

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
MARCH 18, 1965**

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office in Richmond, Virginia, on Thursday, March 18, 1965, at 10:00 A.M. The chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughen, Chilton, Flythe, Holland, Leadrich, McManis, Sclater and Weaver.

On Motion of Mr. Sclater, seconded by Mr. McManis, the minutes of the meeting of February 18, 1965 were approved.

Motion was made by Mr. Sclater, seconded by Mr. McManis, that permits issued from February 18, 1965 to March 17, 1965, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Mr. McManis, cancellation of permits from February 18, 1965 to March 17, 1965, as shown by records of the Department, was approved.

Moved by, Mr. Selater, Seconded by, Mr. McWane, that the Commission confirm letter ballot action on bids received February 17, 1965 on the following projects:

Route 17, Project 0017-036-103, C-501

0.012 Mi. N. Geo. P. Coleman Br. Toll House Plaza - 0.750 Mi. N. Geo. P. Coleman Br. Toll House Plaza - Gloucester County. Award of contract to low bidder, Clyde R. Royals, Inc., Hampton, Va.

Bid	\$152,423.85
10% for engineering and additional work	15,242.38
Work by State Forces	2,931.00

Amount chargeable to project, \$170,600.00

\$77,492.00 to be provided for in the 1965-66 Primary Const. Allocation.

Route 24, Project 0024-080-101, C-501; 0024-009-101, C-501

Old ECL Vinton - 0.102 Mi. E. Roanoke - Bedford CL - Roanoke and Bedford Counties - Award of contract to low bidder, Laughon & Johnson, Inc., Bedford, Va. and H & S Constr. Co., Roanoke, Va.

Bid	Const. - \$497,930.86	\$1,630.00 - R/W
10% for engineering and additional work	49,793.08	165.00
Work by State Forces	3,675.50	

Amount chargeable to project, \$553,200.00

\$151,400.00 to be provided for in the 1965-66 Primary Const. Allocation.

Route 29, Project 0029-062-104, C-505, C-501, B-603, B-604, B-607, B608

1.138 Mi. N. Lovington - 3.517 Mi. N. Lovington & 5.518 Mi. N. Lovington - 0.364 Mi. N. Int. 6 (Woods Hill) - Halifax County - Award of contract to low bidder, S. T. Wooten Constr. Co., Inc.,

Stantonsburg, N. C.	Construction	Right of Way
Bid	\$1,338,973.36	\$42.00
10% for engineering and additional work	133,897.53	4.20
Work by State Forces	11,754.00	

Amount chargeable to project, \$1,484,650.00

\$486,352.00 to be provided for in the 1965-66 Primary Const. Allocation.

Route 33, Project 0033-082-101, C-501, B-602, C-504, B-606, B-607

6.779 Mi. E. BCL Harrisonburg - Int. 644 (E. McQuayville) Rockingham County - Award of contract to low bidder, Moore, Kelly & Reddish, Inc., Orange, Va.

Bid	\$1,649,451.10
10% for engineering and additional work	164,945.11
Work by State Forces	4,992.00
Railroad	106,594.00
Flagging	450.00

Amount chargeable to project, \$1,928,450.00

Amts. Rec. Chesapeake Western Ry. Co. - \$9,657.40

Route 33, Project 0033-082-105, C-501; 009, C-501

4.110 Mi. E. N&W RR at Elkton - 0.199 Mi. W. Rockingham-Greens CL
Rockingham County - Award of contract to low bidder, Valley Paving,
Inc., Staunton, Va.

Bid	\$452,056.70
10% for engineering and additional work	45,205.67
Work by State Forces	3,685.00

Amount chargeable to project, \$500,950.00

Route 52, Project 0052-017-103, C-501, B-601

2.543 Mi. S. Blue Ridge Parkway - 0.142 Mi. S. Blue Ridge Parkway -
Carroll County, Award of contract to low bidder, H. D. Crowder & Sons,
Austinville, Va.

Bid	\$527,951.35
10% for engineering and additional work	52,795.13
Work by State Forces	2,260.00

Amount chargeable to project, \$583,000.00

\$265,769.00 to be provided for in the 1965-66 Primary Const. Allocation.

Route 64, Project 0064-127-071, C-502, B-607; 0064-043-101, C-501, B-631,
B-632, B-633, B-634; C-502, B-633, B-636, B-637, C-503, B-638, B-639, B-640

0.354 Mi. W. U. S. Rt. 360 - 0.081 Mi. W. Laborum Ave. Extension
City of Richmond and Henrico County - Award of contract to low bidder,
Atlantic Bitulithic Co. (A Division of Warren Bros. Co.) Richmond, Va.

	Construction	R/W
Bid	\$6,149,645.43	\$529,539.90
10% for engineering and additional work	614,964.54	52,953.99
Work by State Forces	8,438.00	
Railroad	2,134.00	
Flagging	2,200.00	

Engineering - City of Richmond \$76,230.54

Engineering - Henrico County 1,265.00

Amount chargeable to project, \$7,437,350.00

Accts. Rec. City of Richmond \$29,044.40; Accts. Rec. Henrico County -

Accts. Rec. C&P Telephone Co. \$ 8,433.32 \$102,899.50

Route 81, Project 0081-007-102, C-502, B-617, B-663, B-620, B-621,
B-664

1.875 Mi. N. Rockbridge CL - 0.699 Mi. W. Int. 11 (W. Greenville)
Augusta County - Award of contract to low bidder, Helle L. Tear Co.,
Durham, N. C.

	Const.	Right of Way
Bid	\$4,851,802.44	\$ 18.00
10% for engineering and additional work	485,180.24	1.80
Work by State Forces	3,406.00	

Amount chargeable to project, \$5,340,400.00

\$366,797.00 from the Staunton District Interstate Construction
Reserve Fund.

\$4,973,603.00 from the 1965-66 Interstate Construction Allocation.

Route 81 & 185, Project 0081-085-103, C-503, C-506; 0185-085-101, C502
 3.378 Mi. S. Rt. 675 (S. Edinburg) - 0.404 Mi. S. Rt. 42 (At Woodstock)
 & 0.301 Mi. W. Int. 11 - 0.689 Mi. W. Int. 11 - Shenandoah County
 Award of contract to low bidder, Moore Brothers Co., Inc., Verona, Va.
 and Talbott-Marks Co., Inc., Clarksville, Va. and Robert A. Smith Co.,
 Inc., Farnville, Va.

