	-	-	-
		TOTAL	3,515	590	900	900	800	225	-	-	-
28-Prince William Parallel Lane	West Corporate limits Manassas - Route 215 (1.80 Miles)	P.E.	90	90	-	-	90	-	-	-	-
		R/W	900	-	-	-	10	840	-	-	-
		CONST.	1,800	-	-	-	210	350	210	1,000	590
		TOTAL	2,790	-	-	-	100	350	750	1,000	590
29-Fairfax Widen to Four Lanes	0.50 Mile West of West Marshall Street - Route 405 (1.70 Miles)	P.E.	155	75	80	-	-	-	-	-	-
		R/W	1,000	-	-	-	260	-	-	-	-
		CONST.	4,340	-	-	740	1,100	1,100	1,100	1,500	-
		TOTAL	5,555	75	80	800	1,060	1,000	1,100	1,500	-



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

CULPEPER \_\_\_\_\_ District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
29-Albemarle Bridge and Approaches (Southbound Lane)	North Fork Rivanna River; 3.06 Miles South of Green County Line (0.81 Mile)	P.E. 45	45	-	-	-	-	-	-	-	-
		R/W 40 CONST. 1,100 TOTAL 1,185	40 460 545	-	-	-	-	-	-	-	-
29-Albemarle Bridge and Approaches (Southbound Lane)	South Fork Rivanna River; 5.22 Miles North of North Corporate Limits Charlottesville (0.07 Mile)	P.E. 170	-	170	-	-	-	-	-	-	-
		R/W 50 CONST. 3,540 TOTAL 3,750	-	3,540 3,750	250 250	500 500	650 650	1,000 3,000	1,140 1,140	-	-
29-Albemarle Widened to Six Lanes	North Corporate Limits of Charlottesville - Rio Road (1.70 Miles)	P.E. 65	65	-	-	-	-	-	-	-	-
		R/W 645 CONST. 4,790 TOTAL 5,500	645 710	4,790 4,790	900 900	900 900	800 900	900 900	440 440	-	-
33-Louisiana Bridge and Approaches	Northeast Creek; 3.55 Miles East of East Corporate Limits of Louisiana (0.66 Miles)	P.E. 20	20	-	-	-	-	-	-	-	-
		R/W 15 CONST. 155 TOTAL 190	15 80 115	75 75	-	-	-	75 75	-	-	-
50-Loudoun Parallel Lane	5.84 Miles Most of Fairfax County Line - 0.42 Mile East of Route 15 (2.65 Miles)	P.E. 520	-	520	-	-	-	-	-	-	-
		R/W 2,100 CONST. 6,500 TOTAL 8,720	-	2,100 6,300 8,720	-	-	320 430 750	1,500 - 1,500	170 3,270 3,440	-	5,030 5,030





**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

**CULPEPER** Page 2

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUSLY PURCHASED	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					1982-83	1983-84	1984-85	1985-86	1986-87	
193 - Fairfax Lower Vertical Curves	Intersection Route 717 (Utterback Road) and Intersection Route 683 (Leigh Hill Road)	P.E. 40 R/W 70 CONSTR. 250 TOTAL 340	40 70 10 120	- 220 220	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
211 - Fauquier Bridge and Approaches	Rappahannock River at the Fauquier and Culpeper County Line (NBL) (0.06 Miles)	P.E. 50 R/W 175 CONSTR. 1,190 TOTAL 1,415	- - - -	50 175 1,190 1,415	- - - -	- - - -	50 175 400 400	- - 400 400	- - 615 615	- - - -
232 - Madison Widening	North Intersection Route 620 - South Intersection Route 620	P.E. 11 R/W 5 CONSTR. 368 TOTAL 384	11 5 368 384	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
234 - Prince William Rehabilitation	South Corporate Limits of Manassas - Route 1	P.E. 30 R/W 20 CONSTR. 650 TOTAL 700	30 20 650 700	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -	- - - -
234 - Prince William (Preliminary Engineering Only)	Western Manassas Bypass: Route 234 Southwest of Manassas - Route 234 Southeast of Manassas (20.00 Miles)	P.E. 1,000 R/W - CONSTR. - TOTAL 1,000	500 - - 500	500 - 500 -	- - - -	- - - -	100 - - 200	200 - - 200	- - - -	- - - -















ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
BASED ON CURRENT REVENUES  
CULPEPER DISTRICT SUMMARY

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COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Albemarle	\$ 673,384	\$ 276,313					\$ 949,697
Culpeper	362,961	147,480					510,441
Fairfax	2,284,849	964,123					3,248,972
Fauquier	527,455	215,958					743,413
Fluvanna	187,128	77,660					264,788
Greene	121,572	50,025					171,597
Loudoun	946,526	388,314					1,334,840
Louisa	409,890	168,654					578,544
Madison	265,863	109,148					375,011
Orange	297,891	122,064					419,955
Prince William	1,203,756	504,453					1,708,211
Stafford	168,737	68,676					237,413
<b>DISTRICT TOTAL</b>	<b>\$7,450,012</b>	<b>\$3,092,870</b>					<b>\$10,542,882</b>

ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 CRITICAL IMPROVEMENT PROGRAM  
CULPEPER DISTRICT SUMMARY

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Albemarle	\$ 1,612,953	\$ 1,651,477	\$ 1,684,178	\$ 1,722,993	\$ 1,738,214	\$ 1,757,414	\$ 10,167,229
Culpeper	840,712	858,185	873,017	890,623	897,524	907,426	5,267,487
Fairfax	6,344,198	6,567,606	6,757,272	6,982,347	7,070,654	7,156,433	40,878,510
Fauquier	1,254,770	1,283,938	1,308,698	1,338,087	1,349,611	1,364,530	7,899,634
Fluvanna	427,327	436,432	444,163	453,336	456,934	461,174	2,679,366
Greene	283,166	289,423	294,737	301,043	303,515	306,639	1,778,523
Loudoun	2,097,726	2,135,943	2,168,385	2,206,892	2,221,990	2,242,944	13,073,880
Louisa	923,729	941,920	957,362	975,692	982,879	992,304	5,773,886
Madison	592,704	603,798	613,216	624,394	628,776	634,756	3,697,644
Orange	691,393	706,288	718,931	733,937	739,821	747,591	4,337,961
Prince William	2,758,795	2,820,312	2,872,537	2,934,513	2,958,827	2,984,514	17,329,498
Rappahannock	391,697	399,947	406,950	415,264	418,523	423,112	2,455,493
<b>DISTRICT TOTAL</b>	<b>\$18,219,170</b>	<b>\$18,695,269</b>	<b>\$19,099,446</b>	<b>\$19,579,121</b>	<b>\$19,767,268</b>	<b>\$19,978,837</b>	<b>\$115,339,111</b>



CRITICAL IMPROVEMENT PROGRAM AS COMPARED TO  
PROGRAM POSSIBLE WITH CURRENT REVENUES  
1982-83 THRU 1987-88  
(IN THOUSANDS)

STAUNTON DISTRICT

	<u>CRITICAL IMPROVEMENT PROGRAM</u>	<u>CURRENT REVENUE</u>
INTERSTATE	\$ 6,878	\$ 4,378
PRIMARY	79,084	5,376
URBAN	25,900	3,000
SECONDARY	59,524	5,799
PUBLIC TRANSIT	1,429	1,353
	<hr/>	<hr/>
TOTAL	\$172,815	\$19,906

**INTERSTATE SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88**

**CRITICAL IMPROVEMENT PROGRAM**

STATION \_\_\_\_\_ Miles

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		
81-Rockingham Interchange Improvements	Interchange Route 13	P.E.	45	--	--	--	--	--	--	--	
		R/W CONST.	1,200	1,200	--	--	--	--	--	--	
		TOTAL	1,245	1,200	--	--	--	--	--	--	
81-Rockingham Interchange Improvements	Interchange Route 659	P.E.	120	135	135	--	--	--	--	--	
		R/W CONST.	3,000	1,500	1,500	--	--	--	--	--	
		TOTAL	3,255	3,135	3,135	--	--	--	--	--	
	PROJECTS UNDERWAY OR COMPLETED REQUIRING ADDITIONAL FINANCING				733	--	--	--	--	--	
	DISTRICT WIDE MISCELLANEOUS CONSTRUCTION ITEMS					500	250	250	250	250	
	DISTRICT SUMMARY					135	2,000	1,750	250	250	250
						2,243	2,000	1,750	250	250	250
						2,378	2,000	1,750	250	250	250



