

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

June 16, 1983

Following a public hearing on tentative allocations for Interstate, Primary and Urban Construction and Public Transit Funds for fiscal year 1983-84 and the proposed Six-Year Improvement Program for fiscal years 1983-84 through 1988-89 of Interstate, Primary, Urban and Secondary Systems and Public Transit, the Highway and Transportation Commission met in regular monthly meeting in the Central Highway Office in Richmond, Virginia, on June 16, 1983. The chairman, Mr. Harold C. King, presided and called the meeting to order at 10:23 a.m.

Present: Messrs. King, Bane, Brydges, Guiffre, Humphreys, Mohr, Quicke, Smalley, Smith and Watkins.

Absent: Mr. Vaughan.

On motion of Mr. Humphreys, seconded by Mr. Brydges, the minutes of the meeting of May 19, 1983, were approved.

On motion of Mr. Humphreys, seconded by Mr. Brydges, permits issued from May 19, 1983, to June 15, 1983, inclusive, as shown by records of the Department, were approved.

Moved by Mr. Humphreys, seconded by Mr. Brydges, that cancellation of permits from May 19, 1983, to June 15, 1983, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Humphreys, seconded by Mr. Brydges, the Commission approved additions to the Secondary System from May 19, 1983, to June 15, 1983, inclusive, as shown by records of the Department.

On motion of Mr. Bane, seconded by Mr. Mohr, the Commission concurred in the execution of an emergency Memorandum of Agreement by the Commissioner with Law Engineering Testing Company for Landslide Investigation and Instrumentation-Soil and Rock Borings, on Proposed Route 23 in Wise County.

Moved by Mr. Mohr, seconded by Mr. Brydges, that the Commission confirm telephone ballot action adopting emergency amendments to the Hauling Permit Manual, as attached. Motion carried, Messrs. Humphreys, Smalley and Vaughan (by proxy) abstaining.

EMERGENCY AMENDMENT TO THE
FAULING PERMIT MANUAL

PREAMBLE

The State Highway and Transportation Commission, pursuant to Va. Code § 33.1-12(3) and (5) and Article 11 of Chapter 4 of Title 46.1 of the Code of Virginia (1950), as amended, (Maximum Size and Weight; Combination of Vehicles), hereby adopts the following emergency amendment to regulations for the issuance of permits to certain oversize vehicles. These oversize vehicles shall be allowed to operate on those federal-aid primary highways of Virginia specified in the permit, in accordance with the Federal Surface Transportation Assistance Act (STAA) of 1982, P.L. 97-424.

The amendment shall be in effect from May 4, 1983 to July 1, 1983. At that time, the oversize vehicles being regulated shall be allowed to operate on those federal-aid primary highways of Virginia designated by the State Highways and Transportation Commission.

The State Highway and Transportation Commission finds that an emergency situation exists necessitating the immediate promulgation of the amendment. Such emergency precludes promulgation by the usual procedures of the Virginia Administrative Process Act (APA) (Va. Code & 9-6.14:1 et seq.) and is permitted as an exclusion to the APA under Va. Code § 9-6.14:6.

The precise reason and factual basis for this emergency is to insure compliance with the federal Surface Transportation Assistance Act of 1982, P.L. 97-242, which mandates the use

of qualifying federal-aid primary highway in each state by certain oversize trucks.

The oversize trucks involved are defined in the amendment itself. The State Transportation and Highway Commission shall designate which federal-aid primary highways qualify prior to July 1, 1983. To insure the safety of the traveling public without impeding the needs of commerce during the interim, VDH&T has entered into an agreement with the Federal Highway Administration. The agreement provides for the issuance of permits as a condition precedent to the operation of the larger trucks on specific routes in the Commonwealth. Because of the time frames involved and the possible exposure of the Commonwealth to injunctive action under the STAA, immediate emergency promulgation is necessary.

During the period that this emergency amendment is in effect, VDH&T will receive, consider and respond to petitions by any interested person at any time for the reconsideration or revision of the amendment, in accordance with the APA.

AGREEMENT WITH FHWA

This action is taken pursuant to paragraph 4 of a Memorandum of Agreement dated May 3, 1983 between the U.S. Federal Highway Administration (FHWA) and the Virginia Department of Highways and Transportation which states:

The Federal Highway Administration shares Virginia's concern for the public's safety; therefore, from the date of this agreement to July 1 trucks authorized by the STAA will be permitted to operate on Federal Aid primaries in Virginia subject to the application for

and receipt of a special permit issued by the State of Virginia. The State of Virginia shall issue such permit (1) without charge and (2) within 24 hours of application. Denial of any application will specifically set forth the geometric or structural reasons upon which such denial is issued. Granting of such permits shall not be unreasonably denied.

EMERGENCY AMENDMENT

The Hauling Permit Manual is amended as follows:

Applications for permits to operate on federal-aid primary highways the following vehicles:

- a) 48 foot long semi-trailers
- b) 28 foot long double trailers
- c) 102 inches wide truck and trailers

will be accepted by the Permit Engineer during normal business hours at the Central Office of the Department of Highways and Transportation, 1221 East Broad Street, Richmond, Virginia 23219, telephone number 804-786-2787.

Such applications may be made by telephone request, letter request, telegram or either approved method of electronic transmission or on approved forms furnishing the information required of all other potential movements.

Initially, the permit issued will be single trip permits. The Department may issue blanket permits in its discretion after advising the Commission of its intention to do so.

Permits shall be issued without charge within 24 hours of application, unless the application itself needs to be clarified.


Permits issued shall state the route over which the movement may be made.

If a permit is denied, the geometric, structural or other reasons for such denial must be stated.

There may be restrictions on the time of day for the permit to be used. Other reasonable requirements and restrictions may be imposed.

No permits will be needed for travel on the Interstate System of highways and one-half mile beyond.

This Emergency Amendment shall expire June 30, 1983 at which time the above vehicles shall be allowed to operate on those federal-aid primary highways designated by the State Highway and Transportation Commission and, thereafter, by the Federal Highway Administration.


Harold C. King
Commissioner

May 4, 1983

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

WHEREAS, Section 33.1-12(3) of the Code of Virginia authorizes the State Highway and Transportation Commission to make rules and regulations, from time to time, not in conflict with the laws of this State, for the protection of and covering traffic on and the use of systems of State highways and to add to, amend or repeal the same; and

WHEREAS, Section 46.1-173 of the Code of Virginia authorizes the State Highway and Transportation Commission to classify, designate and mark State highways and provide a uniform system of marking and signing such highways under the jurisdiction of this State and such system of marking and signing shall correlate with and so far as possible conform to the system adopted in other states; and

WHEREAS, crossovers are provided on the Interstate System and other controlled access highways primarily for maintenance purposes and for use by police, fire and rescue vehicles in the line of duty; and

WHEREAS, such open crossovers are signed in accordance with the Manual on Uniform Traffic Control Devices to allow their use by authorized vehicles only; and

WHEREAS, it is in the interest of public safety that the use of crossovers on the Interstate System and other controlled access highways be restricted to authorized vehicles only;

NOW, THEREFORE, BE IT RESOLVED, that for the purpose of this restriction, an AUTHORIZED VEHICLE is considered to be a police, fire or rescue vehicle being used in the line of duty, any vehicle or equipment owned or controlled by the Commonwealth of Virginia, Department of Highways and Transportation, while actually engaged in the construction, reconstruction or maintenance of highways, or other vehicle so directed by the Department or by police.

Motion carried.

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

WHEREAS, the Highway and Transportation Commission has the responsibility for allocating UMTA Section 5 funds among the urbanized areas with populations between 50,000 and 200,000, even though such funds are provided by UMTA directly to recipients and, therefore, are not included in the State Budget; and

WHEREAS, such allocations are to be based upon the documented needs in each area and the allocations are to be presented in an annual Program of Projects which will be revised as needed during the program year; and

WHEREAS, the Department's Public Transportation Division has obtained documentation of the funding needs for public transportation in the small urbanized areas of the Commonwealth which are reflected in the numbers provided below; and

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby directs that the following Program of Projects shall serve as the distribution of UMTA Section 5 funds for the Commonwealth's small urbanized areas for fiscal year 1984; and

BE IT FURTHER RESOLVED, that the Commissioner of Highways and Transportation shall advise UMTA of the annual Program of Projects and any subsequent revisions to the program which this Commission may make.

FY-84 Program of Projects for
Virginia's Apportionment of UMTA Section 5 Funds
June, 1983

<u>Operating Assistance</u>	<u>Tiers I & II</u>
1. Greater Roanoke Transit Company FY-84	\$ 689,160
2. Greater Lynchburg Transit Company FY-84	667,034
3. Petersburg Area Transit Company FY-84	190,500
4. Charlottesville Transit Company FY-84	469,984
5. Bristol FY-84	<u>51,530</u>
Operating Subtotal	\$2,068,208
	<u>Tier IV</u>
<u>Capital Assistance</u>	
1. Greater Roanoke Transit Company FY-84	<u>1,830,000</u>
FY-84 Total	<u>\$3,898,208</u>
Motion carried	

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

WHEREAS, Senate Joint Resolution No. 46 of the 1982 General Assembly requested the Virginia Highway and Transportation Commission to examine the number and alignment of the construction districts to better serve Virginia's highway and transportation needs; and

WHEREAS, Section 33.1-12 sets forth the general powers and duties of the Commission; and

WHEREAS, the Commission has examined the district boundary alignment study completed by the Department of Highways and Transportation, as requested by Senate Joint Resolution No. 46; and

WHEREAS, there has been sufficient evidence presented to alter the district boundary alignment in the Northern Virginia region; and

WHEREAS, the Commission is receptive to boundary alignment change that will enhance the Department of Highways and Transportation's capability to address highway and related transportation needs in the Northern Virginia region;

NOW, THEREFORE, BE IT RESOLVED, that the Department of Highways and Transportation is directed to seek authority from the General Assembly in 1984 to increase by one the number of Commission Members and increase the number of Construction Districts to nine by the establishment of a Northern Virginia District by amending Section 33.1-1, 33.1-2, and 33.1-23.2 of the Code of Virginia.

Motion carried.

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

WHEREAS, the Virginia Conflict of Interests Act, Sections 2.1-347 to 358 of the Code of Virginia of 1950, as amended, regulates nepotistic practices by prohibiting the employment of an individual in a direct supervisory capacity over a spouse or any other relative residing in the same household, where the annual salary of the subordinate employee is ten thousand dollars or more; and

WHEREAS, it was the stated intent of the General Assembly in writing the Conflict of Interests Act "to establish a single body of law applicable to all state and local government officers and employees on the subject of conflict of interests so that the standards of conduct of such officers and employees may be uniform throughout the Commonwealth"; and

WHEREAS, it is the recommendation of the Department's Personnel Officer and the Director of Administration, concurred in by the Office

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of the Attorney General, that in the interest of consistency and uniformity in the application of state law and administrative procedures, the Virginia Conflict of Interests Act be adopted in lieu of the Department's current policy on nepotism;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Conflict of Interests Act is hereby adopted as the official policy of the Department of Highways and Transportation, and that all previous policies in the area of conflict of interests or nepotism are hereby repealed; and

BE IT FURTHER RESOLVED, that pursuant to Section 2.1-348(f)(5) of the Code of Virginia of 1950, as amended, particular employees may be exempted from the maximum salary or other requirements of the Act under exceptional circumstances upon the request of the State Highway and Transportation Commissioner to the appropriate cabinet secretary, which request may be based upon written recommendation of the District Engineer or the Division Head for the District or Division where the employee is located; and

BE IT ALSO FURTHER RESOLVED, that in the event that an employee is exempted from the restrictions of the Act as outlined above, all subsequent decisions related to hiring, promotion, termination, transfer, disciplinary actions, merit increases, salary raises or decreases, or evaluations of the subordinate employee will be made by higher level of authority than the person in the supervisory position, as required by Section 2.1-348 (f) (5) of the Code of Virginia of 1950, as amended.

Motion carried.