	Construction	R/W
Bid	\$3,708,275.27	\$6,345.00
10% for engineering and additional work	370,827.52	634.50
Work by State Forces	3,901.00	
Amount chargeable to project, \$4,090,000.00		
Primary	\$ 150,100.00	
Interstate	\$ 3,931,900.00	

\$3,925,100.00 to be provided for in the 1965-66 Interstate Const.
 Allocation. \$7,900.00 to be provided for in the 1965-66 Primary
 Construction Allocation.

Route 165, Project 0165-122-101, C-501
 0.107 Mi. E. Int. H&L Rt. 64 - 0.041 Mi. W. Int. 168 (Tidewater Dr.)
 City of Norfolk - Award of contract to low bidder, Ames & Webb, Inc.,
 Norfolk, Va.

Bid	\$464,246.66
10% for engineering and additional work	46,424.66
Work by State Forces	2,346.00
Amount chargeable to project, \$513,200.00	
Accounts Rec.-City of Norfolk	\$76,981.70

Route 460, Project 0460-057-007, C-501
 Fr. Edward & Nottoway GL - 0.315 Mi. W. Rt. 360 Overpass - Nottoway Co.
 Award of contract to low bidder, W. W. Waring, Cross, Va.

	Construction	Right of Way
Bid	\$468,004.71	\$140.00
10% for engineering and additional work	\$ 45,800.47	\$ 14.00
Work by State Forces	4,790.00	
Amount chargeable to project, \$519,750.00		
\$120,233.00 to be provided for in the 1965-66 Primary Const. Alloc.		

Route 504 & 654, Project 0604-080-108, C-501; 0604-011-107, C-501;
0654-011-112, C-501, FB-706 - 0.180 Mi. S. Botetourt GL - Int. 11
 (N. Cloverdale) - Roanoke and Botetourt Counties - Award of contract
 to low bidder, Adams Constr. Co. and Adams Constr. Co., Inc.,
 Roanoke, Va. and Laughon & Johnson, Inc., Bedford, Va.

Bid	\$376,820.90
10% for engineering and additional work	37,682.09
Work by State Forces	1,404.00
Railroad	3,190.00
Amount chargeable to project, \$419,100.00	
Botetourt County	\$407,000.00
Roanoke County	12,100.00

\$375,000.00 to be provided for in Botetourt County's 1965-66 and
 Subsequent Years Secondary Budgets.
 \$12,100.00 to be provided for in Roanoke County's 1965-66 and
 Subsequent Years Secondary Budgets.

Route 615, Project 0615-018-107, C-501, B-605

0.121 Mi. S. Int. 623 - 0.655 Mi. W. Int. 623 - Charles City County
Award of contract to low bidder, Dal-Ray Contractors, Inc.,
Williamsburg, Virginia.

Bid REGULAR \$63,883.05

10% for engineering and additional work 6,388.30

Work by State Forces 744.00

Amount chargeable to project, \$71,000.00

\$29,000.00 to be provided for in the County's 1965-66 and Subsequent
Years Secondary Budgets.

Route 623, Project 0623-012-124, C-501, B-607

0.123 Mi. N. of Int. 59 - Int. 637 - Brunswick County - Award of
contract to low bidder, Clary's Constr. Co., Lawrenceville, Virginia

Bid \$140,277.75

10% for engineering and additional work 14,027.77

Work by State Forces 550.00

Railroad 1,410.00

Amount chargeable to project, \$156,250.00

\$61,000.00 to be provided for in the County's 1965-66 and Subsequent
Years Secondary Budgets. Motion carried.

Moved by Mr. Sclater, Seconded by Mr. McMans, that
the Commission reject bids received February 17, 1965 on the following
projects and that the work be readvertised:

Route 3, Project 0003-048-102, B-603, B-604

Bridges over Birchwood and Popcastle Creeks - King George County
Low bid is 21.9% over estimate.

Route 17, Project 0017-121-101, C-501, B-601, B-602, B-603, B-604

0.196 Mi. S. Int. 60 - 0.338 Mi. N. Int. 60 - City of Newport News
Low bid is 25.1% over estimate.

Route 28, Project 0028-076-105, C-501

ECL Manassas - 0.050 Mi. S. Int. Manassas Dr. (Manassas Park) Prince
William County - Low bid is 17.1% over estimate.

Route 211, Project 0211-078-102, C-501, B-601

0.949 Mi. W. Int. 522 (Massies Corner) - 0.813 Mi. E. Int. 522
Rappahannock County - Low bid is 16.0% over estimate.

Route 622, Project 0622-078-103, C-501

Int. 621 - 2.076 Mi. E. Rt. 621 - Rappahannock County - Low bid is
45.0% over estimate.

Route 643, Project 0643-026-111, C-501, B-619

Int. Rt. 40 - 0.082 Mi. N. Int. Rt. 642 - Dinwiddie County - Low bid
is 16.6% over estimate.

Route 733, Project 0733-053-102, C-501, B-602

Br. & Approaches N. Fork Goose Creek - Loudoun County - Low bid is
13.0% over estimate.

Motion carried.

Moved by Mr. Sclater, Seconded by Mr. McWane, that the Commission award contracts on bids received March 10, 1965 on the following projects:

Route 17, Project 0017-078-102, C-501

0.038 Mi. W. WCL Tappahannock - 0.306 Mi. W. WCL Tappahannock - Essex County - Award of contract to low bidder, Clyde R. Royals, Inc., Hampton, Va.

Bid	\$56,305.75
10% for engineering and additional work	5,630.57
Work by State Forces	1,179.75

Amount chargeable to project, \$63,100.00

\$8,469.00 to be provided from the Fredericksburg District Construction Reserve Fund.

Route 29, Project 0029-005-103, C-501; 104, C-501, B-601

0.204 Mi. W. James River Br. - 0.491 Mi. W. Int. 190 - Amherst County Award of contract to low bidder, Marvin V. Templeton & Sons, Inc., Lynchburg, Va.

Bid	Construction	R/W
	\$1,403,838.32	\$17,002.20
10% for engineering and additional work	140,383.83	1,700.22
Work by State Forces	27,248.00	

Amount chargeable to project, \$1,590,150.00

\$71,448.00 to be provided for in the 1965-66 Primary Const. Allocation.

