

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
February 17, 1972**

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on February 17, 1972, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

Absent: Messrs. Crowe and Glass.

On motion of Mr. Fitzpatrick, seconded by Mr. Duckworth, minutes of the meeting of January 20, 1972, were approved.

Motion was made by Mr. Fitzpatrick, seconded by Mr. Duckworth, that permits issued from January 20, 1972, to February 16, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Fitzpatrick, seconded by Mr. Duckworth, cancellation of permits from January 20, 1972, to February 16, 1972, as shown by records of the Department, was approved.

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth,
 that the Commission confirm letter ballot action on bids received
 January 19, 1972, on the following projects:

Project U000-121-103, C-501

0.016 Mi. E. Int. Reloc. Rt. 60 - 0.257 Mi. E. Int. Reloc. Rt. 60, City of
 Newport News. Award of contract to low bidder, Jack L. Massie Contractor,
 Inc., Williamsburg, Va.

Bid	\$149,733.17
10% for engineering and additional work	14,973.31
Work by State Forces	2,728.00
Amount chargeable to project	167,434.00
Acct. Rec. City of Newport News - \$25,115.17	
\$142,319.00 to be provided for in future Urban Construction Allocations.	

Project U000-145-103, C-501

Int. 671 (Armory Drive) - Int. 58 (Clay Street), City of Franklin. Award of
 contract to low bidder, Short Paving Company, Inc., Petersburg, Va.

Bid	\$338,497.15
10% for engineering and additional work	33,849.71
Work by State Forces	2,870.00
Amount chargeable to project	375,217.00
Acct. Rec. City of Franklin - \$56,528.93	
\$177,788.00 to be provided for in future Urban Construction Allocations.	

Route 195, Project D195-127-101, C-501, B-615, B-616, B-618, B-619, B-620,
 B-621, B-622, B-623, B-624, B-638, B-639

0.011 Mi. S. Idlewood Ave. (Near McCloy St.) - 0.012 Mi. S. Westwood Ave.
 (Rt. 197), City of Richmond. Award of contract to low bidder, The Lane
 Construction Corp., Meriden, Connecticut.

	Construction	Right of Way
Bid	\$20,442,927.52	\$1,432,103.15
10% for engineering and additional work	2,044,292.75	143,210.31
Work by State Forces	13,526.00	
Flagging	27,500.00	
Amount chargeable to project	24,103,560.00	
Acct. Rec. Richmond Metropolitan Authority - \$935,715.23		
Acct. Rec. City of Richmond - \$85,850.86		
Acct. Rec. Virginia Electric & Power Company - \$50,881.60		
Acct. Rec. Chesapeake & Potomac Telephone Co. - \$50,506.75		
\$14,703,978.56 to be provided for in 1972-73 Interstate Construction Allocation		

Route 251, Project 0251-117-101, C-501

Int. 11 & 11A - 0.021 Mi. S. McCormick St., City of Lexington. Award of contract to low bidder, Charles W. Barger & Son Constr. Co., Inc., Lexington, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid (Regular)	\$266,787.25	\$18,196.00
10% for engineering and additional work	26,678.72	1,819.50
Work by State Forces	3,454.00	
Amount chargeable to project	316,936.00	
Acct. Rec. City of Lexington - \$49,282.34		
\$61,754.00 to be provided for in future Urban Construction Allocations.		

Route 460, Project 0460-073-105, C-502, C-503

5.435 Mi. E. Appomattox-Prince Edward CL - 0.498 Mi. W. Int. 15 (W. of Farmville), Prince Edward County. Award of contract to low bidder, Roy N. Ford Company, Inc., Blairs, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,053,052.40	\$2,125.00
10% for engineering and additional work	206,306.24	212.50
Work by State Forces	28,842.00	
Right of Way	371,000.00	
Utilities	32,100.00	
Amount chargeable to project	2,703,648.00	

Route 501, Project 7501-118-101, C-501, B-601

Bridge & Approaches - Rivermont Ave. over N&W Railway and Blackwater Creek, City of Lynchburg. Award of contract to low bidder, McDowall & Wood, Inc., Salem, Virginia, and Robertson-Fowler Company, Inc., Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,141,099.10	\$73,820.00
10% for engineering and additional work	314,109.91	7,382.00
Work by State Forces	6,220.00	
City of Lynchburg (Non-part.)	2,200.00	
Railroad	6,634.00	
Flagging	3,770.00	
Amount chargeable to project	3,555,235.00	
Acct. Rec. City of Lynchburg - \$538,690.32		
Acct. Rec. C & P - \$49,500.00		
\$2,478,745.00 to be provided for in future Urban Construction Allocations.		

