

MINUTES  
OF  
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

April 17, 1975

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on April 17, 1975, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Beeton, Crowe, Fralin, Glass, Hall, Hassell, Hooper, Janney, Landes and Roos.

On motion of Mr. Glass, seconded by Mr. Crowe, the minutes of the meeting of March 20, 1975, were approved.

On motion of Mr. Glass, seconded by Mr. Crowe, permits issued from March 20, 1975, to April 16, 1975, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Glass, seconded by Mr. Crowe, that cancellation of permits from March 20, 1975, to April 16, 1975, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Crowe, seconded by Mr. Hooper, the Commission approved the Richmond-Petersburg Turnpike Budget of Current Expenses - Fiscal Year July 1, 1975 - June 30, 1976, as attached.

Virginia Department of Highways and Transportation  
 RICHMOND-PETERSBURG TURNPIKE

BUDGET OF CURRENT EXPENSES

FISCAL YEAR JULY 1, 1975 - JUNE 30, 1976

1974 - 1975

1975 - 1976

GENERAL ADMINISTRATION

Salaries & Wages	\$ 142,000.00	\$ 138,000.00
Travel Expenses	2,500.00	4,000.00
Stationery, Printing & Supplies	50,000.00	50,000.00
Heat, Light & Water	4,000.00	6,300.00
Telephones & Postage	20,000.00	22,000.00
Public Relations	2,500.00	1,000.00
Office Furniture & Equipment	2,500.00	3,000.00
Dues & Subscriptions	1,500.00	1,500.00
Equipment Rental	8,000.00	- 0 -
Miscellaneous	500.00	200.00
	<u>\$ 233,500.00</u>	<u>\$ 226,000.00</u>
	\$ 233,500.00	\$ 226,000.00

OPERATION

<u>Accounting &amp; Toll Audit</u>		
Salaries & Wages	\$ 122,000.00	\$ 116,000.00
Materials & Supplies	4,000.00	7,000.00
Equipment Maintenance	6,000.00	6,000.00
Money Handling Services	58,000.00	58,000.00
Equipment Rental	3,000.00	- 0 -
Miscellaneous	500.00	500.00
	<u>\$ 193,500.00</u>	<u>\$ 187,500.00</u>
	\$ 193,500.00	\$ 187,500.00
<u>Toll Supervision &amp; Collection</u>		
Salaries & Wages	\$1,800,000.00	\$1,665,500.00
Materials & Supplies	15,000.00	10,000.00
Uniforms & Personal Supplies	7,000.00	17,000.00
Heat, Light & Water	15,000.00	18,000.00
Rental of Automatic Machines	138,000.00	124,063.50
Equipment Rental	10,000.00	- 0 -
Miscellaneous	500.00	436.50
	<u>\$1,985,500.00</u>	<u>\$1,835,000.00</u>
	\$1,985,500.00	\$1,835,000.00

**OPERATION - Continued:**

	<u>1974 - 1975</u>
<u>Traffic Control &amp; Safety</u>	
State Police Services	\$ 395,000.00
First Aid Materials & Supplies	500.00
Fire Protection & Control	1,350.00
Safety Materials & Supplies	100.00
Miscellaneous	50.00
	<u>\$ 397,000.00</u>
<u>Highway Lighting</u>	
Salaries & Wages	\$ 19,850.00
Materials & Supplies	5,200.00
Energy	25,000.00
Contractual Services	3,400.00
Equipment Rental	- 0 -
Miscellaneous	50.00
	<u>\$ 53,500.00</u>
	<u>\$2,473,000.00</u>

	<u>1975 - 1976</u>
<u>Traffic Control &amp; Safety</u>	
State Police Services	\$ 425,000.00
First Aid Materials & Supplies	500.00
Fire Protection & Control	1,000.00
Safety Materials & Supplies	- 0 -
Miscellaneous	- 0 -
	<u>\$ 426,500.00</u>
<u>Highway Lighting</u>	
Salaries & Wages	\$ 18,000.00
Materials & Supplies	2,500.00
Energy	20,000.00
Contractual Services	3,000.00
Equipment Rental	12,000.00
Miscellaneous	- 0 -
	<u>\$ 55,500.00</u>
	<u>\$2,661,000.00</u>

**MAINTENANCE**

<u>Turnpike Maintenance</u>	
Salaries & Wages	\$ 305,000.00
Materials & Supplies	100,000.00
Equipment Rental	1,000.00
Expendable Equip. & Tools	2,000.00
Miscellaneous	500.00
	<u>\$ 408,500.00</u>
<u>Equipment Operation &amp; Maintenance</u>	
Salaries & Wages	\$ 32,500.00
Gas, Oil & Lubricants	17,500.00
Parts & Supplies	20,000.00
Tires & Tubes	5,000.00
Shop Tools & Equipment	750.00
Heat, Light & Water	5,000.00
Miscellaneous	250.00
	<u>\$ 81,000.00</u>

<u>Turnpike Maintenance</u>	
Salaries & Wages	\$ 295,000.00
Materials & Supplies	70,000.00
Equipment Rental	93,500.00
Expendable Equip. & Tools	2,000.00
Miscellaneous	500.00
	<u>\$ 461,000.00</u>
<u>Equipment Operation &amp; Maintenance</u>	
Salaries & Wages	\$ - 0 -
Gas, Oil & Lubricants	- 0 -
Parts & Supplies	- 0 -
Tires & Tubes	- 0 -
Shop Tools & Equipment	- 0 -
Heat, Light & Water	- 0 -
Miscellaneous	- 0 -
	<u>\$ - 0 -</u>

OTHER COSTS - Continued:

	<u>1975 - 1976</u>	<u>1974 - 1975</u>
<u>Miscellaneous</u>		
Social Security	\$ 150,000.00	\$ 140,000.00
Employees' Retirement Program	40,000.00	36,000.00
Employees' Insurance Program	48,000.00	45,000.00
Contingencies	<u>35,000.00</u>	<u>33,500.00</u>
	<u>\$ 273,000.00</u>	<u>\$ 254,500.00</u>
Total Administration, Operation & Maintenance Reserve Maintenance Fund	<u>\$3,807,000.00</u>	<u>\$3,600,000.00</u>
	- 0 -	<u>500,000.00</u>
GRAND TOTAL	<u>\$3,807,000.00</u>	<u>\$4,100,000.00</u>

Notes:

1. Salaries and Wages in all categories computed on basis of normal merit increases and one step overall increase effective July 1, 1975.
2. Item "Equipment Rental" added in all categories since pool cars and equipment are on rental basis from the Department. (Effective October 1, 1974)  
Former category "Equipment Operation & Maintenance" deleted in 1975-76 Budget.