Route 38, Project 0038-108-101, C-501

WCL Danville - 0.109 Mi. W. Park Ave. Interchange - City of Danville Award of contract to low bidder, Thompson-Arthur Paving Co., Danville, Va.

Bid	\$ 202,026.69
10% for engineering and additional work	20,202.66
Work by State Forces	3,954.50

Amount chargeable to project, \$226,200.00

Accounts Rec. City of Danville \$33,930.00

Route 81, Project 0081-085-102, B-601, B-604, B-605, B-606, B-607, B-608, B-609 - 0.404 Mi. S. Int. 42 (At Woodstock) - 0.091 Mi. W. Int. 642 - Shenandoah County - Award of contract to low bidder, N. M. Pettyjohn, Lynchburg, Virginia

Bid ALTERNATE	Construction	Right of Way
	\$593,678.00	\$23,947.00
10% for engineering and additional work	59,367.80	2,394.70
Work by State Forces	326.00	

Amount chargeable to project, \$681,900.00 7 Bridges Only

Accts. Rec. Shenandoah Telephone Co. \$552.20

\$635,559.00 to be provided for from future Interstate Const. Allocation.

Route 177, Project 0177-060-101, C-302

0.822 Mi. W. Int. 81 - ECL Radford - Montgomery County - Award of contract to low bidder, Robertson-Fowler Company, Salem, Virginia

	Construction	Right of Way
Bid	\$654,459.60	\$650.00
10% for engineering and additional work	65,445.96	65.00
Work by State Forces	3,536.50	

Amount chargeable to project, \$724,150.00

\$423,435.00 to be provided for in the 1965-66 and 1966-67 Primary Construction Allocation.

Route 236 & 649, Project 0236-029-102, G-301; 0649-029-112, C-301

Prop. Modification of Rts. 236 & 649 at Annandale - Fairfax County
Award of contract to low bidder, Guy H. Lewis & Son, McLean, Virginia

Bid	\$114,673.50
10% for engineering and additional work	11,467.35
Work by State Forces	1,226.50

Amount chargeable to project, \$127,350.00

Primary Allocation \$63,675.00

Secondary Allocation 63,675.00

\$63,675.00 to be provided for in the County's 1965-66 and Subsequent Years Secondary Budgets.

Route 460, Project 0460-080-101, C-301, B-601; 0460-011-101, C-501, B-602, B-603; 0460-128-103, C-501 - ECL Roanoke - 0.131 Mi. W. Blue

Ridge Parkway - Roanoke & Botetourt Counties - Award of contract to low bidder, Albert Brothers Contractors, Inc., Salem, Virginia

	Construction	Right of Way
Bid	\$2,362,924.30	\$10,825.00
10% for engineering and additional work	236,292.43	1,082.50
Work by State Forces	9,188.00	

Amount chargeable to project, \$2,620,300.00

Urban Allocation \$6,350.00

Primary Allocation \$2,613,950.00

Accts. Rec. City of Roanoke - \$14,767.00

\$1,575,488.00 to be provided for in 1965-66 & 1966-67 Primary Construction Allocations.

Route 635, Project 0635-003-105, C-301

0.650 Mi. N. Int. 60 - Int. 42 (Near Griffith) - Alleghany County
Award of contract to low bidder, Echols Brothers, Inc., Staunton, Va.

Bid	\$59,321.50
10% for engineering and additional work	5,932.15

Amount chargeable to project, \$65,250.00

Route 639, Project 0639-065-106, C-501, F8-701;107, C-501

0.269 Mi. West ECL Chariton - 1.889 Mi. E. ECL Chariton -

Northampton County - Award of contract to low bidder, Lance J. Eller, Inc., Kellar, Virginia

Bid ALTERNATE	\$116,575.60
10% for engineering and additional work	11,657.56
Work by State Forces	194.00
Railroad	10,474.20
Flagging	282.70
Amount chargeable to project, \$139,200.00	

Route 654, Project 0654-006-102, C-502

3.839 Mi. W. Int. 24 - Int. 60 - Appomattox County - Award of contract to low bidder, Evans & Nash Construction Co., Appomattox, Virginia

Bid REGULAR	\$109,281.76
10% for engineering and additional work	10,928.17
Work by State Forces	194.00
Amount chargeable to project, \$120,400.00	

\$47,000.00 to be provided for in the County's 1965-66 and Subsequent Years Secondary Budgets.

Route 672, Project 0672-053-108, C-501, B-604

Bridge & Approaches Catactin Cr. (N. Taylorstown) - Loudoun County

Award of contract to low bidder, Tri-County Asphalt Co., Inc., Leesburg, Virginia

Bid	\$183,994.80
10% for engineering and additional work	18,399.48
Work by State Forces	194.00
Amount chargeable to project, \$202,600.00	Br. & Approaches

\$136,000.00 to be provided for in the County's 1965-66 and Subsequent Years Secondary Budgets

Route 681, Project 0681-080-111, C-501, B-606

Int. 419 - Int. 720 - Roanoke County - Award of contract to low bidder, J. N. Turner & Co., Inc., Salem, Va.

Bid	\$110,091.45
10% for engineering and additional work	11,009.14
Railroad	6,600.00
Flagging	1,100.00
Amount chargeable to project, \$128,800.00	

Route 692, Project 0692-040-110, C-501, B-605

Bridge & Approaches to Nabarrin River - Greensville County - Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Virginia

Bid	\$195,925.45
10% for engineering and additional work	19,592.54
Amount chargeable to project, \$215,500.00	Bridge & Approaches
\$93,500.00 to be provided for in the County's 1965-66 & Subsequent Years Secondary Budgets.	

Route 1001, Project 1001-079-110, C-501

0.004 Mi. N. Int. 3 & 360 - 0.003 Mi. S. Int. 3 (Town of Warsaw)
Richmond County - Award of contract to low bidder, D. W. Winkelman
Carolina Co., Greensboro, North Carolina

Bid	\$140,786.35
10% for engineering and additional work	14,078.63
Work by State Forces	194.00

Amount chargeable to project, \$155,050.00

\$78,000.00 to be provided for in the County's 1965-66 and Subsequent
Years Secondary Budgets.

Route 1889, Project 1889-080-124, C-501

Int. Rt. 625 - 0.642 Mi. W. Int. Rt. 625 - Roanoke County - Award of
contract to low bidder, E & S Construction Company, Roanoke, Va.

