

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION

RICHMOND, VIRGINIA

July 20, 1972

The monthly meeting of the State Highway Commission was held at the Central Highway Office in Richmond, Virginia, on July 20, 1972, at 10 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Crowe, Eakin, Fitzpatrick, Hall, Janney, Landes and Roos.

Absent: Mr. Glass.

The Chairman introduced the new members of the Commission, Mr. Leonard R. Hall, representing the Bristol District, Mr. Robert S. Landes, representing the Staunton District, Mr. William T. Roos, representing the Suffolk District, and the Secretary of Transportation, Mr. Wayne A. Whitham.

On motion of Mr. Eakin, seconded by Mr. Janney, Mr. Earl A. Fitzpatrick was elected Commission Secretary, replacing Mr. G. L. Baughan, whose term expired June 30, 1972.

On motion of Mr. Crowe, seconded by Mr. Eakin, minutes of the meeting of June 8, 1972, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Eakin, that permits issued from June 8, 1972, to July 19, 1972, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Crowe, seconded by Mr. Eakin, cancellation of permits from June 8, 1972, to July 19, 1972, inclusive, as shown by records of the Department, was approved.

On motion of Mr. Hall, seconded by Mr. Fitzpatrick, the Commission confirmed letter ballot action approving settlement of claim of C. J. Langenfelder & Son, Incorporated and Raymond International, Incorporated, on Project DC77-010-101, G-301, G-303, B-601, B-602, B-605, Contract "B", in accordance with agreement signed June 16, 1972, in the amount of \$5,900,000.

Moved by Mr. Crowe, seconded by Mr. Eakin,
that the Commission confirm latter ballot action on bids received
June 14, 1972, on the following projects:

Project U000-105-102, C-501, B-601

Bridge and Approaches at Smith Creek, City of Clifton Forge. Award of
contract to low bidder, J. M. Turner & Company, Inc., Salem, Virginia.

Bid	\$173,692.76
10% for engineering and additional work	17,369.27
Work by State Forces	3,170.00
Amount chargeable to project	194,232.00
Acct. Rec. City of Clifton Forge -	\$29,602.30

Route 211, Project 7211-069-102, L-801

0.153 Mi. E. WCL Luray - 0.328 Mi. E. N&W RR, Page County. Award of
contract to low bidder, Waynesboro Nurseries, Inc., Waynesboro, Virginia.

Bid	\$101,282.25
10% for engineering and additional work	10,128.22
Work by State Forces	280.00
Amount chargeable to project	111,690.00
Acct. Rec. Luray Caverns -	\$4,462.15

Route 607, Project 0607-017-148, B-616

Bridge over Chestnut Creek, Carroll County. Award of contract to low
bidder, Edwin O'Dell & Company, Pulaski, Virginia.

Bid	\$ 92,600.80
10% for engineering and additional work	9,260.08
Amount chargeable to project	101,861.00
\$24,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.	

Route 620, Project 0620-056-133, B-619

Drainage Structure at Beautiful Run, Madison County. Award of contract
to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid	\$29,018.00
10% for engineering and additional work	2,901.80
Utilities	1,000.00
Amount chargeable to project	32,920.00
\$30,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.	

Route 620, Project 0620-079-111, C-501; 0620-096-114, C-502

Int. Rte. 360 - 0.313 Mi. N. Richmond-Westmoreland County Line, Richmond and Westmoreland Counties. Award of contract to low bidder, Taylor Construction Co., Inc., Kinsale, Virginia.

Bid	\$302,643.96
10% for engineering and additional work	30,264.39
Work by State Forces	194.00
Amount chargeable to project	333,102.00

\$86,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 631, Project 0631-012-145, C-501

0.444 Mi. N. Int. 606 - Int. 630, Brunswick County. Award of contract to low bidder, Key Construction Co., Inc., Clarksville, Virginia.

Bid	\$42,722.00
10% for engineering and additional work	4,272.20
Utilities	1,000.00
Amount chargeable to project	47,994.00

\$39,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 655, Project 0655-060-137, C-501, B-613; 136, C-501, B-612.

2 Bridges and Approaches over Toms Creek, Montgomery County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Virginia.