MAINTENANCE - Continued:

Toll Equipment Maintenance

Salaries & Wages	\$ 51,000.00
Parts & Supplies	15,750.00
Equipment Rental	- 0 -
Miscellaneous	250.00
	<u>\$ 67,000.00</u>

1974 - 1975

Grounds & Buildings

Salaries & Wages	\$ 52,000.00
Materials & Supplies	13,500.00
Equipment Service & Repair	6,000.00
Contractual Services	2,000.00
Equipment Rental	- 0 -
Miscellaneous	500.00
	<u>\$ 74,000.00</u>

Radio System Maintenance

Salaries & Wages	\$ 1,128.00
Parts & Supplies	800.00
Contractual Services	500.00
Equipment Rental	- 0 -
Miscellaneous	72.00
	<u>\$ 2,500.00</u>

\$ 633,000.00

OTHER COSTS

Service By Others

Consulting Engineers	\$ 6,000.00
Auditor's Fees	7,000.00
Trustee & Paying Agents	500.00
	<u>\$ 13,500.00</u>

1975 - 1976

Salaries & Wages	\$ 51,000.00
Parts & Supplies	10,000.00
Equipment Rental	6,000.00
Miscellaneous	500.00
	<u>\$ 67,500.00</u>

Salaries & Wages	\$ 70,000.00
Materials & Supplies	15,000.00
Equipment Service & Repair	5,000.00
Contractual Services	6,000.00
Equipment Rental	5,000.00
Miscellaneous	500.00
	<u>\$ 101,500.00</u>

Salaries & Wages	\$ 500.00
Parts & Supplies	1,000.00
Contractual Services	500.00
Equipment Rental	500.00
Miscellaneous	- 0 -
	<u>\$ 2,500.00</u>

\$ 632,500.00

Consulting Engineers	\$ - 0 -
Auditor's Fees	7,000.00
Trustee & Paying Agents	- 0 -
	<u>\$ 7,000.00</u>

4-17-75

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Norton on additional streets, totaling 0.33 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1975, for the quarterly payments due after June 30, 1975. The additional streets and mileage eligible for payment are described as follows:

Virginia Avenue and 2nd Street - From 4th Street NW East thence  
North to Dead End - 0.33 Mile

These additions, totaling 0.33 mile, increase the total mileage in the City of Norton from 11.10 miles to 11.43 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Winchester for a deletion of "other streets" no longer eligible for maintenance payments. This deletion is due to construction of the Pedestrian Mall on Loudoun Street in the City of Winchester;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be reduced by 0.30 mile from the "other streets" mileage applicable to the aforementioned section of the Code, in the City of Winchester, effective January 1, 1975, for the quarterly payments due after March 31, 1975. The deleted street and mileage are described as follows:

Loudoun Street - From Cork Street to Piccadilly Street - 0.30 Mile

The deletion of 0.30 mile decreases the total mileage in the City of Winchester from 59.24 miles to 58.94 miles of approved streets subject to payment.

MOTION CARRIED

4-17-75

Moved by Mr. Glass, seconded by Mr. Crowe,  
that the Commission confirm letter ballot action on bids received  
March 26, 1975, on the following projects:

Route 655, Project 0655-019-6175

Repairs to Bridge over N & W Rwy., Charlotte County. Award of contract to  
low bidder, W. W. Warsing, Inc., Crewe, Virginia.

Bid	\$14,631.52
10% for engineering and additional work	1,463.15
Amount chargeable to project	16,095.00
Acct. Rec. N & W Railway Company -	\$16,094.67

Project SC6-1-75

Removal & Replacement of Conc. Curb & Gutter, Entrances & Sidewalks -  
Various Streets and Roads, Fairfax County. Award of contract to low bidder,  
Barrett Enterprises Ltd., Annandale, Virginia.

Bid	\$129,228.00
10% for engineering and additional work	12,922.80
Amount chargeable to project	142,151.00
To be financed from Fairfax County Secondary Construction and/or Maintenance Replacement Funds.	

Project SC6-2-75

Removal & Replacement of Conc. Curb & Gutter, Entrances & Sidewalks -  
Various Streets and Roads, Fairfax County. Award of contract to low bidder,  
Guy H. Lewis & Son, McLean, Virginia.

Bid	\$258,965.00
10% for engineering and additional work	25,896.50
Amount chargeable to project	284,862.00
To be financed from Fairfax County Secondary Construction and/or Maintenance Replacement Funds.	

MOTION CARRIED

4-17-75

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

WHEREAS, Route 123 in Fairfax County has been altered and reconstructed as shown on plans for Project 0123-029-107, 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 one section of the old road is 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, 0.30 mile of old Route 123, shown in yellow and designated as Section 2 on the plat dated June 12, 1974, Project 0123-029-107, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.26 mile of old Route 123, shown in red and designated as Section 1 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. Beeton, seconded by Mr. Janney,

WHEREAS, Route 123 in Prince William County has been altered and reconstructed as shown on plans for Project 0123-076-102, C-501; and

WHEREAS, three sections of the old road are 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, 0.45 mile of the old location of Route 123 from the new location of Route 123 at Station 91+00 northwesterly 0.45 mile to the Fairfax County Line, shown in red and designated as Sections 1, 2 and 3 on the plat dated June 12, 1974, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED



4-17-75

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

WHEREAS, Route 42 in Rockingham County has been altered and reconstructed as shown on plans for Project 0042-082-102, 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, and one section of the old road is 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, 0.30 mile of old Route 42, shown in yellow and designated as Sections 1 and 2 on the plat dated January 17, 1975, Project 0042-082-102, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.20 mile of old Route 42, shown in red and designated as Section 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. Beeton, seconded by Mr. Janney,

WHEREAS, Route 19 in Tazewell County has been altered and reconstructed as shown on plans for Project 7019-092-101, C-502; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.03 mile of old Route 19, shown in blue and designated as Section 1 on the plat dated September 11, 1973, Project 7019-092-101, C-502, be abandoned as a part of the State Highway System.

MOTION CARRIED

4-17-75

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the Department's Richmond District Office Auditorium on February 5, 1975, at 10:00 a.m., for the purpose of considering the proposed improvement of Route 669 (Sandy Ford Road) from 0.627 mile west of the intersection of Route 626 (Woodpecker Road) to the intersection of Route 626 (Woodpecker Road) in Chesterfield County, State Project 0669-020-176, C-501, B-648; 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. Hooper,            seconded by    Mr. Hassell,

WHEREAS, under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Virginia Beach for additions and deletions of streets subject to maintenance payments, and meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Virginia Beach on additional streets, totaling 15.45 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1975, for the quarterly payments due after March 31, 1975. The additions and deletions are described on attached tabulation sheets numbered 1 through 8, dated January 1, 1975.

These additions, totaling 15.45 miles, and deletions of 0.15 mile, for a net addition of 15.30 miles, increase the total mileage in the City of Virginia Beach from 753.86 miles to 769.16 miles of approved streets subject to payment.