Route 614, Project 0614-084-124, C-501

Virginia-Tennessee State Line - 1.050 Mi. W. Int. 634, Scott County. Award of contract to low bidder, P. C. Cooper Construction Company, Blountville, Tennessee.

Bid	\$314,981.76
10% for engineering and additional work	31,498.17
Amount chargeable to project	346,480.00

\$249,000.00 to be provided for in 1972-73 & Subsequent Years Budgets.

Route 627, Project 0627-092-127, C-501, B-618

0.133 Mi. E. N&W RR - 0.038 Mi. W. N&W RR, Tazewell County. Award of contract to low bidder, Pendleton Construction Corporation, Wytheville, Va.

Bid	\$194,188.35
10% for engineering and additional work	19,418.83
Work by State Forces	194.00
Railroad	76,425.80
Flagging	6,058.09
Amount chargeable to project	296,285.00

\$184,000.00 to be provided for in 1972-73 & Subsequent Years Budgets.

Route 635, Project 0635-054-125, C-501, B-607, B-614

0.028 Mi. N. E. Int. 611 - 0.058 Mi. S. E. Int. 610, Louisa County. Award of contract to low bidder, Mega Contractors, Inc., Richmond, Va.

Bid	\$268,357.45
10% for engineering and additional work	26,835.74
Work by State Forces	8,910.00
Amount chargeable to project	304,103.00

\$126,000.00 to be provided for in 1972-73 & Subsequent Years Budgets.

Routes 16, 21, 58, 63, 65, 67, 72, 80 and 160, Project GR-21-71

Furnishing & Erecting Steel Beam Guardrail, Bristol District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$30,549.80
10% for engineering and additional work	3,054.98
Amount chargeable to project	33,605.00

\$12,164.43 from 10% Primary Maintenance Reserve Fund.
\$21,440.57 to be provided in the 1972-73 Bristol District-Wide Guardrail Fund.

Routes 43, 52, 58, 220, 221, 311, 460 & 501, Project GR-22-71

Furnishing & Erecting Steel Beam Guardrail, Salem District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$28,414.70
10% for engineering and additional work	2,841.47
Amount chargeable to project	31,256.00
\$1,494.63 from 10% Primary Maintenance Reserve Fund.	
\$4,761.37 from Not Let balance Salem District-Wide Guardrail Fund.	
\$25,000.00 to be provided in the 1972-73 Salem District-Wide Guardrail Fund.	

Routes 6, 29, 58, 60 & 501, Project GR-23-71

Furnishing & Erecting Steel Beam Guardrail, Lynchburg District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$25,116.66
10% for engineering and additional work	2,511.66
Amount chargeable to project	27,628.00
\$2,298.59 from Not Let Lynchburg District-Wide Guardrail Fund.	
\$329.41 from 10% Primary Maintenance Reserve Fund.	
\$25,000.00 to be provided in the 1972-73 Lynchburg District-Wide Guardrail Fund.	

Route 360, Project GR-24-71

Furnishing & Erecting Steel Beam Guardrail, Richmond District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$20,173.00
10% for engineering and additional work	2,017.30
Amount chargeable to project	22,190.00
\$1,504.00 from Not Let balance Richmond District-Wide Guardrail Fund.	
\$20,686.00 to be provided in the 1972-73 Richmond District-Wide Guardrail Fund.	

Routes 35, 58, 60 & 460, Project GR-25-71

Furnishing & Erecting Steel Beam Guardrail, Suffolk District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$22,218.75
10% for engineering and additional work	2,221.87
Amount chargeable to project	24,441.00
\$1,270.61 from Not Let balance Suffolk District-Wide Guardrail Fund.	
\$23,170.39 to be provided in the 1972-73 Suffolk District-Wide Guardrail Fund.	

Routes 1, 3, 14, 208 & 301, Project GR-26-71

Furnishing & Erecting Steel Beam Guardrail, Fredericksburg District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$35,643.00
10% for engineering and additional work	3,564.30
Amount chargeable to project	39,207.00

\$16,909.44 from Not Let balance Fredericksburg District-Wide Guardrail Fund.
\$22,297.56 to be provided in the 1972-73 Fredericksburg District-Wide Guardrail Fund.