Bid	\$71,449.22
10% for engineering and additional work	7,144.92

Amount chargeable to project, \$78,600.00 Industrial Access

\$65,000.00 Industrial Access Fund Authorized by the Commission on
7-6-64. \$13,600.00 to be provided from Industrial Access Reserve Fund.
Motion carried.

Moved by Mr. Solater, Seconded by Mr. McManis, that
the Commission reject bids received March 10, 1965 on the following
projects and that the work be readvertised:

Route 58, Project 0058-038-104, C-501, C-502; 103, C-502

0.037 Mi. W. Int. 21 (Independence) - 0.288 Mi. E. of ECL Independence
Grayson Co. Low bid being 17.8% over estimate.

Route 620, Project 0620-044-133, C-502; 128, C-501

0.675 Mi. E. Int. 650 - ECL Hertinsville - Henry County
Low bid being 27.5% over estimate.

Route 698, Project 0698-044-130, C-501, B-610

0.081 Mi. S. Rt. 779 - 0.360 Mi. E. Rt. 780 - Henry County
Low bid being 24.5% over estimate.

Motion carried.

Moved by Mr. Solater , Seconded by Mr. Holland , that
WHEREAS, Interstate Route 81 in Smyth County has been
constructed on new location as shown on plans for Project 0081-086-004,
P-402; and

WHEREAS, the construction of Interstate Route 81 necessitates
alteration on the Interstate System and on sections of U. S. Route 11;
one section of existing U. S. Route 11 is to be transferred to the
Interstate System of Highways for designation as a service road.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-
36.6 of the Code of Virginia of 1950, as amended, 0.62 mile of present
U. S. Route 11, shown in yellow and indicated as Section 1 on the plat
dated November 27, 1964, Project 0081-086-004, P-402, be transferred
from the Primary System to the Interstate System of Highways and
designated as a service road. Motion carried.

Moved by Mr. Baughan , Seconded by Mr. Holland , that
WHEREAS, in accordance with the provisions of Section 128 of
Title 23 - Highways, United States Code, a Public Hearing was held in
the Winchester - Frederick County War Memorial Building, Winchester,
Virginia, at 10:00 a.m., on January 16, 1964, concerning the proposed
construction of a Western By-pass of the City of Winchester, designated
as Route 37 from an intersection with Route 81 (south of Karnstown) to
an intersection with Route 11 and Route 81 (north of Winchester) in
Frederick County, State Project 0037-034-101, Old State Project 0599-
034-101.

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

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

WHEREAS, during the Public Hearing there was a strong request
from local citizens to move the proposed by-pass further to the west
to avoid planned development and to allow more room for the growth of
Winchester to the west, and

WHEREAS, following the Public Hearing the Common Council of
the City of Winchester by resolution requested the Department of
Highways to further study the location of said by-pass so as to better
serve the needs of the area, and

WHEREAS, additional studies have been made to determine the
feasibility of moving the by-pass location to the west and it is found
that this adjustment is feasible.

BE IT RESOLVED, that the construction of this project be
approved in accordance with the general plan designated as Revised
Line B, which is an adjustment of Line B as presented at the Public
Hearing incorporating, where feasible, recommendations made by local
citizens at said hearing.

THIS proposed improvement begins at the existing interchange
with Route 81 south of Karnstown and is on new location to the west
of Winchester, crossing Route 50 approximately 0.4 mile west of Route
621, Route 522 approximately 0.2 mile west of Route 739 and tying
back into existing Route 11 just south of its interchange with Route
81 north of Winchester. Motion carried.

Moved by Mr. Sclater , Seconded by Mr. Holland , that
WHEREAS, Route 81 in Rockbridge County has been constructed
on new location as shown on plans for Project 0081-081-001, P-403; and
WHEREAS, two sections of old location of Route 11 are no
longer necessary as a public road, the new road serving the same
citizens as the old road, and one section of old Route 11 is to be
transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-
76.5 of the Code of Virginia of 1950, as amended, 0.23 mile of the old
location of Route 11, shown in blue and designated as Sections 1 and 3
on the plat dated November 23, 1964, Project 0081-081-001, P-403, be
abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the
Code of Virginia 1950, as amended, 0.10 mile of old Route 11, shown in
red and designated as Section 2 on the plat and project referred to
hereinabove, be transferred from the Primary System to the Secondary
System of Highways. Motion carried.

Moved by Mr. Sclater , Seconded by Mr. Holland , that
WHEREAS, Route 256 in Augusta County has been altered and
reconstructed as shown on plans for Project 0256-007-102, C-501, and
WHEREAS, three sections of the old road are 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-
76.5 of the Code of Virginia of 1950, as amended, 0.46 mile of old
Route 256, shown in blue and designated as Sections 1, 2 and 3 on the
plat dated July 2, 1964, Project 0256-007-102, C-501, be abandoned as
a part of the State Highway System. Motion carried.

Moved by Judge Weaver , Seconded by Mr. McWane , that
WHEREAS, the Town Council of McKenney, by resolution dated
December 15, 1964, has requested a change in its maintenance agreement
from the provisions of Section 33-30.2 of the 1950 Code of Virginia, as
Amended, to the provisions of Section 33-50.1 of the Code, as Amended;
and

WHEREAS, after a complete study of this request by the
Department's engineers, it has been found that the Town's difficulty in
keeping a year-round crew for the maintenance of only 3.33 miles of
streets, is not only extraordinarily costly, but highly inefficient,
now, therefore

BE IT RESOLVED, that the Town of McKenney's request for the
transfer of 3.33 miles of streets to the State Secondary System, under
Section 33-50.1, is hereby approved, effective July 1, 1965.
Motion carried.

Moved by Mr. Chilton , Seconded by Mr. Holland , that
WHEREAS, by proper resolutions, the Boards of Supervisors of
several counties have requested that certain roads which no longer
serve as a public necessity be discontinued as parts of the Secondary
System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-
76.7 of the Code of Virginia of 1950, as amended, the following roads
be discontinued as part of the Secondary System of Highways, effective
this date.