Bid	\$221,729.69
10% for engineering and additional work	22,172.96
Work by State Forces	194.00
Utilities	1,500.00
Amount chargeable to project	245,597.00

\$192,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 669, Project 0669-058-147, C-501, B-616

Bridge and Approaches over Cox Creek, Mecklenburg County. Award of contract to low bidder, Marks-Runfons Company, Inc., Clarksville, Virginia.

Bid	\$101,607.25
10% for engineering and additional work	10,160.72
Work by State Forces	194.00
Utilities	840.00
Amount chargeable to project	112,802.00

\$68,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 675, Project 0675-051-113, C-501

Drainage Structure and Approaches to Mars Hill Stream, Lancaster County. Award of contract to low bidder, J. L. Kent & Sons, Fredericksburg, Virginia, and J. L. & Garnett G. Kent, Mechanicsville, Virginia.

Bid	\$77,892.40
10% for engineering and additional work	7,789.24
Amount chargeable to project	85,682.00

\$6,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

Route 772, Project 0772-003-116, C-501, B-608

Bridge and Approaches Dunlap Creek, Alleghany County. Award of contract to low bidder, Fairfield Bridge Company, Inc., Staunton, Virginia.

Bid	\$184,422.50
10% for engineering and additional work	18,442.25
Work by State Forces (Seeding)	3,851.10
Utilities	244.17
Amount chargeable to project	206,960.00

\$206,000.00 to be provided for in 1972-73 and Subsequent Years Budgets.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Eakin, that the Commission confirm letter ballot action rejecting bids received June 14, 1972, and authorizing readvertisement of these projects:

Route 13, Project 0013-001-104, L-801

1.0 Mi. S. Maryland State Line at Exist. Rest Area - Information Center and Truck Weighing Station, Accomack County. Low bid - 71.8% over estimate.

Route 17, Project 6017-030-103, C-502; 6017-089-102, C-501; C-503, B-602

From: 0.264 Mi. W. Int. 95 To: 4.398 Mi. W. Int. 95 and From: 0.707 Mi. E. Stafford-Fauquier CL To: 0.264 Mi. W. Stafford-Fauquier CL, Fauquier and Stafford Counties. It is felt that better bids may be obtained by the readvertisement of this project.

Route 58, Project 0058-133-101, C-501

Int. N. Main Street & E. & W. Constance Road, City of Suffolk. Low bid - 87.2% over estimate.

Route 120, Project 0120-000-105, C-501

0.031 Mi. W. Int. N. Upland Street Right - 0.413 Mi. W. Int. Rta. 309, Arlington County. Low bid - 23.6% over estimate.

Route 258, Project 0258-046-108, C-501

0.047 Mi. N. Int. Rte. 619 - 0.359 Mi. S. Int. Rte. 630, Isle of Wight County. Low bid - 14.1% over estimate.

Route 605, Project 0605-049-112, C-502

1.828 Mi. E. Int. 668 - Int. 601, King & Queen County. Low bid - 16.8% over estimate.

Route 621, Project 0621-053-161, C-502, B-620, B-621

Bridge and Approaches over Goose Creek and Drainage Structure and Approaches over Sycoline Creek, Loudoun County. Low bid - 20.3% over estimate.

Route 641, Project 0641-036-101, C-501, B-601

Bridge and Approaches over Sarah's Creek, Gloucester County. Low bid - 15.7% over estimate.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Page County Courthouse, Luray, Virginia, on May 4, 1972, at 10:00 a. m., for the purpose of considering the proposed improvement of Route 682 (Tanner Ridge Road) from the intersection of Route 624 to 0.268 mile west of the intersection of Route 624 in Page County, State Project 0682-069-133, C-501, and

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

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

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

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Chesapeake on additional streets totaling 12.75 miles and meeting standards required by the aforementioned section of the Code effective April 1, 1972, for the quarterly payments due after June 30, 1972. The additional streets and mileage eligible for payment are described and listed on attached tabulation sheets number 1-10, dated April 1, 1972. See Pages 34-43.

These additions, totaling 12.75 miles, will increase the total mileage in the City of Chesapeake from 451.59 miles to 464.34 miles of approved streets.