Routes 15, 33 & 522, Project GR-27-71

Furnishing & Erecting Steel Beam Guardrail, Culpeper District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$17,781.40
10% for engineering and additional work	1,778.14
Amount chargeable to project	19,560.00

\$1,466.35 from Not Let Balance Culpeper District-Wide Guardrail Fund.
\$18,093.65 to be provided in the 1972-73 Culpeper District-Wide Guardrail Fund.

Routes 11, 18, 33, 39, 42, 55, 220, 263, 340, 522, 637, 778, 793 & 820, Project GR-28-71

Furnishing & Erecting Steel Beam Guardrail, Staunton District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$30,841.53
10% for engineering and additional work	3,084.15
Amount chargeable to project	33,926.00

\$8,880.00 from Staunton District Secondary Maintenance Budget Funds.
\$10,494.71 from Not Let Staunton District-Wide Guardrail Fund.
\$14,551.29 to be provided in the 1972-73 Staunton District-Wide Guardrail Fund.

Routes 7, 28, 29, 50, 123, 193, 234, 495 & 611, Project P-1-72

Cleaning & Painting Bridge Structural Steel, Arlington, Fairfax, Madison & Prince William Counties. Award of contract to low bidder, Colonial Painting Company, Ambridge, Pennsylvania.

Bid	\$193,360.00
10% for engineering and additional work	19,336.00
Amount chargeable to project	212,696.00

Culpeper District Interstate, Primary and Secondary Systems Maintenance Budget Funds.

MOTION CARRIED

Moved by Mr. Fitzpatrick, seconded by Mr. Duckworth, that the Commission confirm letter ballot action rejecting bids received January 19, 1972, on the following projects, and authorizing readvertisement of these projects:

Route 19, Project 7019-092-101, C-501, B-601, B-605, B-611

1.044 Mi. E. ECL Tazewell - Int. Route 61, Tazewell County. Low bid - 30.4% over estimate.

Route 58, Project 6058-012-107, C-501, B-613, B-614, B-615, B-616

0.683 Mi. W. Int. 46 - 4.275 Mi. E. Int. 46, Brunswick County. Low bid - 21.7% over estimate.

Route 123, Project 0123-029-108, C-501; 0123-153-103, C-501

0.458 Mi. N. Int. 66 - 0.538 Mi. E. of HCL Town of Vienna, Fairfax County and Town of Vienna. Low bid - 17.1% over estimate.

Route 604, Project 0604-061-144, C-501, B-612

0.260 Mi. N. Int. 58 (Constance Rd.) - 0.992 Mi. N. Int. 58 (Constance Rd.), Nansemond County. Low bid - 18.4% over estimate.

Route 621, Project 0621-096-115, C-501

Int. 202 (Mount Holly) - Int. 626 (Erica), Westmoreland County. Low bid - 21.9% over estimate.

Routes 56, 151, 210 & 29, Project BR-8-71

Repair 8 Brs. - Rt. 56 Mill Race Overflow (0056-062-0618), Rt. 151 Tye Rv. (0151-062-0633&701-M600), Rt. 210 over 29 (0120-005-0632), NBL Rt. 29 Buffalo Rv. (0029-005-0603), Rt. 29 Mill Cr. (0029-005-0602), Rt. 56 Tye Rv. (0056-062-0617&0619), Amherst & Nelson Counties. Low bid - 21.3% over estimate.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Radford on additional streets totaling 1.24 miles and meeting standards required by the aforementioned section of the Code effective January 1, 1972, for the quarterly payment due after March 31, 1972. The additional streets and mileage eligible for payment are described as follows:

Preston Street	- 13th Street to Forest Avenue	- 0.40 Mile
Pendleton Street	- Preston Street to Tie-in Existing Pendleton Street	- 0.07 Mile
Kirkwood Drive	- Preston Street to Preston Street	- 0.22 Mile
Sutton Street	- Preston Street to Tie-in Existing Sutton Street	- 0.10 Mile
Chesley Street	- Preston Street to Tie-in Existing Chesley Street	- 0.09 Mile
Forest Avenue	- 10th Street to Route 611 (Rock Road)	- 0.36 Mile

These additions, totaling 1.24 miles, will increase the total mileage in the City of Radford from 51.67 miles to 52.91 miles of approved streets.