MOTION CARRIED

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



MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED ~~45.89~~ <sup>15.30</sup> miles  
or 42.58 Lane miles <sup>37.70</sup>

SUBMITTED BY THE CITY OR TOWN (Date 12/18/74) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 12/25/74)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED LT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Providence Rd.	Amherst Lane to Military Hwy.		90'	54'	0.45	yes	stone	Bit. Conc.	4 A-10 1.87
College Park Blvd	Providence Rd. to .02 South		90'	52'	0.02	yes	stone	Bit. Conc.	4 A-10 0.04
DePaul Circle	DePaul Way to cul-de-sac		50'	30'	0.03	no	stone	Bit. Conc.	2 A-11 0.06
DePaul Way	North of Driveway; South of Drew Dr. Cul-de-sac to cul-de-sac		50'	30'	0.26	no	stone	Bit. Conc.	2 A-11 0.52
Drew Drive	Chesapeake Line to Dartmouth way		60'	30'	0.27	no	stone	Bit. Conc.	2 A-11 0.54
Dickinson Way	Drew Dr. to Cul-de-sac		50'	30'	0.12	no	stone	Bit. Conc.	2 A-11 0.24
Dartmouth Circle	Drew Dr. to Cul-de-sac		50'	30'	0.04	no	stone	Bit. Conc.	2 A-12 0.08
Dartmouth Way	Drew Dr. to Cul-de-sac		50'	30'	0.18	no	stone	Bit. Conc.	2 A-11 0.26
Chestnut Hill Rd.	College Park Blvd to Colby Way		50'	30'	0.94	no	stone	Bit. Conc.	2 A-11 0.68
Colgate Road	Chestnut Hill Rd to 150'E. Colby		50'	34'	0.08	no	stone	Bit. Conc.	2 A-11 0.16
Colby Way	College Hwy. Blvd. to Cul-de-sac		50'	30'	0.34	no	stone	Bit. Conc.	2 A-11 0.68
Dillard Place	College Park Blvd to Pk. Blvd		50	30'	0.07	no	stone	Bit. Conc.	2 A-11 0.14
Duquesne Place	College Park Blvd to Pk Blvd		50'	30'	0.15	no	stone	Bit. Conc.	2 A-11 0.30

SIGNED *[Signature]* 2.05  
Dept. of Highways Engineer

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
Drexel Circle	Drew Dr to Drew Dr.		50'	30'	0.20	no	Stone	Bit. Conc	2 A-11 2 A-12 2 B-3
Air Rell Ave.	Cul-de-sac to cul-de-sac		50'	40'	0.60	no	stone	Bit. Conc	2 B-4 1
Baker Road	S. from s/t to Thurston Ave.		50'	30'	0.26	no	stone	Bit. Conc	2 B-3 2 B-3 2 B-3
Baker Road	Thurston Ave. S. to dead end		50'	37'	0.21	no	stone	Bit. Conc	2 B-4 2 B-4 2 B-4
Charlecot Drive	Sunnyside Dr <sup>North to</sup> to Cul-de-sac		50'	30'	0.39	no	stone	Bit. Conc	2 B-9 2 B-9 2 B-9
Charlecot Circle	Charlecot Dr <sup>West</sup> to End		100'	30'	0.04	no	stone	Bit. Conc	2 B-9 2 B-9 2 B-9
Riverton Point	Copper Kettle Dr <sup>North</sup> to dead end		50'	30'	0.02	no	stone	Bit. Conc	2 B-9 2 B-9 2 B-9
Copper Kettle Dr.	Charlecot Dr <sup>East these South</sup> to cul-de-sac		50'	30'	0.26	no	stone	Bit. Conc	2 B-9 2 B-9 2 B-9
Old Pt. Ferry Lane	Copper Kettle Dr <sup>East</sup> to dead end		50'	32'	0.02	no	stone	Bit. Conc	2 B-9 2 B-9 2 B-9
Witham Street	Charlecot Dr to Copper Kettle Dr		50'	30'	0.04	no	stone	Bit. Conc	2 B-9 2 B-9 2 B-10
New Colony Dr.	Providence Rd <sup>North these Lane</sup> to cul-de-sac		50'	30'	0.25	no	stone	Bit. Conc	2 B-10 2 B-10 2 B-10
Rittman Road	Langston Rd to Falsmead Downs		50'	30'	0.05	no	RCC	S.T	2 C-11 2 C-11 2 C-11
Mac Street	Witchduck Rd. to Rouse Dr.		50'	30'	0.28	no	stone	Bit. Conc	2 D-8 2 D-8 2 D-8

Page 2 of 2  
SIGNED \_\_\_\_\_  
Dept. of Highways' Engineer

January 1, 1975

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Price Street	Rouse Dr. <sup>South</sup> to cul-de-sac		50'	34'	0.12	yes	stone	Bit. Conc	2 D-8 2.2
Kinden Road	Langston Rd. <sup>North</sup> to End		50'	30'	0.05	no	ROC	S.T	2 D-11 0.11
Old Harris Road	Pleasure House Rd. <sup>West</sup> to cul-de-sac		50'	30'	0.12	no	stone	S.T	2 E-2 0.2
Edwin Drive	Holland Rd to South Blvd.		60'	42'	0.47	yes	stone	Bit. Conc	4 E-8 4 E-9 0.9
Lawrence Grey Dr	Witchduck Rd. to cul-de-sac		50'	30'	0.16	no	stone	Bit. Conc	2 F-5 0.5
Water Oak Rd.	S. Plaza Tr. to S. Plaza Tr.		60'	36'	0.50	no	S.C	Bit. Conc	2 F-9 1.0
Brookside Lane	Water Oak Rd. to Water Oak Rd.		50'	30'	0.20	no	S.C	Bit. Conc	2 F-9 0.44
Country Place	Brookside La. <sup>North</sup> to Cul-de-sac		50'	30'	0.03	no	S.C.	Bit. Conc	2 F-9 0.06
Brookside Court	Brookside La <sup>South</sup> to cul-de-sac		50'	30'	0.05	no	S.C	Bit. Conc	2 F-9 0.11
Cold Stream Place	Brookside La <sup>South</sup> to cul-de-sac		50'	30'	0.05	no	S.C	Bit. Conc	2 F-9 0.11
Water Oak Place	Water Oak Rd <sup>South</sup> to cul-de-sac		50'	30'	0.06	no	S.C	Bit. Conc	2 F-9 0.11
Woodlake Road	Water Oak Rd <sup>North</sup> to cul-de-sac		50'	30'	0.79	no	S.C.	Bit. Conc	2 F-8 1.4
Pondview Circle	Woodlake Rd. to cul-de-sac		50'	30'	0.08	no	S.C	Bit. Conc	2 F-8 0.1