MOTION CARRIED

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

WHEREAS, Route 20 in Orange County has been altered and reconstructed as shown on plans for Project 0020-068-103, C-502; and

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.12 mile of the old location of Route 20, shown in blue and designated as Section 1 on the plat dated May 11, 1972, Project 0020-068-103, C-502, 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, 0.11 mile of the old location of Route 20, shown in yellow and designated as Section 2 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 17 in Spotsylvania County has been altered and reconstructed as shown on plans for Project 6017-088-101, C-501; and

WHEREAS, one section of the 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, 0.12 mile of the old location of Route 17, shown in blue and designated as Section 7 on the plat dated April 2, 1971, Project 6017-088-101, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 208 in Spotsylvania County has been altered and reconstructed as shown on plans for Project 0208-088-106, C-501, and

WHEREAS, four sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and two 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, 0.39 mile of the old location of Route 208, shown in blue and designated as Sections 1, 2, 5 and 6 on the plat dated February 2, 1972, Project 0208-088-106, 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, 0.20 mile of old location of Route 208, shown in yellow and designated as Sections 7 and 8 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-36 of the Code of Virginia of 1950, as amended, 0.67 mile of the old location of Route 208, shown in red and designated as Sections 3 and 4 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. Fitzpatrick, seconded by Mr. Eakin,
that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Red Bank Community Building, Claudville, Virginia, on May 30, 1972, at 1:30 p.m., for the purpose of considering the proposed construction of a bridge over Dan River and its approaches on Route 645 in Patrick County between the North Carolina State Line and Route 650, State Project 0645-070-145, C-501, B-617, and

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

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

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

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to " . . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Henry County has by resolution requested the use of industrial access funds to assist in providing access to the new facility to be constructed by Bassett Furniture Industries, Incorporated, located at Bassett in Henry County, estimated to cost \$300,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$225,000 from the industrial access fund for 1972-73 be allocated to assist in providing access to the new facility of Bassett Furniture Industries, Incorporated, located at Bassett in Henry County, Project 1228-044-181, C-501, B-625, contingent upon (1) the industry's entering into a firm contract for the construction of its facility; (2) the industry's entering into a bonded agreement with the Department of Highways to provide \$75,000 of matching funds in accordance with the current Commission policy, provided the project costs \$300,000 or less, and provided further that any funds over \$300,000 will be financed 100% by Bassett Furniture Industries, Incorporated; and (3) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

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

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

WHEREAS, the Board of Supervisors of Amelia County has by resolution requested the use of recreational access funds to provide access to the Amelia Wildlife Management Recreational Area north of Route 616 near Mattoax in Amelia County, estimated to cost \$98,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access.

NOW, THEREFORE, BE IT RESOLVED, that \$98,000 from the recreational access fund for 1972-73 be allocated to provide access to the Amelia Wildlife Management Recreational Area in Amelia County, Project 0652-004-131, C-501.

MOTION CARRIED

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

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

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

WHEREAS, the Boards of Supervisors of Appomattox and Buckingham Counties have by resolution requested the use of recreational access funds to provide improved access to Holiday Lake, estimated to cost \$90,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access.

NOW, THEREFORE, BE IT RESOLVED, that \$90,000 from the recreational access funds for 1972-73 be allocated to provide improved access to Holiday Lake in Appomattox County, Project 0614-014-132, C-501; 0614-006-127, C-501.

MOTION CARRIED

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

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

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

WHEREAS, the Board of Supervisors of Craig County has by resolution requested the use of recreational access funds to provide access to the Craig County School Board Recreational Camp, estimated to cost \$40,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33.1-223; and

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the aforementioned access.

NOW, THEREFORE, BE IT RESOLVED, that \$40,000 from the recreational access fund for 1972-73 be allocated to provide access to the Craig County School Board Recreational Camp in Craig County, Project 0689-022-116, C-501.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1972-73 of \$2,500,000 to ". . . be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Council of the City of Suffolk has by resolution requested the use of industrial access funds to provide access to serve the expanding facilities of Mar-Ja, Incorporated, Sheffield Lumber Company, and others, located in the City of Suffolk, estimated to cost \$19,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$19,000 from the industrial access fund for 1972-73 be allocated to provide access to the expanding facilities of Mar-Ja, Incorporated, Sheffield Lumber Company, and others, in the City of Suffolk, Project 9999-133-101, C-501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, by proper resolutions, the Boards of Supervisors of Augusta, Bedford, Brunswick, Campbell, Caroline, Goochland, Northumberland, Patrick, Rockbridge, Scott, Spotsylvania and Wythe Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