MOTION CARRIED

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

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

WHEREAS, two sections of the old road are 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, 0.20 mile of the old location of Route 242, shown in yellow and designated as Sections 1 and 2 on the plat dated September 25, 1968, Project 0242-029-101, C-501, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 28 in Fairfax County has been altered and reconstructed as shown on plans for Project 0028-029-104, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.14 mile of old Route 28, shown in yellow and designated as Section 1 on the plat dated February 14, 1966, Project 0028-029-104, C-501, be discontinued as part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia, 1950, as amended, 3.30 miles of the old Route 28, shown in red and designated as Sections 2 and 3 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, Routes 7 and 123 in Fairfax County have been altered and reconstructed as shown on plans for Projects 0007-029-103, C-501 and 0123-029-103, C-501; and

WHEREAS, six sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and six sections of the old road are to be reclassified as service roads;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.42 mile of the old location of Routes 7 and 123, shown in blue and designated as Sections 1, 3, 5, 6, 10 and 12 on the plat dated June 30, 1965, Projects 0007-029-103, C-501 and 0123-029-103, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-61 of the Code of Virginia of 1950, as amended, 0.14 mile of the old location of Route 7, shown in orange and designated as Sections 2 and 4 on the plat and project referred to hereinabove, be reclassified as service roads of the new location of Route 7;

2-17-72

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-61 of the Code of Virginia of 1950, as amended, 0.48 mile of the old location of Route 123, shown in orange and designated as Sections 7, 8, 9 and 11 on the plat and project referred to hereinabove, be reclassified as service roads of the new location of Route 123.

MOTION CARRIED

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

WHEREAS, Route 29 in Culpeper County has been altered and reconstructed as shown on plans for Project 6029-023-103, C-501, C-503; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is 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, 0.38 mile of the old location of Route 29, shown in blue and designated as Section 5 on the plat dated November 9, 1971, Project 6029-023-103, C-501, C-503, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.13 mile of the old location of Route 29, shown in yellow and designated as Section 1 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 241 in Fairfax County has been altered and reconstructed as shown on plans for Project 0241-029-101, C-501; and

WHEREAS, one section of the old road is recommended to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.08 mile of the old location of Route 241 south of Alexandria, from the new location of Route 241 at Station 14+00 northerly 0.08 mile to the intersection of Routes 611 and 1332, shown in red and designated as Section 1 on the plat dated June 9, 1966, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Greensville County Courthouse located in Emporia, Virginia, on October 20, 1971, at 2:00 p.m., for the purpose of considering the proposed location and design of Routes 619 and 645 from the intersection of Route 58 to 0.033 mile north of the intersection of Blake Road in Greensville, State Project 0619-040-131, C-501, and

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

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

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

MOTION CARRIED

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

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

WHEREAS, with respect to construction on Route 42, bypassing the Town of Dayton in Rockingham County, it is necessary to add the new bypass location to the Primary System of Highways and to establish the route marker designations as Route 42 Bypass and Route 42-Business,

NOW, THEREFORE, BE IT RESOLVED, that the new bypass, length 0.81 mile, be added to the Primary System of Highways and designated State Route 42 Bypass, beginning at an intersection with the new connection of Route 257 in the Town of Dayton and extending northeasterly to the intersection of present Route 42 in Rockingham County.

BE IT FURTHER RESOLVED, that present State Route 42 through the Town of Dayton and between points of intersection with the new bypass, be designated State Route 42-Business, length 0.84 mile.

BE IT ALSO FURTHER RESOLVED, that the signing of Route 257 in the Town of Dayton be extended easterly from its intersection with present Route 42 to connect with the new Route 42 Bypass, thus overlapping 0.02 mile on Route 42-Business.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Carroll, Charles City, Essex, Fairfax, Lancaster, Page and Prince Edward 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:

- | | | |
|---------------------|---|-----------|
| CARROLL COUNTY | - Sections 6 & 9 of old location Rte. 679 between Rte. 691 and Rte. 823 ----- | 0.07 Mi. |
| | - Section 3 of old location Rte. 687 between Rte. 686 and Rta. 679 ----- | 0.04 Mi. |
| | - Sections 5 & 8 of old location of Rte. 688 between Rte. 52 and Rte. 913 ----- | 0.06 Mi. |
| CHARLES CITY COUNTY | - Route 625-From a point 1.29 miles east of intersection Route 625 and 658 to a point 1.35 miles from same intersection ----- | 0.06 Mi. |
| ESSEX COUNTY | - Section 3 of old location Rte. 618 from Sta. 76+60 to Sta. 85+40, Project 0618-028-127, C-501 ----- | 0.152 Mi. |
| FAIRFAX COUNTY | - Section 6A of old location Rte. 611 from Conn. Sta. 20+25 northerly 0.08 Mi., Project 0095-029-102, P-401 ----- | 0.08 Mi. |
| | - Section 4 of old location Rte. 661 from Conn. Sta. 42+00 to the new connection opposite Conn. Sta. 36+70, Project 0028-029-104, C-501 ----- | 0.11 Mi. |