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

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Stoney Creek Circle	Woodlake Rd. to End <i>North-east</i>		100'	30'	0.04	no	S.C.	Bit. Conc	2 F-9 0.08
Westchester Circle	Woodlake Rd. to cul-de-sac <i>North-east</i>		50'	30'	0.11	no	S.C.	Bit. Conc	2 F-9 0.21
High Gate Circle	Woodlake Rd. to End <i>East</i>		100'	30'	0.04	no	S.C.	Bit. Conc	2 F-9 0.02
Smoke Rise Lane	Woodlake Rd. to cul-de-sac <i>South-east</i>		50'	30'	0.05	no	S.C.	Bit. Conc	2 F-9 0.12
Woodlake Court	Woodlake Rd. to cul-de-sac <i>West</i>		50'	30'	0.12	no	S.C.	Bit. Conc	2 F-9 0.22
Mill Stream Court	Woodlake Rd. to cul-de-sac <i>South-east</i>		50'	30'	0.07	no	S.C.	Bit. Conc	2 F-9 0.14
Mill Stream Road	Woodlake Rd. to Woodlake Rd. <i>North</i>		50'	30'	0.24	no	S.C.	Bit. Conc	2 F-9 0.44
Hearth Stone Lane	Woodlake Rd. to End <i>South</i>		50'	30'	0.04	no	S.C.	Bit. Conc	2 F-9 0.04
Windsor Gate Place	S. Plaza Tr. to Plaza Tr. <i>South</i>		50'	30'	0.43	no	S.C.	Bit. Conc	2 F-9 0.82
Windsor Gate Circle	Windsor Gate Pl. to cul-de-sac <i>South</i>		50'	30'	0.18	no	S.C.	Bit. Conc	2 F-9 0.2
Piney Ridge Rd.	Windsor Gate Pl. to Hillridge <sup>t</sup>		50'	30'	0.04	no	S.C.	Bit. Conc	2 F-9 0.0
S. Rosemont Rd.	Hilber St. to Holland Rd.		80'	50'	1.50	yes	stone	Bit. Conc	G-8, G-9, G-10, 2-4 lane
Forrester Court	Forrester La to Forrester La		50'	48'	0.03	no	stone	Bit. Conc	2 G-9 0.03

SIGNED *R.T. Paulik (Eng)*  
Dept. of Highways Engineer

\* add 2 lanes  
miles 5.6

Form U-1 (7-1-72)

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Forrester Lane	Pre. Pay Line to Presidential Blvd.		50'	30'	0.02	no	stone	Bit. Conc	2 G-9 C.
Van Buren Court	Van Buren Dr. to cul-de-sac North		50'	30'	0.04	no	stone	Bit. Conc	2 G-9 C.
Poppy Crescent	Primrose La to cul-de-sac S		50'	30'	0.22	no	stone	Bit. Conc	2 G-11 C.
Poppy Crescent	Primrose La to cul-de-sac N		50'	30'	0.25	no	stone	Bit. Conc	2 G-11 C.
Petunia Crescent	Primrose La to cul-de-sac N		50'	30'	0.19	no	stone	Bit. Conc	2 G-11 C.
Petunia Crescent	Primrose La to cul-de-sac S		50'	30'	0.17	no	stone	Bit. Conc	2 G-11 C.
Plum Crescent	Primrose La to cul-de-sac S		50'	30'	0.13	no	stone	Bit. Conc	2 G-11 C.
Plum Crescent	Primrose La to cul-de-sac N		50'	30'	0.14	no	stone	Bit. Conc	2 G-11 C.
Primrose Lane	S. Lynnhaven Pky to Green Garden Cir.		50'	36'	0.18	no	stone	Bit. Conc	2 G-11 C.
N. White Birch La	Blue Spruce La to end North		50/130	30'	0.06	no	ROC	Bit. Conc	2 G-11 C.
S. White Birch La	Blue Spruce La to end South		50/100	30	0.06'	no	ROC	Bit. Conc	2 G-11 C.
Ruddy Oak Court	Blue Spruce La to end		100/130	52'	0.06	no	ROC	Bit. Conc	4 G-11 C.
Blue Spruce La	Holland Rd. to Ruddy Oak Ct.		50'	30'	0.08	no	ROC	Bit. Conc	2 G-11 C.

SIGNED

*[Signature]*

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREET MILEAGES  
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500  
SECTION 33-1-43 OF THE CODE OF VIRGINIA, 1972 AMENDMENT

MUNICIPALITY Virginia Beach

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SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED R.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Cayce Drive	River Rd. to cul-de-sac	North 7th St. to 11th St.	50'	30'	0.16	no	ROC	Bit. Conc	2 H-8 0.72
<del>Carter Road</del>	<del>St. Lynnhaven to Northaven</del>		<del>100'</del>	<del>12'</del>	<del>0.05</del>	<del>no</del>	<del>stone</del>	<del>Bit. Conc</del>	<del>deducted 6.75</del>
<del>Howe Lane</del>	<del>Carter Rd. to road end</del>		<del>100'</del>	<del>15'</del>	<del>0.15</del>	<del>no</del>	<del>stone</del>	<del>Bit. Conc</del>	<del>2 H-8 0.7</del>
Lynnhaven Parkway	Potters Rd. to 0.19 South		90'	48'	0.19	yes	Lime B-3	Bit. Conc	4 H-8 0.7
<del>Lynnhaven Parkway</del>	<del>from 1st to 2.25 mi. to 4th St.</del>		<del>90'</del>	<del>48'</del>	<del>1.05</del>	<del>yes</del>	<del>Lime B-3</del>	<del>Bit. Conc</del>	<del>4 H-8, H-9</del>
Lynnhaven Parkway	from 2nd to 4th 0.35 mi		90'	48'	0.35	yes	Lime B-3	Bit. Conc	4 H-10 1.44
S. Lynnhaven Conn.	Lynnhaven Pky to S. Lynnhaven rd		80'	48'	0.15	yes	stone	S-5 H-3	4 H-10 0.6
<del>Central Parkway</del>	<del>Lynnhaven Dr. to Lynnhaven Dr.</del>		<del>100'</del>	<del>30'</del>	<del>0.04</del>	<del>yes</del>	<del>stone</del>	<del>S-5</del>	<del>4 H-10 1.44</del>
Shorehaven Court	Shorehaven Dr. to cul-de-sac		50'	30'	0.08	yes	S.C.	Bit. Conc	2 I-4 0.4
Meadow Lake Rd.	Trant Lake Dr. to cul-de-sac		50'	30'	0.24	yes	stone	Bit. Conc	2 I-5 0.4
Trant Lake Dr.	Laurel Cove Dr to Meadow Lake Rd.		50'	30'	0.35	no	stone	Bit. Conc	2 I-5 0.7
Laurel Cove Circle	Laurel Cove Dr to cul-de-sac		50'	30'	0.03	no	stone	Bit. Conc	2 I-5 0.4

*Previously Added*

\* 2 lanes of 4 lane Str. constructed - *1.55* SIGNED *R. J. ...*  
Must complete entire 4 lane facility  
L. has available for payment.