AUGUSTA COUNTY	- Sections 3, 4, 5, 6 and 7 of old location Rte. 613 between Sta. 148+50 and Sta. 201+00, Project 0613-007-148, C-501 ----- 0.70 Mile
BEDFORD COUNTY	- Sections 1, 2, 3, and 4 of old location Rte. 699 between Sta. 130+00 and Sta. 165+50, Project 0699-009-150, C-501 ----- 0.30 Mile
BRUNSWICK COUNTY	- Section 2 of old location of Route 644 from a point opposite Sta. 47+30 to a point opposite Sta. 51+50, Project. 0644-012-133, C-501, C-502 ----- 0.08 Mile

CAMPBELL COUNTY	- Section 4 of old location Rte. 1011 from Sta. 44+55 to Sta. 47+25, Project 1011 015-146, C-501 -----	0.10 Mile
CAROLINE COUNTY	- Section 5 of old location Rte. 725 from Sta. 252+50 to the new con- nection opposite Sta. 261+65, Project 0030-016-103, C-501 -----	0.30 Mile
GOOCHLAND COUNTY	- Sections 3 and 4 of old location Rte. 623 from Sta. 52+60 southwest 0.07 Mi., Project 0623-037-121, C-501 -----	0.07 Mile
	- Sections 3, 4, 5 and 13 of Rtes. 683 and 629 within limits of Project 0064- 037-102, P-401 -----	1.06 Miles
NORTHUMBERLAND COUNTY	- Sections 1, 2 and 4 of old location Rte. 624 between Sta. 42+00 and Sta. 316+00, Project 0624-066-104, C-501 -----	0.50 Mile
PATRICK COUNTY	- Rte. 736 from 0.94 Mi. southwest of Rte. 613 southwest 0.25 Mi. to end of maintenance -----	0.26 Mile
ROCKBRIDGE COUNTY	- Section 4 of old location Rte. 716 from Sta. 127+50 northerly 0.04 Mi., Project 0716-081-143, C-501, C-502 --	0.04 Mile
	- Sections 11 and 12 of old location Rte. 710 within limits of Project 0710-081-144, C-501, C-502 -----	0.06 Mile
SCOTT COUNTY	- Rte. 9383 Midway Elementary School Entrance -----	0.12 Mile
SPOTSYLVANIA COUNTY	- Sections 13 and 14 of old location Rtes. 635 and 608 at Sta. 72+50 and Sta. 188+10, Project 6017-088-101, C-501 -----	0.26 Mile
WYTHE COUNTY	- Section 1 of old location Rte. 603 from Sta. 15+00 (Rte. 603) to Sta. 68+50 (Rte. 603), Project 0077-098- 102, P-401 -----	0.83 Mile

WYTHE COUNTY

- Section 2 of old location Rte. 717
from Sta. 36+80 (Rte. 717) to Bland
County Line, Project 0077-010-101,
P-401 ----- 0.32 Mile

MOTION CARRIED

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

WHEREAS, a second crossing of James River on Route 17
between the City of Newport News and Isle of Wight County is proposed
generally parallel the existing structure, and

WHEREAS, the south approach to the existing bridge in
Isle of Wight County from Station 450+00 to Station 467+88.8, Project
2046-01 was declared a Limited Access Highway by resolution dated
June 21, 1955, and

WHEREAS, the above described section shown on plans for
Project 0017-046-102 as being from the mean low water mark on the south
of the James River to Station 255+89.83 = Station 450+00, is the same
area and is the south approach to the proposed structure, and

WHEREAS, a section of Project 0017-121-105 just north
of the James River in the City of Newport News has not been declared
a Limited Access Highway,

NOW, THEREFORE, BE IT RESOLVED, that the section of Route 17
in the City of Newport News, Project 0017-121-105, from the right of way
line declared limited access by the City of Newport News opposite Station
991+00 on the west of the centerline and opposite Station 994+00 on the
east of the centerline to the low water mark on the north of the James
River be declared a Limited Access Highway in accordance with Article 4,
Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and
Highway Commission policy, thus providing control of access on each
approach to the proposed structure.