**PRIMARY SYSTEM  
CONSTRUCTION PROGRAM**  
(in Thousands of Dollars)  
1982-83 Thru 1987-88

STATION Miles

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
42-Shenandoah Widen to 4 Lanes	Route 11 (Woodstock) Route 81 (0.55 Miles)	P.E.	42	62	--	--	--	--	--	--	--
		R/W	15	15	--	--	--	--	--	--	--
		CONSTR.	365	28	547	--	--	--	--	--	--
		TOTAL	622	75	547	--	--	--	--	--	--
42-Shenandoah Improve Intersection	Intersection Route 799 and 601 (0.30 Miles)	P.E.	10	10	--	--	--	--	--	--	--
		R/W	10	10	--	--	--	--	--	--	--
		CONSTR.	155	105	50	--	--	--	--	--	--
		TOTAL	175	125	50	--	--	--	--	--	--
42-Rockingham Reconstruction on existing location	North Corporate Limits Harrisonburg 3.00 Miles North North Corporate Limits Harrisonburg (3.00 Miles)	P.E.	100	100	--	--	--	--	--	--	--
		R/W	290	290	--	--	--	--	--	--	--
		CONSTR.	1,560	1,560	--	--	--	--	--	--	--
		TOTAL	1,950	1,950	--	--	--	--	--	--	--
42-Rockingham Reconstruction on existing location	3.00 Miles North North Corporate Limits Harrisonburg 6.00 Miles North North Corporate Limits Harrisonburg (3.00 Miles)	P.E.	120	120	--	--	--	--	--	--	--
		R/W	235	--	235	--	--	--	--	--	--
		CONSTR.	2,005	--	2,005	--	--	--	--	--	--
		TOTAL	2,360	120	2,240	--	--	--	--	--	--
42-Rockingham Reconstruction on existing location	6.00 Miles North North Corporate Limits Harrisonburg 9.00 Miles North North Corporate Limits Harrisonburg (3.00 Miles)	P.E.	160	160	--	--	--	--	--	--	--
		R/W	315	--	315	--	--	--	--	--	--
		CONSTR.	2,665	--	2,665	--	--	--	--	--	--
		TOTAL	3,140	160	2,980	--	--	--	--	--	--

PRIMARY SYSTEM  
CONSTRUCTION PROGRAMS  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

STADTSCHEIDT District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS						BALANCE TO COMPLETE
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	
42-Rockingham Reconstruction on existing location	9.00 Miles North North Corporate Limits Harrisonburg - Route 259 (Broadway) (3.00 Miles)	P.E.	190	190	--	--	--	280	65	--	--
		R/W	345	--	2,935	--	--	--	1,435	--	1,500
		TOTAL	3,470	190	3,280	--	--	280	1,500	--	1,500
60-Rockbridge Bridges and Approaches Henry River	West Corporate Limits Boons Vista - 0.66 Mile West West Corporate Limits Boons Vista (0.64 Mile)	P.E.	125	325	--	--	--	--	--	--	--
		R/W	130	190	--	--	--	--	--	--	--
		TOTAL	2,495	1,895	600	--	--	--	--	--	--
220-Allegany Passing Bays	3.0 and 4.9 Miles North of Covington (0.5 Mile)	P.E.	40	40	--	--	--	--	--	--	--
		R/W	35	35	370	--	--	--	--	--	--
		TOTAL	640	270	370	--	--	--	--	--	--
220-Allegany Safety Improvements	Passing Bays at 1.5 Miles North of Covington, Truck Escape Ramp and Left Turn Lane at Route 778 (0.80 Mile)	P.E.	15	15	--	--	--	--	--	--	--
		R/W	30	30	20	--	--	--	--	--	--
		TOTAL	335	315	20	--	--	--	--	--	--
220-Allegany 2 Lanes on New Location (Grada Only)	CLIFTON FUROR RELOCATION: Route 60 - Existing Route 220 (1.05 Mile)	P.E.	220	220	--	--	--	--	--	--	--
		R/W	650	650	510	--	--	--	--	--	--
		TOTAL	3,610	3,300	510	--	--	--	--	--	--

PRIMARY SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1962-63 Thru 1967-68

STANTON District

ROUTE/COUNTY TYPE	DESCRIPTION LENGTH	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION REQUIREMENTS					BALANCE TO COMPLETE
					1962-63	1963-64	1964-65	1965-66	1966-67	
22B-Allgheny 2 Lanes on New Location (Bridges)	CLIFFTON FURGE RELOCATION: Route 60 - Existing Route 220	P.E. 200 R/W 3,990 CONST. 4,190 TOTAL	---	200 3,990 4,190	200 490 590	2,500 1,000	---	---	---	---
22C-Allgheny 2 Lanes on New Location (Paving)	CLIFFTON FURGE RELOCATION: Route 60 - Existing Route 220 (1.0- Mile)	P.E. 80 R/W 1,610 CONST. 1,690 TOTAL	---	80 1,610 1,690	---	80 1,420 1,500	---	190 190	---	---
22D-Allgheny Convert to 4 Lanes	Existing Route 220 - 1.1 Miles North Batestown County Line (1.0 Mile)	P.E. 300 R/W 490 CONST. 6,750 TOTAL 7,500	---	300 490 6,750 7,500	---	---	300 450 1,960 2,310	---	2,500 2,500	---
23C-Augusta Convert to 4 Lanes including grade separations at CEO B	FIRBERRYVILLE 2.81 Miles West West Corporate Limits Weyanboro - 3.74 Miles West West Corporate Limits Weyanboro (0.91 Miles)	P.E. 170 R/W 275 CONST. 3,190 TOTAL 3,635	170 275 1,810 2,255	---	---	---	---	---	---	---
23D-Augusta Convert to 4 Lanes	0.52 Mile East Route 81 at Stantondale - 2.74 Miles West West Corporate Limits Weyanboro (2.35 Miles)	P.E. 80 R/W 690 CONST. 4,940 TOTAL 5,710	10 30 ---	10 690 4,940 5,670	---	70 660 1,190 1,920	---	---	1,750 1,750	---