Dept. of Highways' Engineer

CO 4.83  
12



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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

SUBMITTED BY THE CITY OR TOWN (Date \_\_\_\_\_) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date \_\_\_\_\_)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
Martine Court	Laurel Cove Dr. to cul-de-sac <i>North</i>		50'	30'	0.10	no	stone	Bit. Conc	2 I-5 0.2
Laurel Cove Dr.	Needow Lake Rd. to Willowood La		60'	30'	0.32	no	stone	Bit. Conc	2 I-5 0.6
Laurel Cove Dr.	Willowood La to Gr. Neck Rd.		80'	48'	0.11	no	stone	Bit. Conc	4 I-5 6.4
Parkside Place	Trentlake Dr. to N. end		50'	30'	0.24	no	stone	Bit. Conc	2 I-5 0.4
Coursed Lane	Parkside Pl to Willowood La		50'	30'	0.15	no	stone	Bit. Conc	2 I-5 0.3
Parkside Court	Parkside Pl. to cul-de-sac <i>West</i>		50'	30'	0.07	no	stone	Bit. Conc	2 I-5 0.1
Willowood Lane	Laurel Cove Dr. to N. end		50'	30'	0.15	no	stone	Bit. Conc	2 I-5 0.2
Cambridge Dr.	Westminister La to Wolfshare Rd		50'	30'	0.20	no	stone	Bit. Conc	2 I-7 0.4
Chadwick Dr.	Cambridge Dr to Westminister La		50'	30'	0.11	no	stone	Bit. Conc	2 I-7 0.2
Westminister Lane	100' w of Chadwick Dr. to Cambridge Dr. <i>West of Prince Street</i>		80'	40-2"	0.08	Yes	stone	Bit. Conc	4 I-7 0.3
Echo Cove	Bay Point Dr. to cul-de-sac		50'	30'	0.15	no	stone	Bit. Conc	2 J-4 0.3
Bay Point Dr.	Baycliff Dr. to Sunset Pt.		50'	30'	0.64	no	stone	Bit. Conc	2 J-4 J-3 1.2
Seafarer Court	Seafarer La. to end <i>N.E.</i>		100'	48'	0.02	no	stone	Bit. Conc	4 J-4 0.4

2.37 miles  
SIGNED *E. T. ...*  
Dept. of Highways' Engineer

January 1, 1975

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

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED \_\_\_\_\_

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NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Seafarer Lane	Bay Point Dr. <sup>South</sup> to cul-de-sac		50'	30'	0.13	no	stone bit. Conc	bit. Conc	2 J-4 0.26
Baycliff Lane	Baycliff Dr. <sup>North</sup> to cul-de-sac		50'	30'	0.09	no	stone bit. Conc	bit. Conc	2 J-4 0.18
Bayne Dr.	Old Donation Hwy. <sup>West</sup> to dead end		50'	30'	0.27	no	stone bit. Conc	bit. Conc	2 J-6 0.54
Glenfield Court	Welfsnare Rd. <sup>North</sup> to cul-de-sac		50'	30'	0.11	no	stone bit. Conc	bit. Conc	2 J-6 0.22
<del>Wife</del> Cricket Circle	Willo wisp Dr. <sup>South</sup> to cul-de-sac		50'	30'	<del>0.05</del>	<del>DELETE FROM RECORD</del>	stone bit. Conc	bit. Conc	2 J-6 0.10
Dumbarton Dr.	Regency Dr. to Westminster Dr		50'	30'	0.24	no	stone bit. Conc	bit. Conc	2 J-7 0.48
Pr. Anne Jr. High School	Seaboard Rd. to Seaboard Rd.		50'	30'	0.09	yes	stone bit. Conc	bit. Conc	2 J-15 0.18
Seascape Rd.	Sandpiper Rd. <sup>West</sup> to dead end		50'	30'	0.07	no	stone bit. Conc	bit. Conc	2 0.19 0.14
<del>Old</del> Providence Rd.	<del>From Old Providence Rd. Military Highway</del>				8.18	Deleted From Records			2 0.20
					1.00				1.00 Mi. 2.00
					0.15				0.30
									1.70

85 miles  
SIGNED *[Signature]*  
Dept. of Highways' Engineer

4-17-75

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Galax on additional streets, totaling 1.34 miles, and meeting required standards under the aforementioned section of the Code, effective January 1, 1975, for the quarterly payments due after March 31, 1975. The additional streets and mileage eligible for payment are described as follows:

Crestview Street	- From 0.10 Mi. E. Country Club Lane to 0.21 Mi. E. County Club Lane	0.11 Mile
Ford Avenue	- From Int. Armory Road to 0.15 Mi. S. Int. Armory Road	0.15 Mile
Kipling Lane	- From Int. Fries Road to 0.17 Mi. W. Int. Fries Road	0.17 Mile
John Street	- From Int. Kipling Lane to Int. Moore Lane	0.06 Mile
Glade Street	- From Int. Glendale Road to 0.15 Mi. S. Glendale Road	0.15 Mile
Hanks Street	- From Int. Calloway Street to 0.12 Mi. N. Calloway Street	0.12 Mile
Spring Street	- From Int. Poplar Knob Road to 0.25 Mi. S. Poplar Knob Road	0.25 Mile
Cox Street	- From Int. Poplar Knob Road to 0.13 Mi. S. Poplar Knob Road	0.13 Mile
Woodview Drive	- From Int. E. Stuart Drive to 0.06 Mi. N. Int. E. Stuart Drive	0.06 Mile
Stanley Drive	- From Int. Clover Street to Int. Sutherland Road	0.05 Mile
Sutherland Road	- From W. Int. Stanley Drive to E. Int. Stanley Drive	0.09 Mile

These additions, totaling 1.34 miles, increase the total mileage in the City of Galax from 40.14 miles to 41.48 miles of approved streets subject to payment.

MOTION CARRIED

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

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

4-17-75

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Portsmouth on additional streets, totaling 0.91 mile, and meeting required standards under the aforementioned section of the Code, effective April 1, 1975, for the quarterly payments due after June 30, 1975. The additional streets and mileage eligible for payment are described as follows:

Lakeview Drive	- From Roosevelt Boulevard to Lakeview Drive	0.38 Mile
Roosevelt Boulevard	- From Lakeview Drive, runs 0.03 Mile West	0.03 Mile
McLean Street	- From Airline Boulevard, runs 0.18 Mile South-Southeast	0.18 Mile
McLean Street	- From point 0.18 Mile South-Southeast Airline Boulevard continues additional 0.09 Mile to McLean Street	0.09 Mile
Cedar Lane	- 0.23 Mile parallel portion of Cedar Lane opposite River Shore Road	0.23 Mile

These additions, totaling 0.91 mile, increase the total mileage in the City of Portsmouth from 340.71 miles to 341.62 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 60 in Powhatan County has been altered and reconstructed as shown on plans for Project 0060-072-101, C-501; and