CLANCE COUNTY	- Sections 2 and 3 of old location of Route 632, between Station 36 + 20 and Station 36 + 40, Project 0632-021-102, C-501	0.52 Mile
DICKENSON COUNTY	- Sections 1 and 7-A of old Route 666, between Route 83 and north end McClure River Bridge, Project 0083-025-102, C-501	0.34 Mile
NELSON COUNTY	- Route 602, from 0.69 Mi. W. Route 631 to 0.80 mile west Route 631	0.11 Mile
SOUTHAMPTON COUNTY-	Route 650, from 0.30 mile southeast of Route 671, northeast to Route 687	0.66 Mile
	- Route 672, old location - from west intersection of Route 673 to 0.10 mile S. ECL Newsoms (Sections 1 & 2) on sketch dated October 17, 1963, Project 0672-087-117, C-501	0.14 Mile
	- Route 672, old location - from 0.43 mile west of south intersection of Route 674 to 0.51 mile west of south intersection of Route 674 (Section 5), Project 0672-087-117, C-501	0.08 Mile

Motion carried.

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

WHEREAS, engineers of the Highway Department have completed
the study of Interstate Route 64 under its jurisdiction now open to
the public and determined that a part should be prohibited to the use
of pedestrians, persons riding bicycles, horse-drawn vehicles, self-
propelled machinery and equipment, and animals led, ridden or driven
on hoof.

NOW, THEREFORE, BE IT RESOLVED, that (1) pedestrians, (2)
persons riding bicycles, (3) horse-drawn vehicles, (4) self-propelled
machinery or equipment, and (5) animals led, ridden or driven on hoof
be prohibited from using Interstate Route 64 from 0.566 mile West of
WCL Clifton Forge to 0.967 mile East of ECL Covington in Alleghany
County, a distance of approximately 6.75 miles. Motion carried.

Moved by Judge Weaver , Seconded by Mr. Holland , that
WHEREAS, under authority of Section 33-26 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, not to exceed fifty miles during any one year; and

WHEREAS, in conjunction with proposed construction on
Interstate Route 85 (Project 0085-026-101, C-309), a connection is to
be provided between intersections of present Route 460 and Route 1,
crossing Interstate Route 85 west of the N. & W. Railroad west of
Petersburg; and

WHEREAS, it is recommended by our Highway Engineers that Route
460 be routed over the new connection and overlap Route 1 into
Petersburg; also that present Route 460 between the new connection at
Jack and Route 1 at Ritchie's Store be retained in the Primary System
and renumbered.

NOW, THEREFORE, BE IT RESOLVED, that under authority of
Section 33-26 of the 1950 Code of Virginia, as amended, the proposed
connecting highway west of Petersburg in Dinwiddie County, beginning
at intersection of present Route 460 and extending southeast to
Interstate Route 85 thence to the intersection of Route 1, a distance
of 1.63 miles, be added to the Primary System of Highways and design-
ated as Route 460, and that the Route 460 designation continue as an
overlap on Route 1 into Petersburg;

BE IT FURTHER RESOLVED, that the portion of present Route
460 between the new connection at Jack and the intersection of Route 1
at Ritchie's Store be retained in the Primary System and renumbered
as New Route Number 226. Motion carried.

Moved by Mr. Sciater , Seconded by Mr. Holland , that
WHEREAS, Section 46.1-193 and Section 46.1-345 of the Code
of Virginia of 1950, as amended, provides for increasing or decreasing
speed limits from the statutable established speed limits and/or
establishing a minimum speed limit when such increase or decrease and/
or establishment of a minimum speed limit has been prescribed by the
State Highway Commission after an engineering and traffic investiga-
tion; and

WHEREAS, the Highway Department has now completed the
required engineering and traffic investigation for the herein speci-
fied section or sections of highway and has determined that the
respective maximum and/or minimum speed limit should be established
accordingly and as affixed herein.

NOW, THEREFORE, BE IT RESOLVED, that the speed limit for
all vehicles not otherwise restricted by statute, be ascribed for
the following specified section or sections of highway as shown on
the attached tabulations by districts. Motion carried.

SALEM DISTRICT

<u>Route</u>	<u>Location</u>	<u>Length (Miles)</u>	<u>Speed Limit (MPH)</u>
Primary System			
<u>Bedford County</u>			
43	Fr: 0.09 of a mile S. of Rte. 644 (M.P. 23.08) To: 0.34 of a mile W. of Rte. 677 (M.P. 24.06)	0.98	45
<u>Giles County</u>			
61	Fr: 0.09 mile E. of WGL Harrows (M.P. 12.45) To: 0.07 mile E. of Mary Street (M.P. 13.15)	0.70	35
61	Fr: 0.07 Mi. E. of Mary Street (M.P. 13.15) To: W.E. of New River Bridge (M.P. 13.50)	0.35	25
61	Fr: W.E. of New River Bridge (M.P. 13.50) To: Route 460 (M.P. 13.88)	0.38	35

RICHMOND DISTRICT

<u>Amelia County</u>			
360	Fr: Int. of Route 153 (M.P. 1.98) To: 0.28 mile W. of Route 630 (M.P. 5.87)	3.89	60/30
<u>Henrico County</u>			
360.	Fr: 0.49 of a mile E. of Rte. 666 (M.P. 1.21) To: 0.20 of a mile W. of Rte. 666 (M.P. 1.90)	0.69	35

FREDERICKSBURG DISTRICT

<u>Gloucester County</u>			
17	Fr: Route 615 (M.P. 17.61) To: 0.26 mile S. of Route 621 (M.P. 15.71)	1.90	60/50
17	Fr: 0.26 Mi. S. of Route 621 (M.P. 15.71) To: 0.05 mile N. of intersection of Routes 3 and 14 (M.P. 15.35)	0.36	45

CULPEPER DISTRICT

<u>Arlington County</u>			
120	Fr: Route 1 (M.P. 0.00) To: 0.04 of a mile E. of Old Globe Road (M.P. 1.37)	1.37	35
<u>Guinea County</u>			
29	Fr: 0.59 of a mile S. of Rte. 736 (M.P. 6.44) To: 0.06 of a mile S. of Rte. 753 (M.P. 7.36)	0.92	55/45