- FAIRFAX COUNTY
- Section 3 of old location Rte. 601 from Sta. 178+25 to new connection opposite Sta. 179+70, Proj. 0242-029-101, C-501 ----- 0.08 Mi.
 - Sections 1 & 3 of old location Rte. 638 between Rte. 835 and Sta. 90+75, Proj. 0638-029-156, C-502 ----- 0.18 Mi.
- LANCASTER COUNTY
- Route T-635, beginning at a point 0.42 mi. south of Int. Rte. 3, and extending in a southerly direction for 0.10 mi. ----- 0.10 Mi.
- PAGE COUNTY
- Section 5 of old location Rte. 611 from new Rte. 611 southerly 0.04 mi. ----- 0.04 Mi.
 - Route 700 from 0.37 miles east Route 340 to a Dead End ----- 0.03 Mi.
- PRINCE EDWARD COUNTY
- Sections 2 & 3 of old location Rte. 628 from Sta. 79+56 southeasterly 0.23 mile to old bridge over Briery Ck., Project 0628-073-124, C-501 ----- 0.23 Mi.

MOTION CARRIED

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

WHEREAS, Route 6 in Goochland County has been altered and reconstructed as shown on plans for Project 0006-037-104, C-505; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.85 mile of old location of Route 6, shown in blue and designated as Sections 1, 2, 3 and 4 on the plat dated March 24, 1966, Project 0006-037-104, C-505, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Alexandria on additional streets totaling 0.63 mile and meeting standards required by the aforementioned section of the Code effective January 1, 1972, for the quarterly payment due after March 31, 1972. The additional streets and mileage eligible for payment are described as follows:

N. Pickett St.	-	Duke Street to 814' North	-	0.15 Mile
Holmes Run Pkwy.	-	N. Pickett St. to 560' West	-	0.11 Mile
Stevenson Avenue	-	S. Whiting St. to 790' West	-	0.15 Mile
Stultz Road	-	Stevenson Ave. to 466' South	-	0.09 Mile
Pomander Walk	-	Union Street to Franklin Street	-	0.07 Mile
Quay Street	-	Union Street to Lee Street	-	0.06 Mile

These additions, totaling 0.63 mile, will increase the total mileage in the City of Alexandria from 173.75 miles to 174.38 miles of approved streets.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Lynchburg Public Works Building Auditorium on December 30, 1971, at 7:00 p.m., for the purpose of considering the proposed bridge and approaches over James River on Route 29 (Carter Glass Memorial Bridge) in Amherst County and the City of Lynchburg, State Projects 6029-005-109, C-501, B-613; 6029-118-104, 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 these projects be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers. MOTION CARRIED

Mr. Glass, who was not present at the meeting, asked that he be recorded as strongly in favor of this project.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Fife Firehouse located on Route 606 in Goochland County on October 13, 1971, at 10:30 a.m., for the purpose of considering the proposed improvement of Route 667 - Columbia Road from 0.70 mile west of the intersection of Route 651 to 0.15 mile west of the intersection of Route 651 in Goochland County, State Project 0667-037-128, C-501, B-607, and

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

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

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

MOTION CARRIED

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

WHEREAS, Waller R. Staples, III, Attorney for the Executor of the late Leroy R. Cohen's estate, has filed with the Virginia National Bank of Norfolk, Trustee, and the State Highway Commission of Virginia a lost-bond affidavit and an indemnity bond with Rosalie M. Cohen, Executor of the estate of Leroy R. Cohen, Jr., as Principal and the United States Fidelity and Guaranty Company of Maryland as Surety in the amount of \$5,000, and

WHEREAS, said affidavit and indemnity bond set forth that the late Leroy R. Cohen, Jr. was the owner of a State of Virginia Toll Revenue 3% registered bond numbered R523, due September 1, 1994, in the amount of \$5,000, and that said bond was lost, and

WHEREAS, Section 211 of the Trust Indenture between the State Highway Commission and the Trustee provides for replacement of such lost bond upon the filing of satisfactory evidence and indemnity with the Commission and the Trustee, and