WHEREAS, the construction of Route 60 necessitates alteration on a section of Route 13; one section of existing Route 13 is no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.37 mile of old Route 13, shown in blue and designated as Section 1 on the plat dated January 15, 1974, Project 0060-072-101, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

4-17-75

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Floyd, Lee, Loudoun, Middlesex, Nelson and Powhatan 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:

FLOYD COUNTY	- Sections 10 and 16 of old location Route 771 between Route 221 and Route 76B	0.19 Mile
	- Sections 2, 10 and 14 of old location Route 632 between the Carroll County Line and Route 780	0.35 Mile
	- Section 11 of old location Route 758 from 0.25 mile north of Route 628 to 0.30 mile north of Route 628	0.05 Mile
LEE COUNTY	- Sections 2, 4, 5 and 6 of old location Route 600 between Station 154+30 and Station 194+00, Project 0600-052-123, C-501	0.14 Mile
LOUDOUN COUNTY	- Section 2 of old location Route 742 from new connection opposite Station 552+45 northerly 0.04 mile, Project 0050-053-101, C-501	0.04 Mile
MIDDLESEX COUNTY	- Section 2 of old location Route 615 between Route 616 and Route 602	0.11 Mile
NELSON COUNTY	- Section 7 of old location Route 655 from Station 143+20 to Station 157+50, Project 0655-062-160, C-501	0.35 Mile
POWHATAN COUNTY	- Sections 2, 3 and 4 of old location Routes 1004 and 1005 at left of Station 571+40, Project 0060-072-101, C-501	0.20 Mile

MOTION CARRIED

4-17-75

Moved by Mr. Beeton, seconded by Mr. Hassell,  
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 Hunt Valley Elementary School, 7107 Sydenstricker Road, Springfield, Virginia, on July 11, 1973, at 7:30 p.m., for the purpose of considering the proposed bridge and approaches over Accotink Creek on Route 636 (Hooes Road) in Fairfax County, State Projects 0636-029-AG8-002; 0636-029-AG6-039; Federal Project ER-39(1) Item No. 11; 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 projects as presented, and their statements being duly recorded; and

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

NOW, THEREFORE, BE IT RESOLVED, that the location and major design features of these projects be approved in accordance with the plan as proposed and presented at the said location and design public hearing by the Department's engineers, amended to reduce the typical section to a 20' surface with 6' shoulders and to construct an SS5 structure with a 26' roadway.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1974-75 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Rockbridge County has by resolution requested the use of industrial access funds to provide adequate access to the new facility of the Huger-Davidson-Sale Company, Incorporated, located off Route 631 east of Route 608 in Rockbridge County, estimated to cost \$75,000; and

4-17-75

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

NOW, THEREFORE, BE IT RESOLVED, that \$41,700 from the industrial access fund for 1974-75 be allocated to assist in providing access to the new facility of the Huger-Davidson-Sale Company, Incorporated, located off Route 631 east of Route 608 in Rockbridge County, Project 0631-081-162, C-501, contingent upon (1) the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund, and (2) all costs over and above the industrial access allocation being provided from Secondary funds available for use in Rockbridge County.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1974-75 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Dickenson County has by resolution requested the use of industrial access funds to provide access to the new deep-mining operation of Clinchfield Coal Company, to be located on Caney Creek approximately two miles upstream from McClure in Dickenson County; and

WHEREAS, the proposed access road would lie wholly within property owned and/or controlled by the Clinchfield Coal Company; and

WHEREAS, Section 33.1-221 of the Code of Virginia provides that "No such access road shall be constructed or improved on a privately owned plant site.";

NOW, THEREFORE, BE IT RESOLVED, that, in view of the above-quoted provision of the law, the request of the Board of Supervisors of Dickenson County is hereby denied.

MOTION CARRIED

4-17-75

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

WHEREAS, Chapter 681 of the Acts of the General Assembly of 1974, approved by the Governor on April 8, 1974, directs that the Highway and Transportation Commission set aside certain funds to aid regional transportation commissions or local governments in the payment of capital costs of mass transportation; and

WHEREAS, the City of Roanoke has, by resolution dated March 31, 1975, requested \$340,548, which is 85% of the local share of a mass transportation capital improvement from the Urban Mass Transportation Administration; and

WHEREAS, a careful review of the information by the City of Roanoke indicates the need for such funds and, further, that their request is in accordance with the requirements as established by Chapter 681 of the Acts of the General Assembly;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that \$340,548 be allocated to the City of Roanoke from the funds established as aid to mass transportation by Chapter 681 of the Acts of the General Assembly of 1974 approved April 8, 1974; and

BE IT FURTHER RESOLVED, that these payments be made in four equal quarterly payments of \$85,137 in April, July, and October of 1975 and January of 1976.

MOTION CARRIED

Following Mr. Blundon's presentation of the above resolution covering request of the City of Roanoke for transit funds, Mr. Fugate asked Mr. Blundon if he had a complete report on the mass transit funds to date. Mr. Blundon reported as follows:

The Acts of the General Assembly of 1974-75, Chapter 681, appropriated mass transit funds of \$11,575,140. For Northern Virginia, Richmond, Peninsula and Tidewater, \$8,805,000 was designated, leaving a balance of \$2,770,140. An additional appropriation made in the 1975 Acts of the General Assembly of \$450,000 made a new balance of \$2,320,140. Previously appropriated to the City of Lynchburg for aid to mass transit at the July 18, 1974, and December 19, 1974, Commission meetings was \$259,950, leaving a balance in April, 1975, of \$2,070,190. Approved by the Commission this date to the City of Roanoke for aid to mass transit was an allocation of \$340,548, leaving a present balance available of \$1,729,642.



4/17/75

Moved by Mr. Glass,

seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 58, State Highway Project 6058-083-104, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Billy Wayne Wampler, et al by Certificate No. C-19227, case for which has been concluded, as recorded in Deed Book 222, Page 1 in the Office of the Clerk of the Circuit Court of Russell County; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land, so acquired, lying northwest of and adjacent to the northwest normal right of way line of Route 58 from a point 67 feet opposite Station 246+77.5 (centerline W.B.L.) to a point 70 feet opposite Station 248+89 (centerline W.B.L.) is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

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

Motion carried.

Moved by Mr. Glass,

seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 119, now Route 419, State Highway Project 0119-080-102, C-501, now State Highway Project 0419-080-104, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Adelaide A. Hunter by deed dated August 14, 1963, as recorded in Deed Book 724, Page 509 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the south side of the Connection to Medmont Circle and east of the east revised proposed right of way line of Route 419, Project 0419-080-104, RW-201 from a point 35 feet opposite Station 10+25 (centerline Connection to Medmont Circle) to a point 35 feet opposite Station 62+84 (centerline N.B.L. Route 419) is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

4/17/75

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

Motion carried.