The Commissioner read into the record the attached statement regarding the Department's Minority Business Enterprise goal as established in the Surface Transportation Assistance Act of 1982. After some discussion and statements by Messrs. Brydges and Quicke that the program be strictly monitored and statement by Mr. Guiffre to the effect that the ultimate goal of the program is the elimination of all discrimination benefiting all, on motion of Mr. Humphreys, seconded by Mr. Smith, the Commission approved the statement, as attached (Mr. Vaughan voting yes by proxy).

On motion of Mr. Mohr, seconded by Mr. Brydges, the Richmond-Petersburg Turnpike Budget of Current Expenses and Reserve Maintenance for Fiscal Year July 1, 1983 - June 30, 1984, was approved, as attached.

REPORT OF THE COMMISSIONER TO THE COMMISSION OF THE VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION CONCERNING FINDINGS AND RECOMMENDATIONS FOR MEETING THE DEPARTMENT'S CURRENT MINORITY BUSINESS ENTERPRISE GOAL AS ESTABLISHED BY THE SURFACE TRANSPORTATION ASSISTANCE ACT AND ITS IMPLEMENTING PROPOSED REGULATION.

As you gentlemen are aware the Department has held a series of advertised public meetings around the State in order to receive the views and suggestions of the minority business enterprise community, the roadbuilding industry and members of the general public and business community on what steps the Department may undertake in order to achieve our current minority business enterprise participation goal of 8.3% as established by the Federal Highway Administration (in keeping with the mandate of the Surface Transportation Assistance Act and its implementing proposed regulation).

Pursuant to these meetings the Department has proposed to adopt some, though not all, of the suggestions which have been received at those meetings. Those proposed for adoption include the removal of the requirement of "double bonding", the giving of even greater emphasis to the use of staged construction as a means of breaking down projects into more feasible units of work for small and medium-sized contractors and eliminating the prequalification requirement on subcontracts up to \$1,000,000.

Nevertheless, the Department does not feel that these steps alone will be adequate to assure that it will meet its current goal, and, as you know, under the governing regulation we are required to employ "all feasible efforts" toward achievement of that goal.

Under the proposed federal regulation, should we fail to meet this year's goal we risk the imposition next year by the FHWA of

direct set-asides in addition to being required to meet next year's own goal. This would place a tremendous burden on everyone but especially small and medium-sized non-minority contractors that compete directly with minority firms. They would really "feel the pinch". Moreover, if we fail to meet the goal and thereafter are unable to convince the FHWA that we used all feasible means toward its attainment, we run some risk of losing at least a portion of our federal funds.

We first considered the temporary use of direct set-asides. Many members of the roadbuilding industry as well as minority contractors endorsed the use of direct set-asides and we felt that their employment would assure us of meeting our goal. However, direct set-asides do not involve minority contractors and other socially and economically deprived contractors in the mainstream of the highway construction business and that, of course, is the ultimate aim of all our affirmative action efforts in this area. Moreover, while the regulation in issue seemingly commends the use of direct set-asides where necessary, it is legally questionable whether set-asides would constitute the "least intrusive means" of achieving the goal in question. The law in this area would seemingly require that we adopt that measure or combination of measures which would intrude the least on the rights of others and visit the least harm on those, including prime and other contractors, who must bear much of the impact of our program.

For this reason, in addition to the steps outlined above which we can adopt administratively, we have chosen to recommend the special contractual provision which is before you. This provision compensates prime contractors for their efforts in securing, supervising and training minority business enterprise subcontractors

and other contractors, who, regardless of race or ancestry, are determined by the Small Business Administration under its governing regulations to be owned and managed by persons who are socially and economically disadvantaged. While race is a factor under the proposed special provision's requirements, it is not the sole, exclusive or even a sufficient factor in determining which firms may qualify for MBE status.

The inclusion of a pay item for securing MBE participation and for thereafter rendering supportive services to minority business enterprises struck us as the only fair course. By definition, firms qualifying for MBE status must have owner/managers who are socially and economically deprived. Such individuals are likely to require myriad forms of assistance and we anticipate that prime contractors may incur higher bond premiums as a result of MBE subcontractors being unable to obtain bonding. We felt that this pay item, which is not expected to exceed in most instances 1.5% of the total contract price, was just and fair compensation. Moreover, from a legal perspective we must where possible minimize the harm any such program may cause to those who are not the primary recipients of its benefits. We feel this special provision's compensation is just and adequate compensation for the supportive services that will be rendered by prime contractors.

We cannot ignore that this program, like any such program, will have its negative impacts. Small and medium-sized non-minority firms will doubtless be impacted negatively by our program. To minimize this impact, as stated above, we are going to give even greater emphasis than we have hitherto given to breaking

projects into contractual units that are within the capacity of such firms. In addition, we would encourage small and medium-sized firms which may be capable of qualifying to seek, if they so desire, certification from the Small Business Administration as firms owned and controlled by persons who are socially and economically deprived.

To preserve the even competitive footing for all prime contractors as called for by the General Assembly it is our intention to impose MBE goal requirements on both non-minority and minority prime contractors alike. Moreover, to prevent any prime contractor from gaining a competitive advantage over any other prime contractor by ignoring goal requirements, we have provided for suspensions from prequalifications where it is determined after hearing that a contractor has not employed the appropriate level of effort toward achievement of his contract's goal.

I must caution the Commission that our counsel has informed us that though he agrees this program appears to be the least intrusive means of meeting the goal set for us by the FHWA any remedial course we may take is fraught with a certain degree of legal peril. This is because the leading Supreme Court decisions in this area, known as the Fullilove and Bakke decisions, reflect sharp divisions of opinion within that Court itself over what is required and permitted in this area.

Nevertheless, I am convinced that if we are not to imperil our continued receipt of federal transportation funding we must do more than we are presently doing to enhance minority business enterprise participation.

Congress has decided that historically minority contractors have been the victim of discrimination and some courts have even taken judicial notice of this claim. For that reason I feel that this Commission must direct its attention toward fashioning, as we have attempted to fashion, a remedial program which intrudes the least upon the rights and interests of others.

Again, I stress that these measures are temporary in nature and may be reviewed in light of the final form of the federal regulation. In any event this program approval is sought only for the current fiscal year.

I am sure the Commission looks forward to the day, as does this Department, when the necessity for steps such as this no longer exists and we can truly treat individuals and firms on an entirely equal basis.

It is on the foregoing basis that I seek your approval of this program.

Charles E. King

Virginia Department of Highways & Transportation
RICHMOND-PETERSBURG TURNPIKE

BUDGET OF CURRENT EXPENSES
FISCAL YEAR JULY 1, 1983 - JUNE 30, 1984

GENERAL ADMINISTRATION

Salaries & Wages	\$ 223,100	
Travel Expense	500	
Stationery Supplies & Printing	87,000	
Heat, Light & Water	22,000	
Telephone & Postage	34,000	
Public Relations	500	
Office Furniture & Equipment	5,500	
Equipment Rental	14,500	
Paying Agent Fee	4,000	
Miscellaneous	<u>1,000</u>	
		\$ 392,100
		\$ 392,100

OPERATION

Accounting & Toll Audit

Salaries & Wages	\$ 248,500	
Materials & Supplies	10,000	
Equipment Maintenance	3,000	
Money Handling	190,000	
Computer Maintenance	4,500	
Equipment Rental	4,500	
Miscellaneous	<u>500</u>	
		\$ 461,000

Toll Supervision & Collection

Salaries & Wages	\$3,799,500	
Materials & Supplies	30,000	
Uniforms & Personal Supplies	40,000	
Heat, Light & Water	132,000	
Rental of Automatic Machines	171,500	
Equipment Rental	25,000	
Miscellaneous	<u>1,000</u>	
		4,199,000

Safety

First Aid Materials & Supplies	\$ 500	
Fire Prevention & Control	<u>2,000</u>	
		<u>2,500</u>
		\$4,662,500

MAINTENANCE

Highway Lighting

Salaries & Wages	\$ 16,500		
Materials & Supplies	13,000		
Energy	100,000		
Contractual Services	35,000		
Equipment Rental	14,000	\$ 178,500	

Turnpike Maintenance

Salaries & Wages	\$ 460,000		
Materials & Supplies	300,000		
Equipment Rental	240,000		
Expendable Equipment & Tools	5,000		
Parts, Gas & Oil	2,000		
Shop Personnel & Labor	40,000		
Miscellaneous	500	1,047,500	

Toll Equipment Maintenance

Salaries & Wages	\$ 115,000		
Parts & Supplies	25,000		
Equipment Rental	23,000		
Miscellaneous	500	163,500	

Grounds & Buildings

Salaries & Wages	\$ 110,000		
Materials & Supplies	30,000		
Equipment & Repairs	11,000		
Contractual Services	10,000		
Equipment Rental	8,600		
Miscellaneous	500	170,100	

Radio System Maintenance

Salaries & Wages	\$ 500		
Parts & Supplies	2,500		
Contractual Services	3,000	6,000	\$1,565,600

OTHER COSTS

Service by Others

Auditor's Fees	\$ 10,900	\$ 10,900	
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Miscellaneous

Social Security	\$ 335,000		
Employees Retirement Program	382,000		
Employees Insurance Program	286,500		
Contingencies	50,000	1,053,500	1,064,400

Total Administration, Operation & Maintenance and Other Costs \$7,684,600

RICHMOND-PETERSBURG TURNPIKE
RESERVE MAINTENANCE
Proposed Expenditures FY 1983-84

<u>Insurance</u>		
Boiler & Machinery	\$ 1,175	\$ 1,175
<u>Equipment</u>		
New:		
3 Weed Eaters	\$ 750	
1 Metal Saw	2,500	
1 Water pump	550	
4 Large push mowers	1,040	
2 Truck mounted attenuators	18,000	
1 Small trailer for push mowers	1,500	
Office furniture - Main Office	2,000	
7 Insect lights	875	
	<hr/>	27,215
Replacement:		
3 Chemical spreaders	\$ 6,000	
1 Chain saw	215	
3 Small push mowers	330	
3 Weed Eaters	750	
50 Toll booth stools	2,500	
Treadles and key boxes	50,000	
1 Electric miter box	300	
5 Calculators	1,450	
4 Typewriters	2,800	
3 Desks - Maintenance Shop	1,065	
6 Chairs - Maintenance Shop	948	
2 Chairs - Engineering Office	420	
	<hr/>	66,778
<u>Paving Roadway and Structures</u>		
Pavement overlay, drainage, and shoulder modification - various locations between Interchange 4 (Colonial Heights) and Interchange 9 (Richmond)	\$1,234,000	1,234,000
<u>Bridge Painting</u>		
Paint structural steel on bridges	\$ 60,000	60,000
<u>Bridge Repairs</u>		
Falling Creek Bridge - northbound lane, Falling Creek Ramp Bridge	\$1,800,000	
Major repairs by State Forces	10,000	
Bridge Inspections by Richmond District	10,000	
Pedestrian screens - Chamberlayne Ave., Belvidere & 1st. Street Bridges	50,000	
James River Bridge joint repair, pier cap repair and Maury Street ramp bridge deck repair	1,200,000	
	<hr/>	3,070,000

Grounds & Buildings

Construct salt storage shed - Interchange 2	\$ 20,000	
4 Heat pumps for toll booths	5,500	
Office modifications	3,500	
Paint bumper blocks	<u>18,000</u>	\$ 47,000

Fencing, Guardrail & Signs

Right-of-Way fence replacement - various locations	\$ 67,000	
Update signs between Interchanges 10 and 17	<u>141,750</u>	208,750

Miscellaneous

Construct merge lane at Intersection of I-95 and I-85 - southbound	\$ 610,000	
Repair electrical manhole covers at toll plazas	15,000	
Replace track and rollers on toll booth doors	<u>12,000</u>	<u>637,000</u>

\$5,351,918

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On motion by Mr. Brydges, seconded by Mr. Humphreys, the Norfolk-Virginia Beach Toll Road Final Budget for Current Expenses, Organization and Operation for Calendar Year 1982, Revised April 18, 1983, was approved, as attached. (see page 1234)

Following presentation of Mr. J. W. Atwell, Budget Officer, on motion of Mr. Mohr, seconded by Mr. Brydges, the Commission adopted the 1983-84 Budget, as attached. (see page 1235)

Mr. John J. Beall, Jr., Senior Assistant Attorney General, briefed the Commission on the Set-Off Debt Collection Act, Section 58.19.6, et seq., and the need for the Department to participate with the Department of Taxation and develop an administrative hearing process to deal with claimants whose state income tax refunds had been held up due to a possible monetary claim owed the Department.