WHEREAS, said Commission and Trustee deem the evidence and indemnity filed on behalf of Rosalie M. Cohen, Executor of the late Mr. Cohen's estate, satisfactory;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia National Bank, Trustee, be and is hereby authorized and directed to authenticate a new bond of like date and tenor, issued in the name of Leroy R. Cohen, Jr., as directed by the Indemnity Bond, and delivered to Waller R. Staples, III, Attorney for the Executor, on the strength of the affidavit and indemnity bond submitted.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Vinton on additional streets totaling 1.50 miles and meeting standards required by the aforementioned section of the Code effective January 1, 1972, for the quarterly payment due after March 31, 1972. The additional streets and mileage eligible for payment are described as follows:

Ramada Road	- Temporary End South to Mt. View Rd.	- 0.33 Mile
Kanyon Road	- Ramada Road to Ramada Road	- 0.29 Mile
Shalon Circle	- Mt. View Road NE to End	- 0.09 Mile
Niagara Road	- Virginia Ave. South to Temporary End	- 0.24 Mile
Maywood Drive	- Clearview Drive to Shelbourne Avenue	- 0.32 Mile
Shelbourne Ave.	- East End East to Cul-de-sac	- 0.10 Mile
Lauderdale Ave.	- Clearview Drive North to End	- 0.13 Mile

These additions, totaling 1.50 miles, will increase the total mileage in the Town of Vinton from 31.37 miles to 32.87 miles of approved streets.

MOTION CARRIED

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

WHEREAS, in connection with Route 7, State Highway Project 0007-021-102, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Stanley A. Dent and Elizabeth C. Dent by deed dated July 2, 1968 as recorded in Deed Book 82, Page 20, in the Office of the Clerk of the Circuit Court of Clarke County; and

WHEREAS, the State Highway Commissioner has certified in writing that the parcel of land, so acquired, lying southwest of and adjacent to the southwest normal right of way line of Route 7 from a point 55 feet opposite survey Station 128+00 (centerline proposed E.B.L.) to a point 55 feet opposite survey Station 129+20 (centerline proposed E.B.L.) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the land, so certified, is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, in connection with Route 29, State Highway Project 6029-015-103, RW-201, the Commonwealth acquired certain lands needed for the construction of a service road from Charlie E. Hudson and Shirley K. Hudson by deed dated April 26, 1971 as recorded in Deed Book 436, Page 40 in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, due to a revision in the plans, additional land has been acquired from the aforementioned landowners to relocate the proposed service road to the north; and

WHEREAS, we have agreed to recommend to the State Highway Commission that we return the portion of land no longer needed for the original proposed service road; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying south of and adjacent to the south proposed right of way line of Service Road Number One from a point 55 feet opposite survey Station 102+00 (centerline relocated Route 43) to a point approximately 45 feet opposite approximate survey Station 14+20 (office revised centerline Service Road Number One), thence continuing along the north existing right of way line of the original proposed location to a point approximately 87 feet opposite approximate survey Station 15+65 (office revised centerline Service Road Number One) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of said land to the owners of the adjoining land of record is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed without warranty in exchange for the additional land required from them and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, in connection with Route 691, State Highway Project 0691-009-148, C-501, the Commonwealth acquired by donation certain lands from Mary S. Watson and Elmer R. Watson, and Eva M. Jones by Omnibus Deed dated October 16, 1969, as recorded in Deed Book 35B, Page 689; and

WHEREAS, under the aforementioned project, a portion of old Route 691 was relocated in a southwesterly direction from a point opposite survey Station 51+85 to a point opposite survey Station 59+10 and serves the same citizens as old location and the new location has been approved by the State Highway Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Bedford County held on March 8, 1971, a resolution was passed abandoning as a public road the old section of Route 691; and

WHEREAS, the aforementioned landowners, not realizing when they signed the Omnibus Deed that they were also conveying all the land between the revised northeast proposed right of way line (1-10-72) and the center of old Route 691, have since requested that we return this land to them; and

WHEREAS, the adjoining landowners on the north side of old Route 691 have advised, by letter, that they are in full agreement with this request; and

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Franklin for a deletion of "Other Streets" mileage on streets no longer eligible for maintenance payments, and

WHEREAS, adjustments for deletions of street mileage are necessary due to redevelopment and construction in the Berkley area,