MOTION CARRIED

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

WHEREAS, Section 33.1-150 of Article 11, Chapter 1, of Title 33.1 of the Code of Virginia provides that the Highway Commission upon its own motion may discontinue any road in the Secondary System where the Commission deems such road or crossing not required for public convenience; and

WHEREAS, rains from Hurricane Agnes which fell in the drainage basin of the James River caused a flood of record, the waters of which destroyed the facilities of the Warren Ferry on Route 627 between Albemarle and Buckingham Counties; and

WHEREAS, use records indicate an ever-decreasing use of this ferry, i.e., 824 vehicles and 27 pedestrians in 1971 for an average of 2.26 vehicles and less than one pedestrian per day; and

WHEREAS, the cost of operating this facility was \$9,268.52 for 1971 or \$10.89 per vehicle or pedestrian; and

WHEREAS, the cost of repairing or restoring this ferry to service is estimated at \$9,000; and

WHEREAS, this Commission is of the opinion that the cost of operation and repairs is not commensurate with the public convenience being rendered.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with Section 33.1-150 of Article 11, Chapter 1, of Title 33.1 of the Code of Virginia, the Boards of Supervisors of Albemarle County and Buckingham County are hereby notified of the intention of this Commission to discontinue portions of Route 627 including the Warren Ferry in Albemarle County and Buckingham County, i.e., 0.20 mile of road and that portion of the ferry in Albemarle County and 0.7 mile of road and that portion of the ferry in Buckingham County; and

BE IT FURTHER RESOLVED, that certified copies of this resolution be sent to the Boards of Supervisors of Albemarle County and Buckingham County.

MOTION CARRIED

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

WHEREAS, Section 33.1-150 of Article 11, Chapter 1, of Title 33.1 of the Code of Virginia provides that the Highway Commission upon its own motion may discontinue any road in the Secondary System where the Commission deems such road or crossing not required for public convenience; and

WHEREAS, rains from Hurricane Agnes which fell in the drainage basin of the James River caused a flood of record, the waters of which destroyed the facilities of the Hatton Ferry on Route 625 between Albemarle and Buckingham Counties; and

WHEREAS, use records indicate an ever-decreasing use of this ferry, i.e., 699 vehicles and 258 pedestrians in 1971 for an average of 1.9 vehicles and less than one pedestrian per day; and

WHEREAS, the cost of operating this facility was \$7,888.32 for 1971 or \$8.24 per vehicle or pedestrian; and

WHEREAS, the cost of repairing or restoring this ferry to service is estimated at \$8,000; and

WHEREAS, this Commission is of the opinion that the cost of operation and repairs is not commensurate with the public convenience being rendered.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with Section 33.1-150 of Article II, Chapter 1, of Title 33.1 of the Code of Virginia, the Boards of Supervisors of Albemarle County and Buckingham County are hereby notified of the intention of this Commission to discontinue portions of Route 625 including the Hatton Ferry in Albemarle County and Buckingham County, i.e., 0.07 mile of road and that portion of the ferry in Albemarle County and 0.7 mile of road and that portion of the ferry in Buckingham County; and

BE IT FURTHER RESOLVED, that certified copies of this resolution be sent to the Boards of Supervisors of Albemarle County and Buckingham County.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Town Hall, Occoquan, Virginia, on June 29, 1971, at 7:30 p.m., for the purpose of considering the proposed improvement of Route 123 from 0.27 mile south of the Prince William-Fairfax County Line to 0.648 mile north of the Prince William-Fairfax County Line in Prince William and Fairfax Counties, State Projects 0123-076-102, RW-201, C-501; 0123-029-107, RW-201, C-501, and

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

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

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

MOTION CARRIED

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

WHEREAS, on the 15th day of June, 1971, John W. Johnson, Inc. and the State Highway Commission entered into a contract in the amount of \$27,282.40 to paint a section of the ceiling at the Big Walker Mountain Tunnel in Bland County, Virginia, on Route 77, Project 0077-010-101, B-606, Contract "E"; and

WHEREAS, the contractor contended he was misinformed as to who would furnish electric power for this work and he also contended he had to work shifts normally requiring the payment of premium wages because other contractors were working in the tunnel; and

WHEREAS, the contractor has requested he be reimbursed a sum of \$11,549.16 for the extra costs incurred by him; and

WHEREAS, the State Highway Commissioner has offered a compromise settlement to the contractor in the amount of \$4,619.10 and the contractor has agreed to accept this sum for settlement in full for his claim.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commissioner is authorized to execute a supplemental agreement, if one is necessary, to settle the claim of the contractor for \$4,619.10.