After some discussion, on motion of Mr. Guiffre, seconded by Mr. Brydges, the Commission reluctantly agreed to permit the public hearing process to begin, subject to the Department's presenting further information about the cost-effectiveness of participation under the Act. The additional information is to be available at the July meeting.

Mr. A. L. Thomas, Jr., Traffic and Safety Engineer, read to the Commission the proposed resolution outlining the Department's designated routes to be used by the twin trailers and wide trucks under the Surface Transportation Assistance Act of 1982. After some discussion, moved by Mr. Brydges, seconded by Mr. Mohr, that

WHEREAS, the federal Surface Transportation Assistance Act of 1982 (STAA) requires the U.S. Secretary of Transportation to designate certain federal-aid highways for use by 48-foot long semitrailers, 28-foot long double trailers, 102-inch wide trucks and/or double trailer combinations (hereinafter referred to as "larger trucks under STAA"); and

WHEREAS, the Secretary of Transportation has delegated the power to designate, as well as the power to define reasonable access, to the State Highway Departments in accordance with the intent of Congress; and

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WHEREAS, this Commission, by resolution adopted March 17, 1983, completed such initial designation and definition; and

WHEREAS, by Notice in the Federal Register dated April 5, 1983, the Federal Highway Administration (FHWA) greatly expanded that initial designation; and

WHEREAS, by agreement with the federal government, the FHWA rescinded its designation and replaced the same with a permit system to be administered by VDM&T through July 1, 1983; and

WHEREAS, the agreement provides for a final designation by this Commission of qualifying federal-aid primary highways before July 1, 1983 to replace the permit system after that date;

NOW, THEREFORE, BE IT RESOLVED that this Commission finds that based on the comment received, public hearings held and studies conducted by the staff of the Department (such comment and studies comprising the Administrative Record for the Implementation of the STAA in Virginia, which is hereby fully incorporated by reference), the following action shall be undertaken for the safe accommodation of larger trucks under the STAA on the highways of the Commonwealth:

1. That the current Interstate System in Virginia (except I-66 East of I-495 and I-264 at the Downtown Tunnel between Norfolk and Portsmouth) is designated for the operation of larger trucks under the STAA;
2. That those highways with descriptions hereto attached shall be designated as Qualifying Highways for the operation of larger trucks under the STAA;
3. That reasonable access for larger trucks under the STAA from the Interstate System to terminals and/or facilities for food, fuel, repairs and rest shall be defined as the shortest possible route from the Interstate System to such facilities but in no case to exceed one-half mile from the Interstate System;
4. That reasonable access for larger trucks under the STAA from those Qualifying Highways with descriptions attached hereto to terminals and/or facilities for food, fuel, repairs and rest shall be defined as the shortest possible route from the Qualifying Highway to the facility but in no case to exceed one-half mile from the Qualifying Highway;

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5. That on all roads of the Commonwealth within towns and cities and Henrico and Arlington Counties, except primary route extensions as designated by the Department, larger trucks under the STAA shall not operate unless permission is received from that jurisdiction;
6. That carriers of household goods under the STAA, such as those transporting household furniture from homes or businesses, may be allowed access from the Interstate System and Qualifying Highways further than the one-half mile limit if a permit (without cost) is obtained from the VDH&T or permission received from towns and cities and Henrico and Arlington Counties, provided the route of origin or destination is adequate from a safety standpoint. This same stipulation under the STAA may apply to those terminals and/or facilities for food, fuel, repairs and rest if a permit is obtained (without cost) from the VDH&T or permission received from towns and cities and Henrico and Arlington Counties, provided the route is adequate from a safety standpoint.
7. That from time to time, as appropriate and with due notice, this Commission may modify any of the provisions of this resolution and may, as well, add or delete designated Interstates and Qualifying Highways.
8. That this resolution is effective July 1, 1983.

More discussion ensued, and Mr. Guiffre offered a motion, seconded by Mr. Smith, in the form of a substitute that those routes not in the Interstate system and not meeting the 12-foot-wide lane or 24-foot-wide travelway requirements be dropped from the list. Motion defeated, Messrs. Bane, Brydges, Mohr, Quicke, and Watkins voting no, Messrs. Humphreys, Smalley and Vaughan (by proxy) abstaining.

Vote was then taken on the original motion, which carried, Messrs. Guiffre and Smith voting no, Messrs. Humphreys, Smalley and Vaughan (by proxy) abstaining.

Moved by Mr. Brydges, seconded by Mr. Mohr, that the State Highway and Transportation Commission does hereby certify that changes in state law under House Bill 749 are necessary to secure the full share of federal funding for highway construction.

Motion carried, Mr. Smith voting no, Messrs. Humphreys, Smalley, and Vaughan, (by proxy) abstaining.

NON-INTERSTATE DESIGNATED HIGHWAYS
(1982 STAA)

<u>Route</u>	<u>From</u>	<u>To</u>
1	Route 150	1.5 Miles South of Route 150
1	Route 54 (Ashland)	1.99 Miles North Route 54
1	Route 30	Route 738
1 By-Pass	Fall Hill Avenue (Fredericksburg)	Route 3
3	Route 1 By-Pass (Fredericksburg)	Route 20 at Wilderness
7	Route I-81 (Winchester)	0.68 Mile West of W.C.L. Round Hill
10	Route 58 By-Pass (Suffolk)	Route 666 (1.24 Miles North of Route 258 Bus. at Smithfield)
10	E.C.L. Hopewell	0.37 Mile West Route 156 in Hopewell
10	Route 1	Route 827 (0.56 Mile West of W.C.L. of Hopewell)
11	0.62 Mile South of Route 612 (Varona)	Route 612
11	North Intersection Rt. 220 Alt.	2.15 Miles South of North Intersection Route 220 Alt.
13	E.B.L. Route I-64 (Norfolk)	Maryland State Line
17	Route I-95	Route 29 at Opal
19	Route I-81 via Routes 11 and 140 (Abingdon)	Temp. Route 460 (Route 720) (Bluefield)
23	Tennessee State Line	Route Alt. 58 (Big Stone Gap)
23	Route Alt. 58 (Norton)	Kentucky State Line
29	North Carolina State Line	Route I-66 (Gainesville)
30	Route I-95	Route 1
33	North Carlton Street (Harrisonburg)	Route 340 (Elkton)
33	Route I-295	0.96 Miles West I-295
33	Route I-64	Route 30 East Intersection (West Point)
36	Route I-95 (Petersburg)	Route 156 East Intersection (Hopewell)

<u>Route</u>	<u>From</u>	<u>To</u>
37	Route I-81 South of Winchester	Route I-81 North of Winchester via Route 11
42	Route 257 (Bridgewater)	Maryland Avenue (Harrisonburg)
50	Route 259 at Gore	Route 37
54	Route I-95	Route I
57	Route 220 at Bassett Forks	Route 666 at Bassett
58	Access to Rt. 58 from Route 220 at Bassett Forks (Via Routes 220 Bus., 667, 1112, Commonwealth Boulevard and Fairy Street)	Routes 13 and I-264 at Bowers Hill
58	Leigh Street (Portsmouth)	Route 239
Alt. 58	Route 19 at Hansonville	Route 23 (Norton)
60	Route 150	Route 522 West of Powhatan
76	Route I-195	Route 150
86	Route 29 (Danville)	North Carolina State Line
100	Route I-81	Route 11 (Dublin)
106	Route 57 (Martinsville)	Clearview Drive
146	Route 76	Route 195
150	Route 76	Route I-95
156	Route 10 (Hopewell)	Route 36 (Hopewell)
166	Route 13	Beyside Road (Va. Beach)
195	Route I-195	Route I-95
199	Route I-64	Route 60
207	Route I-95	Routes 2 and 301 at Bowling Green
220	North Carolina State Line	Route I-581 (Roanoke)
220	Route I-81	S.C.L. of Fincastle
Alt. 220	Route I-81	Route 11
226	Route 460	Route 29
239	Route 58 (Portsmouth)	Route I-264

<u>Route</u>	<u>From</u>	<u>To</u>
257	I-81 (Via Route 11)	Route 42
258	North Carolina State Line	Route 58 - Franklin By-Pass
258	I-64 (Hampton)	Route 10 (Banns Church)
301	Routes 2 and 207 at Bowling Green	Maryland State Line
301	I-295	Route 1250
340	Route 7 By-Pass (Berryville)	West Virginia State Line
340	I-66	2.85 Miles North of I-66
360	Route 38 (South Boston)	Route 150
360	Route I-64	Route 627 at Village
460	Route 67 at Raven	Route 19 at Claypool Hill
460	Route 19 at Bluefield via Route 720 (Temp. Route 460)	West Virginia State Line
460	West Virginia State Line	Route I-81 at Christiansburg
460	Route I-581 at Roanoke	Route I-85 South of Petersburg
460	Route I-95 (Petersburg)	Route 58 (Suffolk)
501	Route 360 South Int. (Halifax)	Route 58 (South Boston)
522	Route 37	1.07 Miles North of Rt. 705 at Cross Junction
612	Route I-81 (Augusta Co.)	Route 11 (Verona)
737	Route 86 (Pittsylvania Co.)	0.90 Mile East Route 86
738	Route 1 (Hanover Co.)	1.90 Miles East of Route 1
1250	Route 301 (Hanover Co.)	End of Route

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

that

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

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

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

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

WHEREAS, a certain portion of the VDH&T owned tract located at Correctional Field Unit 30 in Fairfax County has been deemed surplus to the needs of this department; and

WHEREAS, initially, 70.975 acres were acquired from John A. and Mary H. Milan, et al, by deed dated September 21, 1951, recorded in Deed Book 909, Page 26 and later 5,3753 acres were acquired from Benjamin C. Milan, et al, by deed dated July 12, 1962, recorded in Deed Book 2167, Page 585, totaling 76.35 acres, both deeds being recorded in the Office of the Clerk of the Circuit Court of Fairfax County. Of this acreage, approximately 22 acres is currently occupied by DOC; and

WHEREAS, it is recommended that the approximate total of 22 acres (subject to survey and retention of right of way) be conveyed to the Department of Corrections; and

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

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 22 acres, more or

less, land being used as Correctional Field Unit 30 in Fairfax County, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System and the secondary system of State Highways.

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

FURTHER, that the resolution pertaining to the matter passed by the Commission at its meeting of May 19, 1983, is hereby rescinded.

Motion carried.