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be reduced in the City of Franklin on streets totaling 0.54 mile effective January 1, 1972, for the quarterly payment due after March 31, 1972. The streets and mileage to be deleted from payment are described as follows:

Jefferson Street	- Gardner Street to Gay Street	- 0.06 Mile
Barbour Street	- Gardner Street to Gay Street	- 0.06 Mile
Marshall Street	- Ryland Street to Gardner Street	- 0.05 Mile
Gay Street	- Jefferson Street to Barbour Street	- 0.04 Mile
Gardner Street	- Armory Ent. to 500' NE Armory Ent.	- 0.12 Mile
Ryland Street	- Hill Street to 1090' SW Hill Street	- 0.21 Mile

These deletions, totaling 0.54 mile, will decrease the total mileage in the City of Franklin from 27.48 miles to 26.94 miles of approved streets.

MOTION CARRIED

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

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

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

WHEREAS, the Highway Commission, effective July 1, 1968, established Route 232 in Montgomery County as a connection between Interstate Route 81 and the S. C. L. of the City of Radford; and

WHEREAS, the City Council of Radford by resolution of January 24, 1972, requested the extension of Primary Route 232 along First Street from the South Corporate Limits to its intersection with Route 11 at the Memorial Bridge; and

WHEREAS, the extension of Primary Route 232 along First Street in the City of Radford meets the same criteria as the section adjoining the City and such extension is recommended by the Department's engineers;

NOW, THEREFORE, BE IT RESOLVED, that pursuant with Section 33.1-41 of the Code of Virginia, as amended, First Street, in the City of Radford, be eligible for maintenance payment as a primary extension as follows:

State Route 232 - Beginning at the South Corporate Limits of Radford; thence northeasterly along First Street to its intersection with Route 11 in the City of Radford

Length - 2.41 miles

The primary extension mileage in the City of Radford, due to this addition, increases from 3.73 miles to 6.14 miles eligible for maintenance payment at the rate of \$10,000 per mile annually, effective April 1, 1972, for the maintenance payment due after June 30, 1972; and

BE IT FURTHER RESOLVED, that pursuant with Section 33.1-43 of the Code of Virginia, as amended, First Street, between the South Corporate Limits and Route 11, a distance of 2.45 miles, be dropped from \$1,100 per miles maintenance in the City of Radford, effective April 1, 1972, due to the addition of Route 232.

MOTION CARRIED

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

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

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

WHEREAS, the City Council of the City of Richmond has by resolution requested the use of recreational access funds to assist in providing access to the James River Park in the City of Richmond, estimated to cost \$334,000; 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 \$200,000 from the 1970-71 recreational access fund to allocated to assist in providing access to the James River Park in the City of Richmond, Project 9999-127-102, C-501, to be constructed by the City of Richmond, contingent upon (1) the plans and specifications being approved by the Highway Department and the construction being performed in accordance with the plans and specifications; (2) the construction being performed in an acceptable manner and open to inspection by Highway Department engineers at all times during construction; (3) the Department engineers joining with the City of Richmond and its engineers in a final inspection of the project upon completion, and approving the construction as completed; (4) the City of Richmond furnishing the Department a certificate setting forth the actual construction cost of roadway items; (5) the City of Richmond agreeing for perpetual maintenance of the road in an acceptable manner; and (6) the City of Richmond bearing all costs over and above the recreational access allocation.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Isle of Wight County has by resolution requested the use of industrial access funds to improve Route 1606 from Route 58 to serve the new facility being constructed by Union Camp Corporation, in Isle of Wight County just east of Franklin, estimated to cost \$18,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$18,000 from the industrial access fund for 1971-72 be allocated for the purpose of improving Route 1606 a distance of 0.15 mile to serve the new facility of Union Camp Corporation in Isle of Wight County, Project 1606-046-162, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1971-72 of \$1,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Roanoke County has by resolution requested the use of industrial access funds to extend Route 1023 in Section 3 of Statesman Park for Industry to serve the new facilities being constructed by Virginia Transformer Corporation, Tread Corporation, Joseph Griggs, III, and Parkway Cabinet Shop, a distance of 0.31 mile in Roanoke County, estimated to cost \$56,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$56,000 from the industrial access fund for 1971-72 be allocated for the purpose of extending Route 1023 a distance of 0.31 mile to serve the new facilities of Virginia Transformer Corporation, Tread Corporation, Joseph Griggs, III, and Parkway Cabinet Shop in Roanoke County, Project 1023-080-164, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