Moved by Mr. Glass,                      seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 220, State Highway Project 6220-128-105, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Bowfin Enterprises, Inc. by deed dated January 3, 1975 as recorded in Deed Book 1357, Page 417 in the Office of the Clerk of the Circuit Court of the City of Roanoke; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land, with improvements thereon, lying south-east of and adjacent to the southeast proposed right of way and limited access line of Route 220 from a point approximately 25 feet opposite approximate Station 11+79 (centerline Sanford Avenue) to a point approximately 37 feet opposite approximate Station 12+28 (centerline Sanford Avenue) is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the parcel of land, and improvements, so certified, is in the public interest and the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to any person or persons willing to pay a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass,                      seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-134-101, RW-201, the Commonwealth acquired certain lands from the Heirs at Law of Samuel J. Davis, deceased, and Harry B. Davis and Rosa L. Davis, his wife, by Certificate No. C-6551, case for which has been completed, as recorded in Deed Book 859, Page 162 in the Office of the Clerk of the Circuit Court of the City of Virginia Beach; and

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Moved by Mr. Glass,

seconded by Mr. Beaton,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-122-101, RW-202, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from James C. Dawson and Ramona H. Dawson by deed dated September 29, 1967 as recorded in Deed Book 1098, Page 476 in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land, so acquired, lying east of and adjacent to the east proposed right of way and limited access line of Route 64 from a point 125.95 feet opposite survey Station 261+27.74 (centerline Route 64) to a point 126.63 feet opposite survey Station 261+91.71 (centerline Route 64) is not needed for the uses of the State Highway System and the conveyance of same is deemed by him to be in the public interest.

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

Motion carried.

Moved by Mr. Glass,

seconded by Mr. Beaton,

that

WHEREAS, in connection with Route 460, State Highway Project 6460-015-104, RW-202, the Commonwealth acquired certain lands from Robert L. Simonton and Hilda M. Simonton by deed dated November 6, 1974 as recorded in Deed Book 489, Page 806 in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, since the acquisition of this property, which includes a partially constructed dwelling, the plans have been revised to shift the alignment of proposed Route 460 at this location which makes the property unnecessary for Highway construction; and

WHEREAS, because this property is located outside the revised proposed right of way and limited access line and because the property is a hazard to the neighborhood children, it is recommended that the property be advertised for the receipt of sealed bids, reserving the right to reject any and all bids, and if the high bid received is unsatisfactory, we propose to negotiate a sale with anyone who is willing to pay a consideration that is satisfactory to the Department; and

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WHEREAS, the Hampton Roads Sanitation District wishes to construct a pumping station on a portion of the lands lying between the center of old Route 602 and the center of relocated Route 602; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the portion of land lying between the south revised right of way line of old Route 602 and the north revised proposed right of way line of relocated Route 602 from a point approximately 55 feet opposite approximate survey Station 29+82 (centerline W.B.L. Route 602) to a point approximately 40 feet opposite approximate survey Station 32+40 (centerline W.B.L. Route 602) 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 § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the Hampton Roads Sanitation District 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. Glass, seconded by Mr. Beeton,

that

WHEREAS, in connection with Route 595, State Highway Project 0595-000-101, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Doris Merrill Magowan, et al by deed dated December 12, 1972 as recorded in Deed Book 1814, Page 481 in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land, so acquired, lying on the west side of and adjacent to the west proposed right of way and limited access line from a point approximately 55 feet opposite approximate Station 11+30 (Mainline construction centerline 23rd Street) to a point approximately 35 feet opposite approximate Station 148+65 (Mainline construction centerline Route 595) is not needed for the uses of the State Highway System and the conveyance is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the conveyance of the parcel of land, so certified, is in the public interest and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowners of record in partial exchange for land required from them and subject to such restrictions as may be deemed requisite.

Motion carried.

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WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the approximate 0.532 acre of land, with improvements, which was acquired from Robert L. Simonton and Hilda M. Simonton by deed dated November 6, 1974 as recorded in Deed Book 489, Page 806 in the Office of the Clerk of the Circuit Court of Campbell County does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the property in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to any person or persons willing to pay a price satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Glass,                      seconded by Mr. Beaton,

that

WHEREAS, in connection with Route 131, State Highway Project 5206-01, now Route 131, State Highway Project 0131-006-101, RW-201, the Commonwealth acquired certain lands from Adelia C. Ferguson by deed dated November 5, 1953 as recorded in Deed Book 59, Page 443 in the Office of the Clerk of the Circuit Court of Appomattox County; and

WHEREAS, a portion of the right of way of old Route 131 is prescriptive easement; and

WHEREAS, in order to secure a deed of easement for the sewer and water line in the area of the prescription easement, the Town of Appomattox has requested the State Highway and Transportation Commission to abandon the prescriptive easement between the southwest right of way line of Route 460 and the northwest right of way line of the connection to Route 131; and

WHEREAS, in securing the right of way for Route 460, State Highway Project 0460-006-103, C-501, we agreed to recommend to the State Highway and Transportation Commission that the right of way owned by deed between the southwest right of way line of Route 460 and the northwest right of way line of the connection to Route 131 be conveyed to the adjoining landowner; and

WHEREAS, the Town of Appomattox, at its regular meeting held on the 10th day of March, 1975, adopted a resolution requesting the State Highway and Transportation Commission to abandon and convey the lands acquired in fee to the adjoining landowner, reserving the necessary water and sewer easement; and

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WHEREAS, Route 131 was altered between approximate survey Station 965+42 (centerline Route 460) and approximate survey Station 10+86 (centerline connection to Route 131) and serves the same citizens as the old location and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising prescriptive and fee right of way lying on both sides of the survey centerline of old Route 131 from a point opposite approximate survey Station 965+42 (centerline Route 460) to a point opposite approximate survey Station 10+86 (centerline connection to Route 131) 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 § 33.1-148 of the 1950 Code of Virginia, as amended, the said section of old Route 131 from a point opposite approximate survey Station 965+42 (centerline Route 460) to a point opposite approximate survey Station 10+86 (centerline connection to Route 131) is hereby declared abandoned, and in accordance with the provisions of § 33.1-149 of the same code, the conveyance of the portion of land, so abandoned and so certified, to the adjoining landowner of record is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed conveying same by deed of quitclaim and without warranty in the name of the Commonwealth, subject to such restrictions as he may deem requisite.

Motion carried.

Following his report on conveyances, Mr. Mattox presented the results of a survey of residue parcels of land owned by the Department which met the requirements for independent development. The Department owns 193 such parcels totaling 882 acres with estimated value of \$5.5 million.

Mr. Fugate said he realized, of course, that much of this land is encumbered and cannot readily be sold. Some of it was bought with 90-10 Interstate funds and when sold the Federal Government will, of course, have to be reimbursed for its 90% share.

Other large parcels were bought as borrow pits and are still being retained because the borrow material has not been exhausted.

Still other parcels are being used by other State agencies or are being reserved as potential parking lots for future mass transit needs in urban areas.