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

that

WHEREAS, in connection with 10th Street, State Highway Project U000-128-101, RW-201, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way, from Ernest D. Tate and Nelda R. Tate by deed dated September 2, 1971, recorded in Deed Book 1302, Page 284 in the Office of the Clerk of the Circuit Court of the City of Roanoke; and

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

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 8,000

square feet, more or less, and lying northwest of the northwest normal right of way limits of 10th Street, from a point approximately 120 feet left of approximate Station 38+82 (10th Street centerline) to a point approximately 89 feet left of approximate Station 40+33 (10th Street centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land, so certified, is 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 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. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 740, State Highway Project 0740-041-135, C-501, the Commonwealth acquired certain lands from Evelyn B. Barrett by deed dated October 29, 1969, recorded in Deed Book 349, Page 235 in the Office of the Clerk of the Circuit Court of Halifax County; and

WHEREAS, in order to more fully develop his property, the owner of the adjacent lands has requested that certain excess land lying between the northwestern proposed right of way line of Route 740 and northwestern normal right of way limits of present Route 740 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising 0.64 acres, more or less, and lying between the northwestern proposed right of way line of Route 740 and the northwestern normal right of way limits of Route 740, from a point approximately 25 feet opposite approximate Station 11+98 (centerline Route 740) to a point approximately 25 feet opposite approximate Station 17+75 (centerline Route 740) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said parcel of land, so certified, in accordance with the provisions of Section 33.1-154 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed without warranty conveying same to the adjoining landowner of record, at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 33, State Highway Project 0033-054-101, RW-201, the Commonwealth acquired certain lands from Florence W. Perkins and Z. Ellis Perkins by instrument dated September 20, 1966, recorded in Deed Book 131, Page 293, case for which has been concluded, in the Office of the Clerk of the Circuit Court of Louisa County; and

WHEREAS, the adjacent landowner has requested that the Commonwealth convey the excess portion of the land, so acquired, which lies west of the west normal right of way limits of Route 33 so that he may further develop the adjacent property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land containing 0.458 acres, more or less, and lying west of the west normal right of way limits of Route 33, from a point approximately 45 feet right of approximate Station 374+62 (Route 33 centerline) to a point approximately 50 feet right of approximate Station 377+25 (Route 33 centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 57, State Highway Project 0057-044-108, RW-203, the Commonwealth acquired certain lands from Robert Aubrey Eanes and Velma C. Eanes by deed dated February 19, 1968, recorded in Deed Book 210, Page 459; and from J. J. Billings and Halle M. Billings by deed dated May 13, 1968, recorded in Deed Book 211, Page 360. These deeds are recorded in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, the adjacent landowner has requested that the Commonwealth convey the excess portion of the land, so acquired, which lies southeast of the southeast normal right of way limits of Route 57 so that he may further develop the adjacent property; and

WHEREAS, the State Highway and Transportation Commission has certified in writing that the parcel of land containing 0.20 acre, more or less, and lying southeast of the southeast normal right of way limits of Route 57, from a point approximately 52 feet right of approximate Station 537+05 (centerline Route 57) to a point approximately 57 feet right of approximate Station 541+15 (centerline Route 57) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 295, State Highway Project 0295-043-103, RW-203, the Commonwealth acquired certain lands from E. G. Bowles, et al, by instrument dated August 16, 1967, case for which has been concluded, recorded in Deed Book 1318, Page 462; and from Newton F. Jones and Mary M. Jones by deed dated September 15, 1977, recorded in Deed Book 1730, Page 1170. These instruments are recorded in the Office of the Clerk of the Circuit Court of Henrico County; and

WHEREAS, the adjacent landowner has requested that the Commonwealth convey the excess portion of the land, so acquired, which lies north of the north revised proposed right of way line (5-4-82) of Route 295 so that it may further develop the adjacent property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land containing 9.64 acres, more or less, and lying north of the north revised proposed right of way line (5-4-82) of Route 295, from a point approximately 115 feet right of approximate Station 1739+40 (WBL centerline Route 295) to a point approximately 110 feet right of approximate Station 1782+20 (WBL centerline Route 295) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 19, State Highway Project 7019-092-101, RW-201, the Commonwealth agreed to construct a wayside on 3.12 acres of land donated by A. J. Higginbotham, Jr. and Goldie Higginbotham by deed dated August 30, 1973, recorded in Deed Book 388, Page 667 in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEREAS, the land comprising the proposed wayside is located opposite the newly constructed Historic Crab Orchard Museum, in the community of Flagah, on the northeast side of old Route 19; and

WHEREAS, the Commonwealth and the County entered into an agreement dated June 26, 1979 wherein the parties agreed to build a common water supply system and a common sewage treatment system to serve both the proposed wayside and the Museum, then proposed by the County; and

WHEREAS, the Commonwealth and the Higginbothams reached an understanding after the initial right of way settlement of Project 7019-092-101, RW-201 that the Commonwealth would landscape certain portions of old Route 19 and Route 632; and

WHEREAS, an agreement dated April 15, 1983 has been reached whereby all four parties consisting of the Tasewell County Board of Supervisors, the Higginbothams, the Historic Crab Orchard Museum and Pioneer Park, Inc., and the Commonwealth have mutually released each other from the aforementioned agreements and/or understanding and have realigned the responsibilities as follows:

1. The understanding that the Commonwealth would construct a wayside is null and void on the donated 3.12 acres of land.
2. The obligation to build a common water supply system and a sewage treatment system as per agreement dated June 26, 1979 is null and void.
3. The understanding between the Commonwealth and the Higginbothams concerning the landscaping of portions of old Route 19 and Route 632 is null and void.
4. The Commonwealth agrees to deed to the Historic Crab Orchard Museum and Pioneer Park, Inc. that parcel containing approximately 0.84 acre of excess right of way lying in front of the Museum building as previously authorized by the State Highway and Transportation Commission at its meeting of September 18, 1980 and the parcel containing 3.12 acres of land lying across old Route 19 from the Museum and held for a proposed wayside.

5. In addition, the Commonwealth agreed to and has compensated the Museum monetarily to cover their cost of constructing an alternate sewage treatment facility; and

WHEREAS, it is necessary for the Commission to declare surplus the 3.12 acres of land designated for the proposed wayside in order to fulfill the terms of the agreement as outlined herein; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 3.12 acres and lying in the eastern quadrant of existing Route 19 and the Route 19 Bypass, between the east existing right of way and limited access line (3-6-69) and the east existing right of way and limited access line (10-15-73) and also between the south existing right of way and limited access line (3-6-69) and the south existing right of way and limited access line (10-15-73) from a point approximately 90 feet left of approximate Station 971+12 (EBL centerline) to a point approximately 91 feet left of approximate Station 974+50 (EBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the 3.12 acres, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed without warranty conveying same, as well as the approximate 0.84 acre land previously approved by the Commission on September 18, 1980, to the Historic Crab Orchard Museum and Pioneer Park, Inc. in accordance with the terms of the agreement dated April 15, 1983, and subject to such restrictions and reservations as may be deemed requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 66, State Highway Project 0866-000-102, RW-206, the Commonwealth acquired certain lands from Susan Varina Purdy by deed dated March 19, 1963, recorded in Deed Book 1515, Page 428; Polly B. Taylor and Henry L. Taylor, et al, by deed dated August 6, 1969, recorded in Deed

Book 1710, Page 389; William F. Rector and Ruth V. Rector by deed dated July 14, 1969, recorded in Deed Book 1708, Page 574; and Lillian R. Latham by deed dated May 15, 1969, recorded in Deed Book 1702, Page 405. These deeds are recorded in the Office of the Clerk of the Circuit Court of Arlington County; and

WHEREAS, portions of the aforementioned parcels lie outside the normal right of way limits of Route 66 at its intersection with relocated N. Veitch Street; and

WHEREAS, the adjacent landowners of record, Mr. and Mrs. Harold D. McCoy, with whom the Department has been negotiating for years, are agreeable to settling for the lands required from them in partial exchange for the transfer of the excess portions of the lands so acquired from Susan Varina Purdy, et al; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 0.43 acre, more or less, land lying in the southwestern quadrant of the intersection of Route 66 and relocated N. Veitch Street from a point on the south revised proposed right of way line (6-3-81) of Route 66 approximately 105 feet right of approximate Station 1248+86 (centerline Route 66) to a point on the west revised proposed right of way line (6-3-81) of relocated N. Veitch Street approximately 40 feet left of approximate Station 13+96 (centerline relocated N. Veitch Street) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the land so certified is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same to the adjacent landowners, Mr. and Mrs. Harold D. McCoy, and subject to such restrictions as may be deemed requisite.

Motion carried.

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

that

WHEREAS, in connection with Route 64, State Highway Project 0064-121-101, RW-202, the Commonwealth acquired certain lands from State-Planters Bank of Commerce and Trusts, and Horace A. Gray, III, Co-Trustees, under the Will of Horace A. Gray, Jr.,

deceased, by deed dated October 4, 1963, recorded in Deed Book 513, Page 202 in the Office of the Clerk of the Hustings Court of the City of Newport News; and

WHEREAS, a portion of the land so acquired was for the proposed extension of Millwood Drive; and

WHEREAS, the extension of Millwood Drive was never utilized or accepted by the City of Newport News and is considered a paper street; and

WHEREAS, the adjacent landowners have requested that the Commonwealth convey this excess portion of the land, acquired for Millwood Drive, to them so that they may further develop the adjacent property; and --

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the parcel of land containing 0.61 acre, more or less, and comprising the lands acquired for the extension of Millwood Drive, from the end of existing Millwood Drive at approximate Station 16+84 (Millwood Drive Ext. centerline), extending in a southeastern direction for approximately 500 feet to Station 21+85 (Millwood Drive Ext. centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with the Blue Ridge Parkway (formerly Route 48), State Highway Project 1071-F, the Commonwealth acquired certain lands, which lie outside the normal right of way limits, from L. S. Tyree by deed dated January 25,

1940, recorded in Deed Book 177, Page 102; Rachel A. Clark, et al, by Final Decree dated November 26, 1940, recorded in Deed Book 178, Page 333; and from J. N. Martin, et al, by Final Decree dated May 5, 1941, recorded in Deed Book 179, Page 377. These instruments are recorded in the Office of the Clerk of the Circuit Court of Rockbridge County; and

WHEREAS, the right of way for Route 48 has been conveyed to the United States of America, except for the excess areas located outside the normal right of way limits; and

WHEREAS, it is proposed that three (3) parcels of excess land be offered to another State or Federal agency, or be offered to the abutting landowners of record; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that three (3) parcels of excess land containing approximately 96.36 acres, more or less, and lying left of the Parkway at Milepost 38, between Stations 0 and 50; lying right of the Parkway at Mileposts 38 and 39; between Stations 50 and 80; and lying right of the Parkway at Milepost 41, between Stations 180 and 195, are deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 24, State Highway Project 0024-009-102, RW-201, the Commonwealth acquired certain lands from Joseph W. Clark and Helen M. Clark by instrument dated April 23, 1970, case for which has been concluded, recorded in Deed Book 360, Page 568 in the Office of the Clerk of the Circuit Court of Bedford County; and

WHEREAS, it has been brought to the Department's attention that a sign belonging to the adjacent property owner encroaches upon the right of way limits of Route 24; and

WHEREAS, in order to correct this situation, the adjacent landowner has agreed to purchase sufficient land to eliminate the encroachment; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 3,900 square feet, more or less, and lying south of and adjacent to the south normal existing right of way limits of Route 24, from a point approximately 50 feet opposite approximate Station 256+55 (EBL centerline) to a point approximately 50 feet opposite approximate Station 258+15 (EBL centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the land, so certified, to the adjoining landowner of record in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same 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. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 460, State Highway Project 7460-060-101, RW-201, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way from C. D. Dickerson by deed dated April 15, 1966, recorded in Deed Book 271, Page 125 in the Office of the Clerk of the Circuit Court of Montgomery County; and

WHEREAS, it has been requested by the adjacent landowner that the excess land, so acquired, lying north of and adjacent to the north normal right of way limits of relocated Route 723 at its intersection with Route 460 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land lying

north of and adjacent to the north normal right of way limits of relocated Route 723, from a point approximately 50 feet opposite approximate Station 18+60 (centerline relocated Route 723) to a point approximately 92 feet opposite approximate Station 19+50 (centerline relocated Route 723) and containing 0.063 acre, more or less, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said land, so certified, to the adjacent landowner of record 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 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. Mohr, seconded by Mr. Brydges,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-105-101, RW-201, the Commonwealth acquired certain lands from William A. Rule and Joan L. Rule by instrument dated August 18, 1966, recorded in Deed Book 46, Page 319, case for which has been concluded, and by deed dated September 27, 1974, recorded in Deed Book 56, Page 184; and from E. R. Mattle, Jr., Trustee, by deed dated January 23, 1970, recorded in Deed Book 50, Page 358. These instruments are recorded in the Office of the Clerk of the Circuit Court of the City of Clifton Forge; and

WHEREAS, inasmuch as the land is suitable for independent development, it is proposed that the property be offered to a Federal or State agency, or be advertised for the receipt of sealed bids, reserving the right to reject any and all bids; and provided the high bid received is unsatisfactory to the Department, a sale will be negotiated with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 4.82 acres, more or less, and lying north of the north revised proposed right of way and limited access line (8-9-68) of Route 64, from the

east right of way line of Linden Avenue to a point approximately 260 feet opposite approximate Station 247+55 (centerline WBL Route 64) to the lands of George Washington National Forest at a point approximately 116 feet opposite approximate Station 257+70 (centerline WBL Route 64) is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

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

that

WHEREAS, in connection with Route 460, State Highway Project 0460-092-101, RW-201, the Commonwealth acquired certain lands from Coal Creek Coal Company by instrument dated October 1, 1965, case for which has been concluded, recorded in Deed Book 322, Page 100 in the Office of the Clerk of the Circuit Court of Tazewell County; and

WHEREAS, under Project 0460-092-101, RW-201, a segment of Route 460 was improved and widened; and

WHEREAS, the adjoining landowner has requested that the Commonwealth convey to him the excess right of way lying between the south normal right of way limits of Route 460 and the south proposed right of way line of Route 460 in order that he may more fully develop his lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land containing 0.09 acre, more or less, and lying south of and adjacent to the south normal right of way limits of Route 460 from a point approximately 105 feet opposite approximate Station 1405+50 (office revised centerline Route 460) to a point approximately 40 feet opposite approximate Station 1407+00 (office revised centerline Route 460) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-149 of the Code of Virginia (1950), as amended, the conveyance of the said lands, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed to the adjoining landowner of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite, pending the abandonment of old Route 460.