<u>Route</u>	<u>Location</u>	<u>Length (Miles)</u>	<u>Speed Limit (MPH)</u>
<u>Primary System</u>			
<u>Fairfax County</u>			
28	Fr: Old Route 28 (M.P. 2.53) To: Old Rockrun Bridge (M.P. 3.93)	1.40	45
STAUNTON DISTRICT			
<u>Rockbridge County</u>			
11	Fr: 0.40 MI. N. of Rte. 645 (M.P. 14.40) To: 0.58 MI. S. of Rte. 645 (M.P. 15.38)	0.98	60/50
SALEM DISTRICT			
<u>Secondary System</u>			
<u>Roanoke County</u>			
789	Fr: Intersection Route 220 & N. Rte. 789 To: 1.15 MI. E. and S. of intersection Route 220 and N. Route 789	1.15	35
RICHMOND DISTRICT			
<u>Chesterfield County</u>			
616	Fr: Route 1 To: Route 10	1.06	40
<u>Hanover County</u>			
640	Fr: 200 ft. north of Route 710 To: Route 360	3.27	40
SUFFOLK DISTRICT			
<u>Greensville County</u>			
643	Fr: Route 611 To: 0.50 mile south to dead end	0.50	25
STAUNTON DISTRICT			
<u>Alleghany County</u>			
644	Fr: Route 653 To: 0.40 mile north of Route 653	0.40	25
1101	Fr: Route 1107 To: Route 1102	0.30	25
1102	Fr: Route 1101 To: Route 1104	0.06	25

STAUNTON DISTRICT

<u>Route</u>	<u>Location</u>	<u>Length (Miles)</u>	<u>Speed Limit (MPH)</u>
<u>Secondary System</u>			
<u>Alleghany County</u>			
1104	Fr: Route 1102 To: east intersection of Route 1108	0.56	35
1104	Fr: east intersection of Route 1108 To: west intersection of Route 1105	0.50	25
<u>Rockbridge County</u>			
634	Fr: Route 757 To: Route 608	1.60	35
<u>Rockingham County</u>			
634	Fr: W. R/W line of Route 81 (Barrisburg City Limits) To: 0.04 of a mile east of Route 1107	1.20	40

Moved by Judge Weaver , Seconded by Mr. Sclater , that
WHEREAS, the Town Council of Blackstone, by resolution dated February 1, 1965, has requested the construction of an underpass under the Norfolk and Western Railway at a point between the present crossing of W. Broad Street and Fort Avenue, to be a relocation of Federal-Aid Secondary Route 1568; and

WHEREAS, the merger of the N. & W. and Virginian Railways is expected to increase the lengths and number of trains per day over present grade crossings, and, by traffic engineering studies, vehicular traffic using the W. Broad Street and Fort Avenue crossings is expected to increase from 2,715 per day in 1964 to 3,120 per day by 1975; and

WHEREAS, the N. & W. Railway and the Town of Blackstone have each agreed to bear a maximum of twenty-five per cent of the cost of the underpass and necessary approaches; Blackstone has also agreed to furnish the necessary rights of way, and the N. & W. and Blackstone have agreed to close the present W. Broad Street and Fort Avenue grade crossings; and

WHEREAS, the State Highway Commission, by resolution of March 24, 1955, resolved not to expend Federal-Aid Urban and State Matching Funds on "other streets" until the primary extension needs have been cared for; and

WHEREAS, this underpass is the sole project proposed by Blackstone in its six-year plan and it is the opinion of the engineers of the Department that primary extension needs within the Town of Blackstone have been substantially met, now, therefore

BE IT RESOLVED, that the requested relocation of FAS Route 1568 be approved by the Commission and recommended to the Bureau of Public Roads and that fifty per cent of the cost of the construction of the underpass and approaches be financed with State Urban Funds as an exception to the policy adopted on March 24, 1955. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, the Commonwealth owns a certain tract of land constituting about 87.38 acres, in the City of Chesapeake, on the south side of Route 13 as acquired from Claud B. Mattox by deed dated September 19, 1936 and recorded in Deed Book 631, Page 286, and,

WHEREAS, the Commonwealth Natural Gas Corporation has constructed a gas pipe transmission line over, across and beneath the said land under permit and now wishes to acquire a permanent easement for the continued operation and reconstruction of said line and has offered to pay the fair market value of such easement to the Commonwealth in exchange for same; and

WHEREAS, the State Highway Commissioner has certified that the conveyance of the said easement to the Commonwealth Natural Gas Corporation is deemed to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 2-4.2 of the 1950 Code of Virginia as amended, the conveyance of such easement as so certified is approved and the State Highway Commissioner is hereby authorized, after obtaining the consent of the Governor in writing, to execute a deed in the name of the Commonwealth conveying same under such terms and conditions as he may deem requisite and for such consideration as may be acceptable to the Right of Way Division. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, the Commonwealth in connection with Route 60, State
Highway Project 2175, did acquire a 50 foot right of way containing
31.58 acres from the Norfolk Southern Railway Company by Deed dated
August 3, 1954, as recorded in Deed Book 390, Page 23, in the Office
of the Clerk of the Circuit Court of Princess Anne County, now the
City of Virginia Beach, Virginia; and

WHEREAS, approximately 12.60 acres of this right of way has
been or will be incorporated in future plans and a portion of this land
lies within the Seashore State Park; and

WHEREAS, the City of Virginia Beach wishes to acquire the
18.98 acres and by a resolution adopted at a regular meeting of the
Council held on November 23, 1964, have authorized the City Manager
to negotiate with the Commonwealth of Virginia for the purchase of a
strip of land of the former right of way of Norfolk Southern Railway
Company from a point near Shelton Station to a point near Fort Story;
and

WHEREAS, the State Highway Commissioner has certified in
writing that the lands acquired by the Commonwealth from the Norfolk
Southern Railway Company and shown on their Right of Way Map, Sheets
1, 2, 3, 5, 6 and 7, recorded with deed dated August 3, 1954, and
lying on both sides of and adjacent to the survey centerline from
approximate Station 462+26 to approximate survey Station 482+05 (the
west right of way lines of Pleasure House Road); thence from approxi-
mate survey Station 505+00 to approximate Station 558+85; thence from
approximate survey Station 640+00 to approximate survey Station 731+25
(the land of the Seashore State Park) does not constitute a section
of the public road and are no longer necessary for the use of the
State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section
33-76.6 of the 1950 Code of Virginia, as amended, the sale of the said
land, so certified, is hereby approved and the State Highway Commissioner
is hereby authorized to execute in the name of the Commonwealth of
Virginia a deed to convey same, without warranty, at a price satis-
factory to the State Right of Way Engineer, and subject to any
restrictions he may deem requisite. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, in connection with Route 64, Project 0064-122-070,
86-201, in the City of Norfolk, the Commonwealth did acquire certain
lands from the Heirs at Law or Devisees of Letz Mae Hoover, deceased,
by Certificate No. C-5651 dated December 4, 1963, as recorded in Deed
Book 961, Page 267, in the Office of the Clerk of the Corporation
Court of the City of Norfolk, which was confirmed by Order entered
June 30, 1964, and from John T. Atkins and Mary W. Atkins, husband and
wife, co-tenants, by Deed dated January 7, 1964, as recorded in Deed
Book 967, Page 399, in the office of the Clerk of the Corporation
Court of the City of Norfolk; and