URBAN SYSTEM  
CONSTRUCTION PROGRAM  
(In Thousands of Dollars)  
1982-83 Thru 1987-88

STANTON District

MUNICIPALITY STREET TYPE	DESCRIPTION LENGTH PROJECT NUMBER	ESTIMATED COST	PREVIOUS FUNDING	ADDITIONAL FUNDING REQUIRED	ESTIMATED ALLOCATION					BALANCE TO COMPLETE	
					FISCAL YEAR						
					1982-83	1983-84	1984-85	1985-86	1986-87		1987-88
Winchester Pleasant Valley Rd. 4 Lane	Fr: Poppenill Rd, To: Millwood Ave. 1.3 MILE	P.E.	115								
		R/W CONST. TOTAL	900 4,300 5,200		3,700 5,700						
Winchester Southern Loop 4 Lane	Fr: Millwood Ave. To: Valley Pike 0.8 MILE	P.E.	125								
		R/W CONST. TOTAL	3,000 5,000 6,000						1,000 1,000		3,000 1,000 4,000
District	Summary	P.E.									
		R/W CONST. TOTAL	4,100	4,200	4,300	4,400	4,400	4,500			

**ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
BASED ON CURRENT REVENUES  
STAUNTON DISTRICT SUMMARY**

COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Allegheny	\$ 141,339	\$ 59,461					\$ 200,800
Augusta	945,894	389,646					1,335,540
Bath	210,633	87,725					298,358
Clerke	134,542	55,689					190,231
Frederick	408,956	169,292					578,248
Highland	155,444	64,469					219,913
Page	221,501	90,131					311,632
Rockbridge	390,642	160,024					550,666
Rockingham	856,086	354,990					1,211,076
Shenandoah	451,652	184,825					636,477
Warren	188,780	77,097					265,877
<b>DISTRICT TOTAL</b>	<b>\$4,105,469</b>	<b>\$1,693,349</b>					<b>\$5,798,818</b>

ESTIMATED ALLOCATIONS TO THE SECONDARY SYSTEM  
 CRITICAL IMPROVEMENT PROGRAM  
 STAUNTON DISTRICT SUMMARY

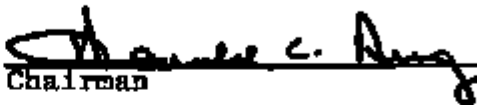
COUNTY	1982-83	1983-84	1984-85	1985-86	1986-87	1987-88	TOTAL
Allegheny	\$ 355,906	\$ 366,224	\$ 374,984	\$ 385,378	\$ 389,456	\$ 393,526	\$ 2,265,474
Augusta	2,150,448	2,194,373	2,231,660	2,275,918	2,293,274	2,315,518	13,461,191
Bath	473,684	483,373	491,602	501,363	505,193	509,580	2,964,795
Clarke	315,541	322,806	328,973	336,291	339,162	342,567	1,985,340
Frederick	961,863	984,210	1,003,181	1,025,695	1,034,527	1,044,964	6,054,440
Highland	351,041	358,219	364,314	371,547	374,383	377,780	2,197,284
Page	541,021	534,362	565,685	579,128	584,398	591,390	3,415,984
Rockbridge	916,584	937,027	954,382	974,978	983,054	993,617	5,759,642
Rockingham	1,923,790	1,964,589	1,997,523	2,036,615	2,031,945	2,070,415	12,046,877
Shenandoah	1,056,551	1,079,810	1,099,553	1,122,988	1,132,176	1,144,350	6,635,428
Warren	436,653	445,844	453,646	462,909	466,540	471,512	2,737,104
<b>DISTRICT TOTAL</b>	<b>\$9,485,082</b>	<b>\$9,690,837</b>	<b>\$9,865,503</b>	<b>\$10,072,810</b>	<b>\$10,154,108</b>	<b>\$10,255,219</b>	<b>\$59,523,559</b>

12/17/81

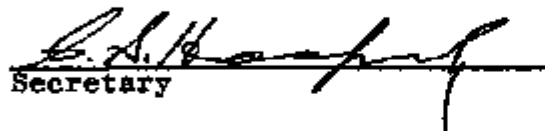
The next meeting of the Commission will be held on  
January 21, 1982.

The meeting was adjourned at 11:15 a.m.

Approved:

  
Chairman

Attested:

  
Secretary