Motion carried.

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

that

WHEREAS, in connection with the Salem Residency Office and Shop, the Commonwealth of Virginia, Department of Highways, acquired certain lands from Robert L. Ferris and Virgie C. Ferris by deed dated December 14, 1973, recorded in Deed Book 987, Page 544; and from Tully P. Parker and Christine Y. Parker, and L. H. Sawyer and Doris M. Sawyer by deed dated December 14, 1973, recorded in Deed Book 988, Page 659. The deeds are recorded in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, the Appalachian Power Company has requested a variable width permanent easement over a portion of the lands of the aforesaid extending in a western direction, lying south of and/or adjacent to the south right of way line of Route 311 for a distance of approximately 870 feet for the construction and maintenance of power line facilities; and

WHEREAS, the State Highway and Transportation Commissioner has certified to the Commission that he deems it expedient to convey to Appalachian Power Company the easement for the said power line.

NOW, THEREFORE, in accordance with the provisions of Section 2.1-6 of the Code of Virginia (1950), as amended, the State Highway and Transportation Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying such easement to the Appalachian Power Company in such form and subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

07/19/83

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made
to the City of Martinsville on net additions of streets, totaling
0.11 mile, and meeting required standards under the aforementioned
section of the Code, effective April 1, 1983, for quarterly payments
due after June 30, 1983. These additions and deletions of streets
and mileage eligible for payments are described as follows:

"Other Streets" Addition

Hospital Drive	From Commonwealth Boulevard to Hospital Property Line	0.24 Mi.
----------------	--	----------

"Other Streets" Deletion

Water Street	From Cleveland Avenue to 0.13 mile West	0.13 Mi.
--------------	---	----------

The "Other Streets" mileage, due to these additions and deletions,
has a net addition totaling 0.11 mile, increasing the total "Other
Streets" mileage in the City of Martinsville from 83.24 miles to 83.35
miles of approved streets subject to payment.

Motion carried.

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to
the City of Chesapeake on additional streets, totaling 5.68 miles, and
meeting required standards under the aforementioned section of the Code,
effective April 1, 1983, for quarterly payments due after June 30, 1983.
The additional streets and mileage eligible for payments are described
on the attached tabulations numbered 1 through 5 dated April 26, 1983.

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

MUNICIPALITY City of Chesapeake
 TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 5.68
 TOTAL ADDITIONAL LANE MILEAGE REQUESTED 11.36

SUBMITTED BY THE CITY ENGINEER (Date 4-26-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-26-83)

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
		MIARS FARMS - SECTION 3-4							
Peppercorn Dr.	1,150' North 110' North of of Bruce Rd. Andrea Lynne Ct.		60'	40'	0.20	NO	Crushed Agg.	Asphalt	2
Andrea Lynne Ct.	Peppercorn Dr. Cul-de-sac		50'	30'	0.08	"	Asphalt	"	2
Casey Martin Ct	Peppercorn Dr. Cul-de-sac		50'	30'	0.06	"	"	"	2
Michael Thomas Court	Peppercorn Dr. Cul-de-sac		50'	30'	0.05	"	"	"	2
		DUNEDIN - SECTION 11-4							
Maori Ct.	Kingston Dr. Cul-de-sac		50'	30'	0.05	"	Asphalt	"	2
		GREEN HAVEN - SECTION II							
Murray Dr.	0.26 Mi. East of Wilcher Rd. Whitmore Road		50'	30'	0.69	"	Crushed Agg.	"	2
Bonney Rd	380' North of Murray Dr.		50'	30'	0.15	"	"	"	2

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

SIGNED [Signature]
 SHEET 1 of 5 Dept. of Highways' Engineer

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

MUNICIPALITY City of Chesapeake

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 5.68

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 11.36

SUBMITTED BY THE CITY OR TOWN (Date 4-26-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-26-83)

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
	LAKE FOREST - SECTION 3-A								
Lakeview Dr.	110 West of Tampa Dr.	120' East of Lakeview Ct.	50'	30'	0.40	NO	Crushed Agg.	Asphalt	2
Old Virginia Rd.	100' West of Tampa Dr.	Lakeview Ct.	50'	30'	0.40	"	"	"	2
Tampa Dr.	Old Virginia Rd.	Lakeview Dr.	50'	30'	0.04	"	"	"	2
Daytona Dr.	Old Virginia Rd.	Lakeview Dr.	50'	30'	0.06	"	"	"	2
Mangrove Dr.	Old Virginia Rd.	Lakeview Dr.	50'	30'	0.07	"	"	"	2
Marco Dr.	Old Virginia Rd.	Lakeview Dr.	50'	30'	0.09	"	"	"	2
Lakeview Ct.	Lakeview Dr.	Cul-de-sac	50'	30'	0.14	"	"	"	2
	WOODARD'S MILL - SECTION 4-A								
Woodard's Ford Road	1,850' East of Mill Stone Rd.	Mill Stone Rd.	50'	30'	0.35	"	Asphalt	"	2
Un-named Street	Woodard's Ford Rd.	400' North of Woodard's Ford Rd.	50'	30'	0.08	"	Asphalt	"	2

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

SIGNED [Signature] Dept. of Highways' Engineer
SHEET 2 of 5

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

MUNICIPALITY City of Chesapeake

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 5.68

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 11.36

SUBMITTED BY THE CITY OR TOWN (Date 4-26-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-26-83)

NAME OF STREET	FROM (N within way list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) J.T.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
		SIR RALEIGH ESTATES - SECTION I							
Prince Edward Dr	Prince Charles Dr. Amia Dr.		50'	30'	0.31	NO	Crushed Agg.	Asphalt	2
Sir Raleigh Dr.	Prince Edward Dr. 250' East of Prince Edward Dr.		50'	30'	0.06	"	"	"	2
Amia Drive	300' East of Prince Edward Dr. Cul-de-sac		50'	30'	0.18	"	"	"	2
		WYNGATE PLACE - SECTION I							
Wyngate Dr.	90' North of Kempville Rd. Cranston Dr.		50'	30'	0.25	"	"	"	2
Wyngate Court	Wyngate Dr. Cul-de-sac		50'	30'	0.03	"	"	"	2
Cranston Dr.	110' West of Wyngate Dr. Wyngate Dr.		50'	30'	0.04	"	"	"	2
		RIVER BIRSCH RUN SOUTH - PHASE II (GREENBRIER - ZONE 5 - SECTION 5 - PARCEL 5)							
River Birsch Run South	Eden Way North Cul-de-sac		50'	30'	0.21	"	Crushed Agg.	Asphalt	2
River Birsch Ct.	River Birsch Run 8. Cul-de-sac		165'	44'	0.03	"	"	"	2

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

SIGNED

D. G. Giddens
 Dept. of Highways' Engineer

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

Municipality City of Chesapeake

MUNICIPALITY

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 5.68

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 11.36

SUBMITTED BY THE CITY OR TOWN (Date 4-26-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-26-83)

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
	BAYBERRY WOODS (GREENBRIER P. D., ZONE 5)								
Savory Cres.	Sage Ct.	Cul-de-sac	50'	30'	0.21	NO	Crushed Agg.	Asphalt	2
Thyme Trail	Savory Cres.	Cul-de-sac	50'	30'	0.22	NO	"	"	2
	STRAWBERRY ACRES - SECTION 2-C								
Hancock Dr.	0.02 Mi. N. of 0.02 Mi. N. of Clayton Ct.	Northam Ct.	50'	30'	0.05	NO	Crushed Agg.	Asphalt	2
Northam Ct. West	Hancock Dr.	Hancock Dr.	50'	30'	0.03	"	"	"	2
Northam Ct. East	Hancock Dr.	Cul-de-sac	50'	30'	0.03	"	"	"	2
Troy Lane	0.02 Mi. N. of 0.02 Mi. N. of Stanley Dr.	Gilbert Ct.	50'	30'	0.13	"	"	"	2
Morris Ct.	Troy Lane	Cul-de-sac	50'	30'	0.02	"	"	"	2
Gilbert Ct.	Troy Lane	Cul-de-sac	50'	30'	0.04	"	"	"	2

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

SIGNED [Signature] Dept. of Highways' Engineer
 SHEET 4 of 5

**ADDITIONS/DELETIONS TO PRIMARY EXTENSIONS/
 REMOVAL "OTHER STREETS" FOR CITIES AND TOWNS
 WITH POPULATIONS IN EXCESS OF 3,400 UNDER
 SECTIONS 33.1-41 and 33.1-43 OF THE CODE
 OF VIRGINIA, 1979 AMENDMENT**

MUNICIPALITY City of Chesapeake

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 5.68

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 11.36

SUBMITTED BY THE CITY OR TOWN (Date 4-26-83) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4-26-83)

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
	SOUTHERN RAILROAD INDUSTRIAL PARK (PARCEL "14"—GREENBRIER—ZONE 1)								
Woodlake Dr.	2995' West of Greenbrier Pkwy.	Woodlake Cir.	50'	30'	0.15	NO	Soil-Cem Asphalt	Asphalt	2
Woodlake Cir.	Woodlake Dr.	Woodlake Dr.	50'	30'	0.78	NO	"	"	2

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

SIGNED [Signature] Dept. of Highways' Engineer

These "Other Streets" additions, totaling 5.68 miles, increase the total "Other Streets" mileage in the City of Chesapeake from 551.20 miles to 556.88 miles of approved streets subject to payment.

Motion carried.

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

WHEREAS, Route 22 (Old Route 39) in Albemarle County has been altered and reconstructed as shown on plans for Project 276-A; 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, 0.31 mile of old location of Route 22, shown in blue and designated as Section 1 on the plat dated May 20, 1983, Project 276-A, be abandoned as a part of the State Highway System.

Motion carried.

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Virginia Beach on additional streets, totaling 7.58 miles, and meeting required standards under the aforementioned section of the Code, effective April 1, 1983, for quarterly payments due after June 30, 1983. The additional streets and mileage eligible for payments are described on the attached tabulations numbered 1 through 6 dated March 9, 1983.

These "Other Streets" additions, totaling 7.58 miles, increase the total "Other Streets" mileage in the City of Virginia Beach from 910.22 miles to 917.80 miles of approved streets subject to payment.

Motion carried.