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

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

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the southeast right side of and adjacent to the southwest proposed right of way and limited access line from a point 65.54 feet opposite Station 259+87.51 to a point 68.95 feet opposite Station 261+23.87, thence lying on the southwest right side of the southeast proposed right of way and limited access line and adjacent to the southwest right of way line of Owens Road from a point 68.95 feet opposite Station 261+23.87 to a point 82.17 feet opposite Station 262+40.98 including any interest the Commonwealth may have in that portion of Owens Road lying on the southwest side of the southwest right of way and limited access line from a point 68.95 feet opposite Station 261+23.87 to a point 70.24 feet opposite Station 262+39.96 of the eastbound lane baseline of Route 64, does not constitute a section of the public road and is no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the conveyance and sale of the said land so certified to the owners of record of the adjoining lands at a price satisfactory to the State Right of Way Engineer is approved, and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, subject to any restrictions he may deem requisite. Motion carried.

Moved by Mr. Holland, Seconded by Judge Weaver, that
WHEREAS, the Commonwealth had a prescriptive easement for the former right of way of old Route 3 in Richmond County; and
WHEREAS, present Route 3, Project 526-C, has been constructed in lieu of a section of the old Route 3, between Station 467+55 and Station 475+05 of Project 526-C, serves the same citizens and has been approved by the State Highway Commissioner; and
WHEREAS, the said section of old Route 3 was abandoned as a part of the State Highway System by the State Highway Commission at its meeting on February 18, 1965; and
WHEREAS, the owner or owners of the adjoining lands, in order to remove a cloud on the title of their lands have requested, by and through their attorney, that the old right of way be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the said section of old Route 3 does not constitute a section of the public road and is no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the conveyance and sale of the said land and right of way so certified to the owner or owners of record of the adjoining lands at a price satisfactory to the State Right of Way Engineer is approved, and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed or deeds of quit claim subject to any restrictions he may deem requisite. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, the Commonwealth in connection with Route 601, State
Highway Project 0601-002-102, C-501, did acquire from G. Leonard
Johnson, Jr. and Margaret G. Johnson, by Deed dated June 21, 1961, as
recorded in Deed Book 376, Page 490, in the Office of the Clerk of the
Circuit Court of Albemarle County, certain lands for the reconstruction
and relocation of Route 601, including an area between the old and new
locations of said route required to provide entrance access to the
adjoining lands of Burros; and

WHEREAS, the owners of the adjoining lands wish to obtain
title to the said area in exchange for that parcel of right of way
required from their lands for relocated Route 601; and

WHEREAS, the State Highway Commissioner has certified in
writing that the land lying on the east right side of the east right of
way line and adjacent to the center of old Route 601, from a point
opposite Station 55+20 to a point opposite Station 58+30 of present
Route 601, does not constitute a section of the public road and is no
longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section
33-76.11 of the 1950 Code of Virginia, as amended, the conveyance of the
said land and right of way so certified, to the owners of record of
the adjoining land is approved and the State Highway Commissioner is
hereby authorized to execute a deed of quit claim for same accordingly
subject to any restrictions he may deem requisite. Motion carried.

Moved by Mr. Holland , Seconded by Judge Weaver , that
WHEREAS, the Commonwealth in connection with Route 464, State
Highway Project 0464-131-101, H-201, did acquire certain lands from
Willie Lewis Brown and Sadie Batts Brown by Deed dated January 17, 1964
as recorded in Deed Book 1398, Page 97, in the Office of the Clerk of
the Circuit Court of the City of Chesapeake, Virginia; and

WHEREAS, the plans have been revised, prior to the construc-
tion of the above mentioned project, thus reducing the amount of land
needed for the construction of the said project; and

WHEREAS, the owner of the adjoining property, in order to
more fully develop his remaining lands, has requested that the land
so acquired and lying on the northwest side of the new proposed right
of way line of relocated Route 464, that is no longer needed be con-
veyed to him; and

WHEREAS, the State Highway Commissioner has certified in
writing that the parcel of land so acquired lying northwest of the
revised northwest right of way line of said Route and Project from a
point opposite approximate survey Station 13+06 (relocated Route 644)
to a point opposite approximate survey Station 14+48 (relocated Route
644) does not constitute a section of the public road and is deemed
no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land
so certified to the owner of the adjoining land in accordance with
the provisions of Section 33-76.6 of the 1950 Code of Virginia, as
amended, is hereby approved and the State Highway Commissioner is
hereby authorized to execute in the name of the Commonwealth a
deed conveying same, without warranty, at a price satisfactory with
the State Right of Way Engineer and subject to any restrictions he
may deem requisite. Motion carried.

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

WHEREAS, engineers of the Highway Department have completed
the study of Interstate Route 64 under its jurisdiction now open to the
public and determined that a part should be prohibited to the use of
pedestrians, persons riding bicycles, horse-drawn vehicles, self-
propelled machinery and equipment, and animals led, ridden or driven
on hoof.

NOW, THEREFORE, BE IT RESOLVED, that (1) pedestrians, (2)
persons riding bicycles, (3) horse-drawn vehicles, (4) self-propelled
machinery or equipment, and (5) animals led, ridden or driven on hoof
be prohibited from using Interstate Route 64 from the Toll Plaza in
the City of Hampton to Route 17 Interchange in the City of Newport
News, a distance of approximately 9.92 miles. Motion carried.

The proposed locations for an additional bridge across the
Potomac River on Route 264 were reviewed by Mr. Harwood and he
recommended Plan III be adopted by the Commission and that the
Department proceed immediately with the engineering.

Mr. Fugate said he had just had a request by telephone
from the chairman of the Arlington County Board of Supervisors to
defer a decision on the adoption of a location until they had an
opportunity to again discuss the question at a meeting which he
understood was scheduled for March 20.