MOTION CARRIED

Mr. John M. Wray, Jr., Maintenance Engineer, reported on damage caused by floods accompanying Hurricane Agnes, June 20-27, 1972, during which 104 bridges and 600 miles of road were damaged. Cost of repair, he said, will probably amount to \$16,200,000. Fifteen bridges were still out.

Mr. Morrill Crowe, Member of the Commission, and Chairman of the Richmond-Petersburg Turnpike Authority, presented background information on the request of the Turnpike Authority for approval of plans for upgrading and financing, and Senator Elmon Gray and Mr. J. Ruffin Apperson, Member of the Board of Supervisors of Chesterfield County, were heard in opposition to the approval of these plans.

Mr. Fugate said that when the original Turnpike plans were submitted to the Highway Commission, the Highway Commission took a very narrow view of its role. It said it was going to limit its consideration to whether or not the plans for the Richmond-Petersburg Turnpike injured the remainder of the highway system, had concluded they did not and therefore approved the plans.

He said it was his view that the General Assembly in entrusting the Richmond-Petersburg Turnpike Authority with the broad powers for financing, building and improving the Turnpike did not intend for the Highway Commission to have a veto power over this Authority so long as the Authority's actions and plans were in conformance with the long range goals and objectives of the State Highway System. He added that since the plan the Highway Commission was being asked to approve was proposed, the 1972 session of the General Assembly had met and did not see fit to in any way alter the broad powers it had given the Turnpike Authority in its original act.

Mr. Fugate said there were three questions which should be asked before approving the Authority's plans:

1. Does the proposed financing and turnpike widening meet the requirements of Federal and State law?

He said as far as State law is concerned, there is no question but that the statutes give the Turnpike Authority the right to issue additional bonds for upgrading the turnpike so long as its plans receive the approval of the State Highway Commission. The Federal government, he said, got into this because the Interstate System tied into each end of the turnpike and an agreement had to be signed saying that when the present bonds were paid off the road would be free.

Congress later enacted a special law for the Richmond-Petersburg Turnpike Authority, which said that that agreement might be revised to allow the Turnpike Authority to build one additional lane in each direction, limiting what they might do to this plan only, and further provided that the additional bonds were paid off in 1995, which was the terminal date of the original bond issue. He said in his view there was no question whatever but that this proposal meets the requirement of both State and Federal law.

2. Are improvements to the turnpike to provide additional traffic capacity critically needed?

This road is at capacity and beyond and unless something is done in the very near future, the traffic service on the turnpike will deteriorate until it will be one of the worst sections of the Interstate as far as providing traffic service is concerned. No matter what is done, he said, he thought the answer definitely is that something is critically needed right now.

3. Are Federal or State funds available for this purpose and is the Turnpike Authority in deciding to do this by tolls doing something that could be financed with State and Federal funds?

He said he could foresee no State funds being available in the magnitude required for upgrading the turnpike, since the ten year plan uses up every cent we can possibly project from existing sources of revenue. Also, he said, he came away from the recent meeting in Washington with a pessimistic view of Federal funds being available. The Federal Highway Administrator did say that when the turnpike became free it would be eligible for Interstate financing; however, the remaining cost of financing the uncompleted sections of the Interstate System in the nation is now \$32.8 billion and if you load all of the turnpike upgrading onto that, it makes a very dismal picture as far as obtaining Federal funds is concerned in time to do something about the critical traffic need.

Mr. Fugate said he had decided that for his part, the Highway Commission should approve this proposition of the Richmond-Petersburg Turnpike Authority for approval of its financing and upgrading plans.

Mr. Fugate read a letter from Commission Member Thomas R. Glass indicating that he was in favor of approval, and the following resolution was unanimously adopted:

7-20-72

Moved by Mr. Crowe, Seconded by Mr. Fitzpatrick, that

WHEREAS, the Richmond-Petersburg Turnpike Authority, acting pursuant to Title 33.1, Chapter 3, Article 8 of the Code of Virginia, and Chapter 702, Acts of Assembly of Virginia, 1970, and Chapter 650, Acts of Assembly of Virginia of 1972, has determined that it should improve the Richmond-Petersburg Turnpike in the following respects:

1. Widen existing Turnpike from 4 lanes to 6 lanes between Interchange 2 (City of Petersburg) and Interchange 9 (Maury St. - City of Richmond) - Length, 22.5 miles;
2. Construct speed change lanes between Interchange 14 (Boulevard) and Interchange 15A (I-64 West) in the City of Richmond;
3. Eliminate northbound exit ramp to Broad Street East and construct bridge from Broad Street West northbound exit ramp to connect with 17th St. in the City of Richmond;
4. Modify Interchange 9 (Maury St.) and widen southbound end of James River Bridge approximately 600 feet;
5. Utilize existing median area between Interchange 8 (Bells Rd.) and Interchange 9 (Maury St.) for widening by constructing concrete median barrier wall in order to lower right of way cost and make it unnecessary to relocate railroad spur along existing east right of way line of Turnpike;
6. Design and construct Interchange 7 (Falling Creek) to accommodate future Laburnum-Chippenham Extension across James River; and
7. Expand Toll Plaza 1B in Dinwiddie County by adding two lanes and make provision for two future additional lanes.

7-20-72

AND, WHEREAS, the Richmond-Petersburg Turnpike Authority has requested the State Highway Commission to approve of the construction of said improvements and to approve of the issuance by the Richmond-Petersburg Turnpike Authority of its Turnpike revenue bonds for the purpose of paying the cost of constructing such improvements and the interest on such bonds for a period of one year after the revenues of the Turnpike project become available to pay such interest,

NOW THEREFORE, BE IT RESOLVED, that the State Highway Commission does hereby approve of the construction of the improvements to the Richmond-Petersburg Turnpike subject to approval of final plans by the State Highway Commission and the Federal Highway Administration as provided in the Agreement of April 14, 1971, and as set forth in the preamble to this resolution and does hereby approve of the issuance by the Richmond-Petersburg Turnpike Authority of its Turnpike revenue bonds for the purpose of paying the cost of constructing such improvements and the interest on such bonds for a period of one year after the revenues of the Turnpike project become available to pay such interest.

MOTION CARRIED

Mr. Fugate said the resolution of the Turnpike Authority had asked that the Federal Highway Administration join in this approval. He read a letter of July 18, 1972, from Mr. Harold C. King, Division Engineer, Federal Highway Administration, stating that agreement signed in April, 1972, by all parties, including the Federal Highway Administration, was considered their approval of the Turnpike Authority's proposal. Mr. Fugate said that Highway Commission approval was of course provisional upon the final plans being submitted and approved by the Highway Commission and the Federal Highway Administration.

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

WHEREAS, in connection with Route 64, State Highway Project 0064-122-070, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Barbara H. Gifford and C. B. Gifford, Jr., by deed dated December 22, 1965, as recorded in Deed Book 1046, Page 100 in the Office of the Clerk of the Corporation Court of the City of Norfolk; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel of land, so acquired, lying between the southwest normal right of way line of Naval Base Road Extended and the southwest proposed right of way line of Naval Base Road Extended from a point approximately 25 feet opposite approximate survey Station 13+20 (centerline Naval Base Road Extended) to a point approximately 25 feet opposite approximate survey Station 14+08 (centerline Naval Base Road Extended) is not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

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

Motion Carried.

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

WHEREAS, in connection with Route 60, State Highway Project 0060-020-103, RW-201 the Commonwealth acquired certain lands from Elizabeth R. Marks and Gene Marks Miller, Executors and Trustees of the Estate of John H. Marks, deceased by deed dated February 10, 1971, as recorded in Deed Book 1009, Page 605 in the Office of the Clerk of the Circuit Court of Chesterfield County; and

WHEREAS, the land was acquired for the erection of two signal poles; and

WHEREAS the signal poles were installed within the existing right of way; and

WHEREAS, the owners of the adjoining lands have requested that the land be returned to them in order to straighten their property line; and

WHEREAS the State Highway Commissioner has certified in writing that the land lying on the south side of and adjacent to the south existing right of way line from a point 50 feet opposite survey Station 146+15 (centerline EBL) to a point 50 feet opposite survey Station 146+25 (centerline EBL) and from a point 50 feet opposite survey Station 150+90 (centerline EBL) to a point 50 feet opposite survey Station 151+00 (centerline EBL) do not constitute sections of the public road and 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 1950 Code of Virginia, as amended, the conveyance of the said land is approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty to the adjoining landowner of record at 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. Crowe, seconded by Mr. Fitzpatrick, that