WITH POPULATIONS IN EXCESS OF 3,500 UNDER SECTIONS 33.1-41 AND 33.1-43 OF THE CODE OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED 7.58

TOTAL ADDITIONAL LANE MILEAGE REQUESTED 15.16

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-9-82)

NAME OF STREET	FROM (if widths vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) ft.	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Guther Place	cul-de-sac to cul-de-sac		50'	30'	.14	No	agg.	plant mix	2
Petsch Place	cul-de-sac to cul-de-sac		50'	30'	.15	No	agg.	plant mix	2
Durbin Place	cul-de-sac to cul-de-sac		50'	30'	.14	No	agg.	plant mix	2
Dubois Place	cul-de-sac to cul-de-sac		50'	30'	.15	No	agg.	plant mix	2
Dante Place	cul-de-sac to cul-de-sac		50'	30'	.16	No	agg.	plant mix	2
Boughton Way	Magic Hollow Blvd. to Bamberg Place	Bamberg Place	50'	30'	.30	No	agg.	plant mix	2
Carbo Place	Magic Hollow Blvd. to Bamberg Place	Bamberg Place	50'	30'	.16	No	agg.	plant mix	2
Bamberg Place	Dead-end to cul-de-sac		50'	30'	.48	No	agg.	plant mix	2
Magic Hollow Boulevard	Lymhaven Pkwy to Bamberg Place		60'	36'	.95	No	agg.	plant mix	2
New Land Drive	Magic Hollow Blvd. to Magic Hollow Blvd.		50'	30'	.50	No	agg.	plant mix	2
Delaware Crossing	Magic Hollow Blvd to cul-de-sac		50'	30'	.23	No	agg.	plant mix	2
Fort Sumpter Court	Delaware Crossing to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Monitor Court	Old Glory Road to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2

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

SIGNED

[Signature]

SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED _____

TOTAL ADDITIONAL LANE MILEAGE REQUESTED _____

SUBMITTED BY THIS 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
Rebel Run Court	New Land Drive to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Jansen Way	Magic Hollow Blvd. to Dante Place		50'	30'	.19	No	agg.	plant mix	2
Cardini Place	Magic Hollow Blvd. to cul-de-sac		50'	30'	.09	No	agg.	plant mix	2
Cherie Drive	Magic Hollow Blvd. to Bamberg Place		50'	30'	.06	No	agg.	plant mix	2
Fowler Court	Bamberg Place to cul-de-sac		50'	30'	.09	No	agg.	plant mix	2

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

SIGNED _____

[Handwritten Signature]

SECTION 33.1-41 AND 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LANE MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 3-9-82)

NAME OF STREET	FROM (If width vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED BT (Yes or No) J.T.	TYPE OF DASH	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Northtree Place	Amberley Forest Rd. to cul-de-sac		50'	30'	.12	No	agg.	plant mix	2
Northtree Circle	Northtree Place to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Fairfax Drive	Lynnhaven Pkwy to cul-de-sac		50'	30'	.24	No	stone	plant mix	2
Benton Court	Fairfax Drive to cul-de-sac		50'	30'	.06	No	stone	plant mix	2
Westmoreland Court	MacArthur Road to cul-de-sac		50'	30'	.02	No	agg.	plant mix	2
MacArthur Road	Dahlia Drive to 275' north Haig Circle		50'	30'	.28	No	agg.	plant mix	2
Haig Circle	MacArthur Road to cul-de-sac		50'	30'	.03	No	agg.	plant mix	2
Pershing Court	MacArthur Road to cul-de-sac		50'	30'	.07	No	agg.	plant mix	2
Old Lyne Road	Dahlia Drive to Front Royal Drive		50'	30'	.20	No	agg.	plant mix	2
Front Royal Road	Dahlia Drive to 120' w/o Old Lyne Road		50'	30'	.15	No	agg.	plant mix	2
Marblehead Drive	Front Royal Road to Old Lyne Road		50'	30'	.11	No	agg.	plant mix	2

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

SIGNED

W. G. G. G.

SECTIONS 33.1-41 and 33.1-43 OF THE CODE
OF VIRGINIA, 1979 AMENDMENT

MUNICIPALITY CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILLAGE REQUESTED

TOTAL ADDITIONAL LANE MILLAGE REQUESTED

APPROVED BY THE CITY OR TOWN (Date) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-2-82)

NAME OF STREET	FROM (If width vary list each change)	TO	N/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Nesbitt Drive	Independence Blvd. to Dahlia Drive		50'	30'	.45	No	Agg.	Plant Mix	2
Confederate Crs	Nesbitt Drive to cul-de-sac		50'	30'	.08	No	Agg.	Plant Mix	2
Oldfield Circle	Nesbitt Drive to cul-de-sac		50'	30'	.07	No	Agg.	Plant Mix	2
Cambell Court	Nesbitt Drive to cul-de-sac		50'	30'	.05	No	Agg.	Plant Mix	2
Concordia Way	Dahlia Drive to cul-de-sac		50'	30'	.07	No	Agg.	Plant Mix	2
Lakerfield Road	Nesbitt Drive to Dahlia Drive		50'	30'	.10	No	Agg.	Plant Mix	2
Callahan Court	Nesbitt Drive to cul-de-sac		50'	30'	.05	No	Agg.	Plant Mix	2
Schroder Court	Nesbitt Drive to cul-de-sac		50'	30'	.07	No	Agg.	Plant Mix	2
Lebl Court	Lombard Drive to cul-de-sac		50'	30'	.05	No	Agg.	Plant Mix	2
Lombard Court	Nesbitt Drive to cul-de-sac		50'	30'	.12	No	Agg.	Plant Mix	2
Lombard Drive	Nesbitt Drive to Dahlia Drive		50'	30'	.14	No	Agg.	Plant Mix	2
Samara Court	Lombard Drive to cul-de-sac		50'	30'	.04	No	Agg.	Plant Mix	2
Boardon Court	Lombard Drive to cul-de-sac		50'	30'	.05	No	Agg.	Plant Mix	2

SIGNED *P. DeLoach*

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

MAP FOR "OTHER STREETS" FOR CITIES AND TOWNS
 WITH POPULATIONS IN EXCESS OF 3,500 UNDER
 SECTIONS 33.1-41 and 33.1-43 OF THE CODE
 OF VIRGINIA, 1979 AMENDMENT

Sheet

MUNICIPALITY

CITY OF VIRGINIA BEACH

TOTAL ADDITIONAL CENTERLINE MILEAGE REQUESTED

TOTAL ADDITIONAL LAND MILEAGE REQUESTED

SUBMITTED BY THE CITY OR TOWN (Date) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-9-83)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	RAISED SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT (Yes or No) ^{1/2}		TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
						Yes	No			
Entrada Drive	Ranchero Road to Atwoodtown Road		60'	36'	.58	No	No	agg.	plant mix	2
Ranchero Road	Camino Real South Entrada Drive		50'	30'	.08	No	No	agg.	plant mix	2
Tres Lane	Entrada Drive to cul-de-sac		50'	30'	.04	No	No	agg.	plant mix	2
Vaso Court	Entrada Drive to cul-de-sac		50'	30'	.05	No	No	agg.	plant mix	2
Toro Court	Entrada Drive to cul-de-sac		60'	36'	.04	No	No	agg.	plant mix	2
Amigo Court	Entrada Drive to cul-de-sac		50'	50'	.05	No	No	agg.	plant mix	2
Tono Court	Entrada Drive to cul-de-sac		50'	50'	.05	No	No	agg.	plant mix	2
Atwoodtown Road	Entrada Drive to 400' North		50'	30'	.07	No	No	agg.	plant mix	2

[Signature]

NOTES: Indicate if Addition or Deletion
 Indicate if Primary Extension or "Other Street"

SIGNED

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

WHEREAS, Route 57 in Henry County has been altered and recon-
structed as shown on plans for Project 0057-044-111, C-501; and

WHEREAS, five sections of the old road are no longer necessary
as a public road, the new road serving the same citizens as the old,
and five sections of the old road are no longer necessary for purposes
of the State Highway System and two sections of the old road are to
be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148
of the Code of Virginia of 1950, as amended, 0.64 mile of old Route 57,
shown in blue and designated as Sections 7, 9, 11, 22 and 24 on the
plat dated October 2, 1974, Project 0057-044-111, C-501, be abandoned
as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of
the Code of Virginia of 1950, as amended, 0.57 mile of old Route 57,
shown in yellow and designated as Sections 3, 4, 6, 8, and 10 on the
plat and project referred to hereinabove, be discontinued as a part of
the State Highway System; and

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-35 of
the Code of Virginia of 1950, as amended, 0.22 mile of old Route 57
shown in red and designated as Sections 5 and 23 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. Humphreys, seconded by Mr. Brydges,
that the Commission confirm letter ballot action on the following reso-
lution:

WHEREAS, Route 460 in Tazewell County has been altered and recon-
structed as shown on plans for Project 0460-092-101, C-501; and

WHEREAS, six 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

WHEREAS, at its meeting on November 21, 1968, this Commission authorized the abandonment of

- Section 1 - Old location of Route 460, west of the new location, from the new location at Station 1293+50 southerly 0.04 mile to the new connection to Route 687.
- Section 5 - Old location of Route 460, west of the new location, from the new location at Station 1370+00 northerly 0.03 mile to the new connection opposite Station 1373+15.
- Sections 6 & 7 - Old location of Route 460, west of the new location, from the new location at Station 1373+15 southerly 0.66 mile to the new location at Station 1407+00.
- Section 9 - Old location of Route 460, east of the new location, from the new connection opposite Station 1415+20 southerly 0.03 mile to the new location at Station 1416+50.
- Section 15- Old location of Route 460, east of the new location, from the new location at Station 1408+00 easterly 0.01 mile.

and this has been found to be in error;

NOW, THEREFORE, BE IT RESOLVED, that action at the November 21, 1968, meeting authorizing abandonment of the above described portions of Route 460 be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.77 mile of old Route 460 shown in yellow and designated as Sections 1, 5, 6, 7, 9, and 15 on the plat dated July 1, 1968, Project 0460-092-101, C-501, be discontinued as a part of the State Highway System.

Motion carried.

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

WHEREAS, Route 460 in Tazewell County has been altered and
reconstructed as shown on plans for Project 0460-092-101, C-501;
and

WHEREAS, one section of the old road, designated as Section 7
on the plat dated July 1, 1968, is no longer necessary as a public
road, the new road serving the same citizens as the old; and

WHEREAS, at its meeting June 16, 1983, this Commission autho-
rized the discontinuance of said section of road as provided in
Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the June 16,
1983 meeting authorizing discontinuance of the aforementioned
Section 7 of Route 460 in Tazewell County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the
Code of Virginia of 1950, as amended, 0.06 mile of old Route 460 shown
in blue and designated as Section 7 on the plat dated July 1, 1968,
Project 0460-092-101, C-501, be abandoned as a part of the State
Highway System.

Motion carried.

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

WHEREAS, by proper resolution, the Board of Supervisors of Henry
County has 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:

Henry County - Sections 13 and 14 of old location Routes 777 and - 0.21 Mi.
973 between Station 153+40 and Station 252+15,
Project 0057-044-111, C-501.

Motion carried.