Mr. Fugate said it was his impression that all of the parcels not encumbered as above have been offered for sale, perhaps in some cases informally, but had not generated offers approaching the appraised value.

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Mr. Fugate instructed Mr. Mattox to again make a State-wide effort to dispose of those individual parcels which are not encumbered and which can be sold for somewhere near their appraised value. Mr. Mattox said his first step in this effort will be to put a FOR SALE sign on such parcels.

Since the Department will be badly in need of ready cash by next summer, the Commission would like to convert as much of this land as is excess to our needs to construction funds at the earliest possible time.

Mr. Fugate said he would ask for monthly reports as to how this effort to dispose of such excess parcels is progressing.

Mr. Britton, Director of Administration, presented the Estimate of Revenue and Appropriations for the fiscal year 1975-76, with the following explanation:

Due to the uncertain conditions, particularly as to Federal legislation on tariffs and taxes, all of which can have a deterring effect on fuel consumption, the Department has estimated revenues for the coming fiscal year at approximately five percent less than estimated for the current year. At the present time, it is believed the Department's estimates of revenue for the current year will be met or certainly very nearly so, but the estimate of revenue a year ago for the 1974-75 fiscal year was \$31 million less than the amount included in the State Biennial Budget for the same year prepared in mid-1973. The Department must prepare its budget for each fiscal year in accordance with the latest revenue estimates. The Biennial State Budget is the best estimate available almost 12 months prior to the beginning of the fiscal year. The total estimate of State funds available for highways and transportation for 1975-76 is \$323,873,000, or approximately \$16 million less than the current year. This is \$73 million less than we estimated for this period at the time the Biennial State Budget was prepared in mid-1973. In fact, for the 1974-76 biennium, it appears that the total shortfall in estimated State revenue will total \$104 million, which will necessitate a new approval of the Ten Year Program, particularly when matched up with inflation, which increased costs in excess of 30 percent in 1974.

1975-76 State Budget figures for appropriations to other State agencies have been used for those deductions from Total State Revenue.

A slight compensating factor, however, is an increase in Federal-Aid apportionments over that estimated in the biennial budget. In the current year, the Department had an apportionment from prior years in the amount of \$33 million; and for the coming year, the Department has an apportionment of \$16 million more than previously estimated, but some of these funds are in special categories and cannot be immediately utilized.

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Our estimate of total State and Federal funds available for highways and transportation for the fiscal year 1975-76 is \$516,232,022, which is approximately \$40 million less than estimated collections for the current year and \$57 million less than contemplated for fiscal 1975-76 at the time of preparation of the State Budget.

Mr. Britton also showed the distribution to the several highway systems, special activities, aid to mass transit, and general expense. Allocations to the Interstate System are controlled by the Federal apportionment to which State matching funds must be applied, including Federal Research and Planning Funds, and total \$159,109,546, a decrease of \$12 million from the current year.

Allocations to the Primary, Secondary, and Urban Systems are in accordance with statutory requirements and the Ten Year Improvement Program.

The Primary System appropriations include \$101,357,686 for construction, engineering, and right of way, a decrease of \$10.8 million. Other appropriations for research and maintenance result in a total of \$136,253,790, a decrease of \$10.5 million from 1974-75. Attention must be called to the fact that estimated maintenance expenditures are being held approximately the same as last year on both the Interstate and Primary Systems. With increased labor, materials, and equipment costs, the Department must contemplate some reductions in maintenance standards or exceptional help from "Above." The Department will, no doubt, have to look forward to an appreciable increase in this area in 1976-77.

The Secondary System, in accordance with the Ten Year Plan, receives 28 percent of all funds exclusive of Interstate Federal Funds and Aid to Mass Transportation, resulting in an appropriation for the coming year of \$105,187,773, a decrease of \$8.2 million from 1974-75. The funds listed in this section for Henrico and Arlington Counties are Federal-Aid funds and State funds over and above the gasoline tax to which they are entitled.

Urban System appropriations in accordance with the Ten Year Plan are 21 percent of all funds exclusive of Interstate Federal Funds and Aid to Mass Transportation, resulting in a total of \$78,890,083, a decrease of \$6.1 million from 1974-75. It is noted that approximately \$28 million of this is for maintenance payments based on \$2,500 per lane mile on Primary System extensions and \$1,500 per lane mile on other streets.

The item of Metropolitan Transportation Planning, \$638,690, covers Federal funds matched 80/20 for distribution to the Metropolitan Transportation agencies.



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\$1,400,000 is appropriated for Access Roads to Bicentennial Centers as provided by the General Assembly.

It is noted that no funds are being provided for access to either recreational or industrial sites for the coming year. The current balances in these special funds are estimated to be sufficient to take care of requests during the coming year.

The breakdown of General Expense expenditures consists of those items not normally chargeable to a single system or a specific project. The total item is approximately \$1,000,000 less than the current year. Administration and Supervision covers all of the office staffs, Central, District, and Residencies, and with the inclusion of normal merit increases, social security, retirement payments, etc., is being held within approximately one percent of the current year, reflecting the Department's efforts to reduce personnel through attrition and non-replacement.

The next major item is Capital Outlay, which includes all building construction, ranging from modifications and improvements to the Central Office, District Offices, Residency Offices down to truck sheds and maintenance headquarters. The Department has been operating on an approved program of about \$1,650,000 per year, but has reduced this for the coming year to \$1,000,000.

The Bridge Inspection Program, costing \$900,000, covers the systematic inspection of bridges and is controlled by the Bridge Engineer. As this is a specialized activity involving charges on all systems, it is included in General Expense.

Engineering Overhead includes the cost of engineering activities in the early stages of planning and development prior to allocations by the Commission to specific projects. Divisions involved in charges to this fund include Location and Design, Environmental Quality, Bridge, and others.

The Highway and Transportation Research Council is located at the University of Virginia with personnel employed by the Department. The \$1,185,000 appropriation, \$600,000 less than the current year, provides State funds for this operation. Many specific research projects are financed in part with Federal funds. The accomplishments of this section have led to improvements and economies in many areas, particularly skid resistant pavements, sign materials, tire contracts, concrete design, and concrete placement

Legal expenses are the salaries and administrative expenses of the Assistant Attorneys General assigned to the Central Office. Attorneys assigned to the field offices are charged to project allocations. The remaining items, although sizable, involve activities which are normal overhead activities for the Department.

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The item of Aid to Mass Transportation of \$11,575,140 is the same amount as the current year and is the amount specified in the Appropriations Act. Projects related to bus lanes, parking lots, etc., will be included in specific allocations to be made from funds provided to the appropriate system and district.

On motion of Mr. Hooper, seconded by Mr. Glass, the Commission adopted the Estimate of Revenue and Appropriations as submitted by Mr. Britton.


The next Commission meeting will be May 15, 1975, at 9:30 a.m.

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

Approved:

\_\_\_\_\_  
Chairman

Attested:

  
Secretary