Mr. Fugate said he agreed thoroughly with what Mr. Harwood
had said, that the Department had supported Plan II because of a
realization of the terrific impact this had on Arlington County and
because it seemed to be the plan most acceptable to those in
Arlington County who favored a bridge. However, he said, the
Department had been hampered in advocating Plan II because the
Arlington County Board of Supervisors gave no support at all, in
fact, they had adamantly opposed any bridge.

He said the President's advisory commission had had to
go ahead and make a decision without benefit of any expression from
Arlington County Board of Supervisors other than opposition. Now,
he said, the Arlington County Board wishes to make some recommendation
on this. He said he was reluctant to go ahead with something of such
great moment to one of Virginia's counties without, even at this late
date, giving the Board a chance to comment on it, and he suggested
that Plan III be tentatively approved and that final decision be held
up until Arlington County had had an opportunity through its board of
supervisors to make an official comment, and if some considerations
were advanced of which the Commission is not now cognizant, he thought
this would be ground to reconsider.

On motion of Mr. Landrith, seconded by Mr. Holland, the following resolution was adopted:

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Joint Public Hearing with the District of Columbia was held in the Twin-Bridges Marriott Hotel Meeting Room, Arlington, Virginia at 10:30 a.m., on November 24, 1964, concerning the proposed construction of Interstate Route 266 from the intersection of Route 66 (near Kirkwood Road in Arlington County) to the proposed intersection of the Potomac Freeway in the District of Columbia, State Project 0266-000-101, PE-101, Federal Project I-266-(2)80, and

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

WHEREAS, three alternate plans for a new crossing of the Potomac River, labeled Plan I, Plan II, and Plan III, with Plan I being described as the downstream crossing, Plan II being described as a central crossing, and Plan III being described as the upstream crossing, were thoroughly studied, and

WHEREAS, a review of the consultants' report indicates that with certain modifications either Plan II or Plan III would provide an acceptable location, and

WHEREAS, the Policy Advisory Committee, appointed by the President, has reviewed these plans and has approved Plan III, and

WHEREAS, this plan appears satisfactory, although not quite as desirable as Plan II, therefore be it

RESOLVED, that the construction of this project be tentatively approved in accordance with Plan III as presented and proposed at the public hearing, a final approval being subject to a review of any action regarding the proposed crossing taken by the Arlington County Board of Supervisors in the immediate future, and be it

FURTHER RESOLVED, that the Commission action of November 15, 1962, approving the old Three Sisters Location for this route be rescinded. Motion carried.

Mr. Fugate said tentative allocations will be ready for the Commission at its meeting in April. He said this is the second year of the current biennium and by the adoption of tentative allocations, and their later confirmation, the Commission will be committing all of the funds provided for highways during the 1964-66 biennium, including the additional funds which the legislature provided for this two-year period.

He recalled that in 1962 the Highway Commission, through the Highway Department, made a needs study for the Highway Study Commission and that this needs study showed an approximate \$65 Million gap between available funds and needs, the needs being based on a highway system of the very minimum standards that could be tolerated for the traffic projections which had been made to the year 1975. He said the Stone Commission and the General Assembly were most sympathetic with the Highway Department's needs and made a real effort to provide all the help that could be had; a total of an estimated \$44 Million, or \$22 Million a year, was provided in increased revenue for this

This, he said, will leave a gap between the estimated need of \$45 Million and what was provided (\$22 Million) of \$23 Million. He considered this money had been used to the best advantage, and particularly on the Arterial System-which the 1964 legislature also adopted, specifying that it be completed by 1975,-very satisfactory progress had been made. Now it is time, he said, to again consider the years ahead - after July 1, 1966.

In the first place, he said, the additional funds provided by the General Assembly, averaging \$22 Million annually, included a one-shot license tax which amounted to about \$10 Million, and which is not to continue, so that of the \$22 Million, only \$17 Million is a continuing amount to take care of the needs gap. Beginning July 1, 1966, he said, the needs gap as compared with the 1962 study will be the difference between \$45 Million and \$17 Million, some \$28 Million.

Mr. Fugate said since 1962 the cost of building highways has advanced nearly 10%. Another estimate of the cost of completing the Interstate System has been made and again the cost has increased, in Virginia and over the nation, due partially to the increase in construction cost. As a result, the amount which will be needed to complete the Interstate System in Virginia by 1972 has gone up from \$95 Million a year to \$126 Million a year, which of course will require more matching funds, and these must come from the primary and arterial systems. Nationally, the problem exists of providing \$5.8 Billion more to complete the financing of the Interstate System in the fiscal year 1970-71 and Congress is now considering providing for this additional cost.

Another thing that has happened, he said, other than increased cost of construction is that revenue from existing sources has been greater than expected and perhaps we can be more optimistic in the future than in 1962 that revenues will come in in greater annual amounts than was then expected. At the same time, traffic has shown a much greater increase than anticipated and this results in higher standards for highways in all systems. On the Arterial System, particularly, this has resulted in the need for immediately building four-lane highways that perhaps could have been deferred a few years.

It also has been necessary to incorporate more by-passes than originally contemplated. This will bring the final cost nearer \$500 Million than the \$350 Million estimated in 1962.

At the same time, new sources of funds appear possible and Mr. Fugate thought Virginia would certainly get some help for the Arterial System in Salem and Bristol Districts from the Appalachian Program which has been approved by the president and congress.

Also, he stated, financing of the Interstate System ends in 1972. If Congress provides the \$5.8 Billion to finish the financing in 1972 the question arises as to what is going to happen to the money now being used for financing the Interstate. Some of this he thought would be available for other types of highways.

All of this adds up, he said, to a very drastic change in what was foreseen in 1962, and the department has been busy for two or three months assessing these new elements in the continuing needs of the highway system after July 1, 1966. He thought the Members of the Commission would agree with him that it is the duty of the Commission to keep the citizens of the State and their elected representatives in the General Assembly informed of the highway picture as they see it. He said the Commission should use the next few months to present information as to the changes affecting the highway needs and the situation as to the highway program, beginning at the next biennium, and he would hope that the citizens of Virginia and the members of the General Assembly would have all been adequately informed of this picture by the time the next assembly convenes. As a first step, Mr. Fugate asked that the Administrative Committee of the Commission convene and go over with the Department's engineering staff what is being done at this time and formulate a course for the Commission to follow in bringing this information to the citizens of Virginia as soon as possible.

The meeting was adjourned at 11:05 A.M.

Approved:


Chairman

Attested:


Secretary