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides an industrial access fund 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, in response to a request by the City of Norfolk, this Commission did, by resolution on July 15, 1982, allocate \$35,000 from the industrial access fund for the purpose of constructing an access road to serve Norfolk Food Factory Associates to be located off Lance Road in the City of Norfolk; and

WHEREAS, the Norfolk Food Factory Associates was unable to adjust its schedule and await the necessary procedure for the development of an industrial access project; and

WHEREAS, it is desirable to release these funds for other industrial access projects;

NOW, THEREFORE, BE IT RESOLVED that the allocation of \$35,000 made from the 1981-82 industrial access fund for the purpose of constructing an access road to serve the Norfolk Food Factory Associates to be located off Lance Road in the City of Norfolk, Project 9999-122-101, C-501, is hereby withdrawn and reassigned to the unallocated industrial access fund.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Smalley,
that

WHEREAS, Section 33.1-221 of the Code of Virginia provides an industrial access fund 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, in response to a request by the Stafford County Board of Supervisors, this Commission did, by resolution on January 17, 1980, allocate \$60,000 from the industrial access fund for the purpose of constructing an access road to serve Palomar Pole & Pipe Company, Inc. to be located in the North Stafford Industrial Park in Stafford County; and

WHEREAS, this allocation was contingent upon Palomar Pole & Pipe Company, Inc.'s entering into a firm contract for construction of its facility; and

WHEREAS, Palomar Pole & Pipe Company, Inc. has not yet fulfilled this contingency nor is it likely that it will; and

WHEREAS, it is desired to release these funds for other industrial access requests;

NOW, THEREFORE, BE IT RESOLVED that the allocation of \$60,000 made from the 1979-80 industrial access fund for the purpose of constructing an access road to serve the Palomar Pole & Pipe Company, Inc. to be located within the North Stafford Industrial Park in Stafford County, Project 0760-089-176, C-501 is hereby withdrawn and reassigned to the unallocated industrial access fund.

Motion carried.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Design Public Hearing was held in the Auditorium of the Department's Central Office, Richmond, Virginia, on April 7, 1983, at 7:30 p.m., for the purpose of considering the proposed major design features of U.S. Routes 1 and 301 from the intersection of Decatur Street to the intersection of Idlewood Avenue (Robert E. Lee Bridge and Approaches), in the City of Richmond, State Project 0001-127-104, PE-101; Federal Project M-5127(114); and

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

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

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

Motion carried.

Moved by Mr. Smalley, seconded by Mr. Guiffre,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Design Public Hearing was held in the Covington Fire Department Building, Covington, Virginia, on April 27, 1983, at 7:30 p.m., for the purpose of considering the proposed major design features of State Route 18 (Carpenter Drive) from West Persinger Street to East Mallow Road in the City of Covington, State Project 0018-107-102, C-501, B-613; Federal Project W-5107(101); and

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

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

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

Motion carried.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a Location and Design Public Hearing was held in the Abingdon Municipal Building, Abingdon, Virginia, on April 28, 1983, at 2:00 p.m., for the purpose of considering the proposed location and major design features of State Route 75 (Cummings Street) from 0.05 mile south of the intersection of Interstate Route 81 in Washington County to the intersection of Main Street (U.S. Route 11) in the Town of Abingdon, State Projects 0075-095-104, C-501; 0075-140-103, C-501, B-602; Federal Project F-004-1(); and

WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the proposed 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.

Motion carried.

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1982-83 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed and to publicly owned airports . . ."; and

WHEREAS, the Covington City Council has, by resolution, requested industrial access funds to serve Covington MDM Limited located off South Durant Road within the City of Covington, estimated to cost \$128,000; and

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

NOW, THEREFORE, BE IT RESOLVED that \$128,000 of the 1982-83 industrial access fund be allocated to provide adequate access to the proposed facility of Covington MDM Limited located off South Durant Road in the City of Covington, Project 9999-107, 103, C-501, FS701, contingent upon (1) the right of way and adjustment of utilities being provided at no cost to the Commonwealth; (2) the industry's entering into a firm contract for the construction of its facility; and (3) the City of Covington's entering into an agreement with the Department for the execution of the contract.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Brydges, that the Commission confirm letter ballot action on bids received May 24, 1983, on the following project and authorize execution of contract by the Deputy Commissioner or Chief Engineer:

BITUMINOUS PLANT MIX

Bristol District, Project No. 1-A-3, Schedule No. 103-83

Award of contract to low bidder, Kentucky-Virginia Stone Company, Middlesboro, Kentucky.

Bid	\$194,038.75
Engineering and contingencies	30,658.12
Total amount chargeable to project	224,696.87

To be financed from Primary Maintenance Replacement Funds.
Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Brydges, that the Commission confirm letter ballot action on bids received May 24, 1983, on the following project and authorize execution of contract by the Deputy Commissioner or Chief Engineer:

BITUMINOUS PLANT MIX

Fredericksburg District, Project No. 6-E-3, Schedule No. 604-83

Award of contract to low bidder, Blakemore Construction Corporation, Richmond, Virginia.

Bid	\$253,817.70
Engineering and contingencies	40,103.20
Total amount chargeable to project	293,920.90

To be financed from Fredericksburg District Primary and the Northumberland Secondary Maintenance Replacement Funds.

Motion carried, Mr. Mohr abstaining.

Moved by Mr. Humphreys, seconded by Mr. Brydges, that the Commission confirm letter ballot action on bids received March 17, 1983, and March 31, 1983, on the following projects and authorize execution of contracts by the Deputy Commissioner or Chief Engineer:

Project MR-1A-83

Various Locations, Wise County. Award of contract to low bidder, W-L Construction & Paving, Inc., Chilhowie, Virginia.

Bid	\$342,698.63
Engineering and contingencies	54,146.38
Total amount chargeable to project	396,845.01

\$396,845.01 to be financed from Virginia Construction Funds (Budget Item No. 8001-5602)

Route 664, Project 0664-121-102, B-619

Route 664 Crossing of Hampton Roads, Navy Ammunitions Transfer Facility, City of Newport News. Award of contract to low bidder, J. A. Jones Construction Company, Charlotte, North Carolina.

Bid	\$2,390,509.00
Engineering and contingencies	377,700.42
Total amount chargeable to project	2,768,209.42

\$276,820.94 to be provided in future Interstate Construction Allocations.

Motion carried.

Moved by Mr. Humphreys, seconded by Mr. Brydges, that the Commission confirm letter ballot action rejecting bids received March 31, 1983, on the following project and authorize readvertisement:

Route 642, Project 0642-007-228, N-501

From Int. Route 250 To Int. Route 794, County of Augusta. It is felt that better bids may be obtained by readvertisement.

Motion carried.

Mr. King advised the Commission that two contractors were being considered for reinstatement today--the Hardaway Company and subsidiaries and Mega Contractors, Inc. Because of the status of these suits, the Department's counsel deemed it appropriate for the Commission to recess and move into executive session. Therefore, at 12:10 p.m., on motion of Mr. Brydges, seconded by Mr. Quicke, the Commission recessed into executive session to discuss legal issues resulting from bid collusion regarding the above mentioned contractors, as provided by Section 2.1-344(a)(6) of the Code of Virginia

Mr. King reconvened the Commission at 12:39 p.m. in regular session.

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

WHEREAS, pursuant to Guidelines adopted by the Commission for debarment of contractors, Wright Contracting Company, was debarred by the Commissioner from the Virginia Department of Highways and Transportation's list of prequalified bidders on December 29, 1982, based on its plea of guilty to violations of the Georgia antitrust statutes and debarment in Georgia pursuant to Guideline IV(A)(1) and (4); and

WHEREAS, pursuant to Guideline IV(A), Hardaway Constructors and the Hardaway Company were debarred simultaneously with Wright Contracting based upon their affiliation with Wright; and

WHEREAS, Wright Contracting has reached a civil settlement with Georgia and Maryland for its bidrigging activities and all three companies have taken those steps necessary to avoid future collusive activity;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Guideline IV(D), it is in the public interest at this time to modify the debarments of Wright Contracting, Hardaway Constructors and the Hardaway Company to permit reinstatement to the prequalified bidders' list based upon the cooperation of these companies with law enforcement authorities and the representations of these companies that they have been involved in no collusive activity in Virginia; and

BE IT FURTHER RESOLVED, that such reinstatement be probationary for a period of five years ending June 16, 1988.

Motion carried.

Moved by Mr. Brydges, seconded by Mr. Quicke that:

WHEREAS, pursuant to Guidelines adopted by the Commission for debarment of contractors, Mega Contractors Inc. was debarred by the Commissioner from the Virginia Department of Highways and Transportation's list of prequalified bidders on May 9, 1983 based upon its plea of guilty to violations of the Sherman Antitrust Act pursuant to Guideline IV(A)(1); and

WHEREAS, Mega had previously reached a civil settlement with the Commonwealth for its highway bidrigging activities, has cooperated with law enforcement authorities in their investigation and has taken those steps necessary to avoid future collusive activity;

NOW, THEREFORE, BE IT RESOLVED that pursuant to Guideline IV(D), it is in the public interest that Mega's debarment be modified to permit reinstatement to the prequalified bidders' list at this time based upon its restitution, disclosure of wrongdoing, and cooperation with the Commonwealth; and

BE IT FURTHER RESOLVED, that such reinstatement be probationary for a period of five years ending June 16, 1988.

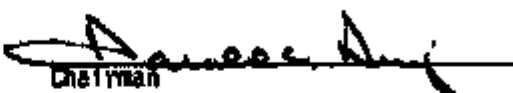
Motion carried.

6/16/83

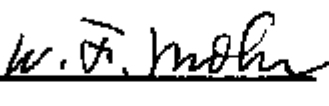
The next Commission meeting will be held July 21, 1983.

The meeting was adjourned at 12:41 p.m.

Approved:


Chairman

Attested:


Secretary

FINAL BUDGET FOR CURRENT EXPENSES
 ORGANIZATION AND OPERATION
 NORFOLK-VIRGINIA BEACH TOLL ROAD
 FOR CALENDAR YEAR 1982
 REVISED APRIL 18, 1983

GENERAL ADMINISTRATION

Staff Salaries	\$ 76,633.00	
Operations Salaries	549,063.00	
Matching Social Security, Retirement, Group Insurance and Health Insurance	107,607.00	
	2	\$ 733,303.00

OTHER OPERATIONS EXPENSES

Buildings, Including Utilities and Office Supplies	\$ 21,000.00	
Brink's Inc. (Pickup of daily collections including counting money from automatics)	32,700.00	
Communications	1,703.00	
Professional Services (Consulting Engineers and Auditors)	10,500.00	
Rental of Automatic Toll Machines and Gates	121,248.00	
Advertising	0.00	
Uniforms	2,349.00	
Commuter Ticket Printing	14,874.00	
Miscellaneous:		
Token Purchases		
Lane Treadle Purchases		
Parts for Manual Lanes		
Rental of ED and Pool Vehicles		
Miscellaneous Parts and Supplies	44,850.00	
		\$249,224.00
TOTAL		\$982,527.00

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

Reserve Maintenance Fund Deposits - \$100,000

**VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
ESTIMATE OF REVENUES
FISCAL YEAR 1983-84**

REVENUE SOURCE	BUDGETED 1982-83	ESTIMATED 1983-84
STATE SOURCES		
Highway User Taxes and Fees:		
Fuel Tax-SCC	\$ 12,864,000	\$ 15,000,000
Fuel Tax-DMV	<u>300,800,000</u>	<u>287,650,000</u>
Fuel Tax-Net	313,464,000	312,550,000
3% Oil Excise Tax	88,094,886	88,907,000
Title Registration	11,345,180	11,484,000
Motor Vehicle Licenses	106,187,486	106,482,000
Operators Licenses	10,850,000	7,454,000
Outdoor Advertising	126,000	130,000
Uncollected Check Fees-DMV	121,500	115,000
Reserved License Plate Fee	1,388,000	2,448,000
License and Registration Reinstatement Fee	201,810	280,000
Operator License Reinstatement Fee	1,288,780	2,828,000
Jamestown Ferry Tolls	315,000	331,000
Sales and Use Tax	87,372,000	77,051,000
Recording, Copying and Certifying Public Records	3,847,000	4,000,000
Service of Process Notice	18,000	20,000
Truck Weighing Fees	30,000	31,000
Liquidated Damages-Weight Violations	2,200,000	2,500,000
Overload Permits	3,000,000	1,000,000
Motor Vehicle Carrier Permits-SCC	5,566,000	---
Mileage Permit Fees-DMV	172,000	131,000
Mileage Permit Fees-DHT	359,000	178,000
Hauling Permit Fees	330,000	348,000
Permit Inspection Fees	243,000	258,000
Dealers Licenses	390,110	410,000
Fines for Littering Highways	1,000	1,000
Land and Building Rentals	8,000	8,000
Miscellaneous Revenues	7,000	7,000
Motor Vehicle Rental Tax	4,380,000	4,380,000
Interstate Reciprocal Registration Plan	17,141,105	17,325,000
Drivers Improvement Clinic	174,850	177,000
Interagency Revenue Transfer	---	1,225,000
SUBTOTAL	<u>\$657,419,335</u>	<u>\$638,812,000</u>
Estimated 6-30-83 Surplus Balance	---	13,650,000
General Funds	112,500	112,500
TOTAL STATE SOURCES	<u>\$657,531,835</u>	<u>\$653,574,500</u>