The chairman told the Commission members of a proposed amendment to the Industrial Access statute, which would open up the use of industrial access funds from purely industrial or manufacturing purposes to "centers of employment," with the Highway Commission instructed to interpret "centers of employment" liberally. He said this, as the Department sees it, would open up the use of this fund to amusement parks, recreational facilities, shopping centers, etc. Obviously, this dilution, he said, would almost completely nullify the effect this fund has had in attracting industry to the state. He said the State Chamber of Commerce and the Governor's Commission of Industrial Development had joined in opposing this amendment, both pointing out that this is an incentive fund to attract new industry. He said shopping centers do not need an incentive because they follow the need for such facilities; nor, he said, do office buildings need an incentive.

Mr. Fugate reported on the highway bill which was introduced in the General Assembly during the previous week and was at that time pending in the House Finance Committee. He said he and the principal sponsor, Delegate Lewis A. McMurran, had appeared in support of the bill and that the State Chamber of Commerce, the Virginia Municipal League, and a number of city councils and chambers of commerce had endorsed the proposal.

Mr. Fugate told the Commission of a provision in the bill which would extend the same aid to toll facilities under the jurisdiction of other State agencies that the Highway Commission is now permitted to extend to its agency toll facilities; this at the discretion of the Commission and from the funds available to the Commission in the district in which the project is located. The Department, he said, has been assuming maintenance of the Virginia Beach-Norfolk Toll Road and has been maintaining the James River Bridge, the York River Bridge, the Rappahannock River Bridge, without charging the maintenance to the projects and to the toll financing. The Department has also been contributing somewhat to the maintenance of the Hampton Roads Bridge-Tunnel System without charging to toll financing. This provision would allow the Highway Commission to do this at its discretion for the other projects, the Chesapeake Bay Bridge Tunnel System, Elizabeth River Tunnel installations, the Richmond-Petersburg Turnpike, and the Richmond Metropolitan Expressway under construction in Richmond. He said he thought this was fair and equitable and that Mr. Crowe and Mr. Duckworth concurred that this would be a good inclusion in the bill.

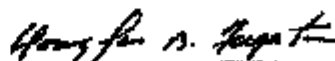
He also called attention to the inclusion in the ten-year plan of \$9 million for highway aid to mass transit as permitted by the 1970 legislation. He said the cost of the Metro System in Northern Virginia was originally \$2.5 billion but has now been revised to \$3 billion because of escalation in construction costs, and whereas the Virginia communities of Fairfax, Arlington, Falls Church, Fairfax City, and Alexandria had undertaken to con-

tribute \$150 million and had provided this contribution by bond issues, their share has now gone up to \$204 million, leaving them with a \$54 million escalation that they have no provision for taking care of. He said he had indicated that the Commission would probably look with favor upon using the funds provided for highway aid to mass transit in the Culpeper District to acquire lots and actually construct the parking lots for the Metro facilities. He said he had been in touch with the Metro management and had been assured that the Board would very likely approve crediting this to the \$54 million which the Northern Virginia localities are faced with paying; but unfortunately the feeling was that this was not enough and a bill had been introduced which would divert one cent of the gasoline tax (whether or not the 2¢ increase was approved) to the localities on the basis of highway vehicle registrations. Since the highway vehicle registration is concentrated in the urban areas, this would greatly favor the urban areas at the expense of the rural counties, for both the primary and secondary systems. He said he thought the distribution of highway funds between urban and rural, between geographical locations of the state, between systems, proposed in the ten-year plan is the most equitable that could be devised and that taking one cent of the gasoline tax would completely wreck the new program, plus the fact that rural counties and cities which were not members of a regional transportation commission would find themselves with money which in many cases they would have no legal authority to spend. Motion was made by Mr. Duckworth, seconded by Mr. Fitzpatrick, that the Commission as a whole go on record as opposing the diversion of funds from the ten-year plan objectives. Motion carried.


Mr. Fitzpatrick reported for the Commission Committee on Permits on the request of John W. Hancock, Jr., Inc., for movement of 144 foot steel beams. He said that because of the difficulty the Hancock Company would encounter in attempting to get onto the Interstate System, it was the recommendation of the committee that the permit be denied. Motion was made by Mr. Fitzpatrick that the request for waiver of the existing policy on length be regretfully denied. Motion was seconded by Mr. Eakin and carried.

The meeting was adjourned at 10:50 a.m.

Approved:


Chairman

Attested:


Secretary