REVENUE SOURCE	BUDGETED 1982-83	ESTIMATED 1983-84
FEDERAL AID		
Interstate Construction	\$147,885,000	\$143,083,000
Interstate 4R	38,071,000	64,861,000
Interstate Total	185,956,000	207,944,000
Consolidated Primary	32,690,500	45,051,000
Rural Secondary	6,988,000	13,915,000
Urban System	9,071,000	15,468,000
Bridge Replacement	26,301,000	13,768,000
Appalachian	8,000,000	—
Hazard Elimination	—	4,114,000
Rail-Highway Crossing	—	3,223,000
Forestry	200,000	200,000
Planning and Research-HPR	2,214,000	3,114,100
Planning and Research-PR	288,000	368,000
Metro Planning (PL)	738,000	1,228,800
UMTA	2,343,500	2,338,500
Rail Continuance Assistance	900,000	1,000,000
TOTAL FEDERAL AID	\$271,300,000	\$311,733,200
OTHER SOURCES		
Toll Facilities	48,432,300	51,728,100
Local Contributions:		
Urban Construction Projects	3,500,000	3,500,000
Revenue Sharing	1,500,000	1,500,000
Coal Severance Tax Roads	9,000,000	9,000,000
TOTAL OTHER SOURCES	62,432,300	65,728,100
TOTAL FUNDS AVAILABLE	\$991,284,138	\$1,031,036,800

**RECOMMENDED ALLOCATIONS OF ESTIMATED REVENUE
FISCAL YEAR 1983-84**

A	OPERATING BUDGET	<u>ALLOCATED 1982-83</u>	<u>RECOMMENDED ALLOCATION 1983-84</u>
A.1	Administrative & Support Services		
	Administration & Supervision	\$ 26,082,300	\$ 28,158,286
	Advertising	40,000	45,000
	Employee Education & Training	170,000	170,000
	Legal	588,000	558,300
	Safety, Accident Prevention, etc.	168,000	178,800
	EEO Claims	2,000	400,000
	Unemployment Payments	700,000	400,000
	Workmen's Compensation	40,000	75,000
	Computer Services	2,518,000	3,454,700
	Physical Plant Services	4,800,000	5,800,000
	Total Administrative & Support Services	34,908,300	39,339,085
A.2	Ground Transportation Regulation		
	Traffic & Safety Mobile Truck Weighing	690,000	1,068,800
	Interstate Permanent Truck Weighing	1,381,500	1,510,000
	Primary Permanent Truck Weighing	588,000	648,700
	Total Ground Transportation Regulation	2,649,500	3,227,500
A.3	Ground Transportation System Planning & Research		
	Skid Resistance Testing	130,000	134,500
	Research Council-Administration	668,524	659,800
	Research Council-State Research	887,182	866,700
	Traffic Census	1,133,000	1,206,000
	Traffic & Safety-Routine	2,780,550	3,271,300
	Rail Transportation-Routine	322,016	290,700
	Rail Transportation-Thoroughfare Studies	7,000	4,000
	Transportation Planning-Routine	120,000	150,000
	Transportation Planning-Thoroughfare Studies	150,000	150,000
	Public Transportation-Routine	167,000	188,400
	HPR-PR	2,938,748	4,332,700
	Total Ground Transportation System Planning & Research	9,262,000	11,185,200
A.4	Highway System Acquisition and Construction		
	Access Roads and Other Construction:		
	Industrial Access	3,000,000	3,000,000
	Recreational Access	500,000	1,000,000
	Airport Access	500,000	500,000
	Construction Training-Supported Services	338,500	338,500
	Engineering Overhead	3,119,500	3,783,700
	Subtotal Access Roads and Other Construction	7,468,000	8,820,200
	Interstate Construction	211,008,000	238,277,000
	Primary Construction:		
	Primary Construction-Regular	87,709,800	74,967,000
	Appalachian Federal Aid	4,760,000	-
	Interstate Discretionary for Primary System	7,000,000	7,000,000
	Subtotal Primary Construction	99,469,800	81,967,000

	<u>ALLOCATED 1982-83</u>	<u>RECOMMENDED ALLOCATION 1983-84</u>
Secondary Construction:		
Secondary Construction-Regular	\$ 58,561,360	\$ 51,860,000
Unpaved Roads	12,100,000	9,400,000
Appalachian Federal Aid	250,000	-0-
Revenue Sharing	3,000,000	3,000,000
Coal Severance	9,000,000	9,000,000
Subtotal Secondary Construction	80,911,360	73,060,000
Urban Construction	58,516,360	51,860,000
Local Match	3,500,000	3,500,000
Subtotal Urban Construction	60,016,360	55,180,000
Total Highway System Acquisition and Construction	458,848,800	455,084,200
A.5 Highway System Maintenance		
Interstate Maintenance	38,338,900	42,338,900
Primary Maintenance	94,779,800	103,779,800
Secondary Maintenance	130,311,600	143,311,600
Total Highway System Maintenance	263,428,300	289,428,300
A.6 Toll Facility Operations		
Toll Facility Acquisition & Construction	22,878,000	27,405,000
Toll Facility Debt Service	9,788,000	9,555,000
Toll Facility Maintenance & Operation	15,888,300	14,788,100
Total Toll Facility Operations	48,422,300	51,728,100
A.7 Financial Assistance to Localities for Ground Transportation		
Financial Assistance for City Street Construction and Maintenance (City Street Payments)	62,300,000	68,900,000
Financial Assistance for County Road Construction and Maintenance		
Arlington County	6,889,232	5,610,700
Henrico County	8,078,788	7,993,300
Financial Assistance for Mass Transit		
Northern Virginia Transportation Commission	20,834,000	21,106,000
Tidewater Transportation District Commission	2,914,780	3,023,790
Richmond Area	2,878,710	2,528,710
Peninsula Transportation District Commission	1,853,210	1,888,210
Roanoke Area	521,815	333,815
Lynchburg Area	357,790	357,790
Tri-Cities Area	113,750	111,750
Bristol Area	30,850	29,850
Charlottesville	249,300	388,300
Danville Area	255,800	180,900
All Areas-Discretionary	1,587,620	1,367,620
Experimental Public Transportation Projects	420,000	350,000
Public Transportation Promotion, Operations Studies and Ridesharing Support	200,000	150,000
Subtotal State Aid to Mass Transit	31,785,335	31,795,335

	<u>ALLOCATED 1982-83</u>	<u>RECOMMENDED ALLOCATION 1983-84</u>
Washington Metropolitan Area Transit Commission	112,500	112,500
UMTA Grants	2,343,500	2,338,500
Rail Continuance Assistance Grants	800,000	1,000,000
Subtotal Financial Assistance for Mass Transit	35,181,335	35,248,335
Financial Assistance for Transportation Planning	\$ 850,000	\$ 1,448,600
Total Financial Assistance to Localities for Ground Transportation	112,137,335	120,198,935
A.8 Land Management		
Regulation of Outdoor Advertising	238,400	268,000
Total Land Management	238,400	268,000
TOTAL OPERATING BUDGET	929,903,735	970,456,300
B. CAPITAL BUDGET		
B.1 Replacement		
Ferryboat "Ocean City," Jamestown-Scotland Ferry	2,500,000	2,500,000
Total Replacement	2,500,000	2,500,000
B.2 Construction: Operational Facilities		
Salem District		
Bedford Residency - Asphalt Storage Tank		40,000
Lynchburg District		
Bryant Area Headquarters - Two bay shop		55,000
Forks of Buffalo - Area Superintendent's and Timekeeper's office		60,000
Richmond District		
District Office - Security Fence		20,000
Bon Air Area Headquarters - Chemical Storage Building - Security Fence		60,000
Magnolia Storage Yard - Railroad Trestle Removal		20,000
Suffolk District		
Skiffs Creek Area Headquarters - Security Fence		20,000
Berlin Area Headquarters - Enlarge Area Superintendent's and Timekeeper's Office and install restroom		35,000
Whaleyville Area Headquarters - Enlarge Area Superintendent's and Timekeeper's Office and install restrooms		35,000
Fredericksburg District		
District Shop - complete renovation		31,000
Stafford Area Headquarters - Water Filtration System		2,000
Fredericksburg Residency - Security Lights		2,000
Farmers Area Headquarters - Chemical Storage Building		40,000
Culpeper District		
Gainesville Area Headquarters - Repair Shop and Tool Storage Building		75,000
Albania/Greene Storage Lot - Site Work		25,000
Cuckoo Area Headquarters - Purchase Three Acres of land		5,000

	<u>ALLOCATED 1982-83</u>	<u>RECOMMENDED ALLOCATION 1983-84</u>
Staunton District		
Monteary - Shop Building		140,000
Milboro Area Headquarters - Enclose truck bay		10,000
Reserve - Contingency Fund		65,000
Total Construction: Operational Facilities	760,000	760,000
TOTAL CAPITAL BUDGET	3,250,000	3,260,000
SUPPORT TO OTHER STATE AGENCIES (from the Highway Maintenance and Construction Fund)		
Division of Motor Vehicles-Authority: Titles 46.1 & 58	51,790,100	54,988,000
Department of Transportation Safety-Safety Research and Analysis, Budget Item 632; Authority: Title 33.1, Chapter 11 and Section 18.2-271.1	871,200	0- 1/
State Corporation Commission-Highway Vehicle Regulation, Budget Item 680; Authority: Titles 56 & 58	4,536,000	0- 2/
Department of Education-Driver Safety Regulation, Budget Item 788; Authority: § 22.1-206, et al	82,000	84,500
Department of Conservation and Economic Development-Land Management, Budget Item 143; Authority: Titles 10 & 46.1	28,200	31,800
Marine Resources Commission-General Management, Marine Life Management, Budget Items 154 & 166; Authority: Title 28.1	324,400	389,300
Department of Health-Emergency Medical Services, Budget Item 419; Authority: § 32.1 et al	\$ 155,800	\$ 159,800
Secretary of Transportation-General Management and Direction, Budget Item 626; Authority: Title 2.1, Chapter 5.5	160,800	166,700
Department of General Services-Analysis of Gasoline, Diesel Fuel and Motor Oil, Budget Section 3-1.01	91,500	91,300
Department of Agriculture and Consumer Services- Inspection of Gasoline, Diesel Fuel and Motor Oil, Budget Section 3-1.01	48,400	48,400
Department of Law-Legal Services to Division of Motor Vehicles, Budget Section 3-1.01	23,800	25,700

	<u>ALLOCATED 1982-83</u>	<u>RECOMMENDED ALLOCATION 1983-84</u>
Department of State Police Budget Item 541	-0- <u>3/</u>	1,346,000
TOTAL SUPPORT TO OTHER STATE AGENCIES	58,110,400	57,331,500
D. SUMMARY		
Operating Budget	929,903,735	970,455,300
Capital Budget	3,250,000	3,250,000
Support to Other State Agencies	58,110,400	57,331,500
TOTAL FUNDS ALLOCATED	\$991,264,135	\$1,031,036,800

- 1/ The 1983 Legislature abolished the Department of Transportation Safety and vested all former power and duties in the Division of Motor Vehicles.
- 2/ The 1983 Legislature directed the State Corporation Commission to fund its Ground Transportation Regulation Program through user fees and only contribute to the Highway Maintenance and Construction Fund that amount over operating cost. Accordingly, the S.C.C. is no longer funded from the Highway Maintenance and Construction Fund.
- 3/ Responsibility for the Vehicle Weight Enforcement Program was transferred from DMV to State Police.