WHEREAS, in connection with Route 44, State Highway Project 0044-134-101, RW-201 the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way line, from Marion B. Townsend, et al, by deed dated March 30, 1966, as recorded in Deed Book 956, Page 135, in the Office of the Clerk of the Circuit Court of Virginia Beach; and

WHEREAS, the Alvord Corporation claims that our title to the property is defective as they are the owners of the property as their chain of title to the property is correct; and

WHEREAS, in order to clear up the title to the property the Alvord Corporation is willing to give the Commonwealth a deed to the lands needed for Route 44 and for the future connection thereto, in partial exchange for a quitclaim deed to the lands outside the right of way line; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the east side of the east existing and east proposed right of way line from a point 77 feet opposite survey Station 40+55.79 (centerline Independence Boulevard) to a point approximately 47.50 feet opposite approximate survey Station 42+85 (centerline Independence Boulevard) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-

149 of the 1950 Code of Virginia, as amended the conveyance of the said land is approved, and the State Highway Commissioner is hereby authorized to execute a quitclaim deed in the name of the Commonwealth conveying same in exchange for a deed to the lands required, and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, in connection with Route 629, State Highway Project 0629-061-159, C-501, the Commonwealth acquired certain land from G. E. Bowser by deed dated September 1, 1970, as recorded in Deed Book 333, Page 259, in the Office of the Clerk of the Circuit Court of Nansemond County; and

WHEREAS, a section of Route 629 was relocated in a southeastern direction from a point opposite survey Station 16+00 (centerline Route 629) to a point opposite survey Station 21+00 (centerline Route 629) and the new location serves the same citizens as the old location and has been approved by the State Highway Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Nansemond County held on the 13th day of January, 1972, a resolution was passed abandoning as a public road the old section of Route 629; and

WHEREAS, the adjoining landowner of record, who donated right of way for the aforementioned project, has requested that we convey to him the surplus right of way lying between the centerline of old Route 629 and the northwestern proposed right of way line of Route 629; and

WHEREAS, in the Option Agreement for the land required from the said adjoining landowner, we agreed to recommend to the State Highway Commission that the surplus right of way lying on the northwest side of present Route 629 be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the centerline of old Route 629 and the northwestern proposed right of way line of Route 629 from a point 25 feet opposite approximate survey Station 16+50 (centerline Route 629) to a point 25 feet opposite survey Station 20+59.75 (centerline Route 629) 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, in accordance with the provisions of Section 33.1-154 of the 1950 Code of

Virginia, as amended, is hereby approved and the State Highway Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, to the adjoining landowner of record in exchange for land previously acquired from him and subject to such restrictions as may be deemed requisite.

Motion Carried.

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

WHEREAS, the Commonwealth in connection with Route 195, State Highway Project 0195-127-101, RW-201, acquired certain lands, portions of which lie outside of the normal right of way lines from the Richmond, Fredericksburg and Potomac Railroad Company by deed dated April 20, 1972, as recorded in Deed Book 676-A, Page 129, in the Office of the Clerk of the Court of Chancery in the City of Richmond and in Deed Book 1502, Page 319 in the Office of the Clerk of the Circuit Court of Henrico County; and from the City of Richmond by deed dated November 22, 1971, as recorded in Deed Book 674-B, Page 563, in the Office of the Clerk of the Court of Chancery for the City of Richmond; and

WHEREAS, the State Highway Commissioner has certified in writing that the residues of the parcels lying on the east side of and adjacent to the east right of way and limited access line from a point 340.47 feet opposite survey Station 245+63.68 (Centerline Route 195) to a point 207.70 feet opposite survey Station 246+70.27 (Centerline Route 195) and from a point 110.24 feet opposite survey Station 248+20.79 (Centerline Route 195) to a point 96.00 feet opposite survey Station 253+27.17 (Centerline Route 195) are not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

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

Motion Carried.

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

WHEREAS, in connection with Route 35, now old Route 301, State Highway Project 145-C, now State Highway Project 145 CW-1, the Commonwealth acquired certain lands from John F. Pavel and Anna Pavel by deed dated

November 12, 1924, as recorded in Deed Book 85, Page 498 and from Marvin D. Goodrich and Ruth W. Goodrich and the Federal Land Bank by deed dated October 10, 1924, as recorded in Deed Book 85, Page 501. These deeds are of record in the Office of the Clerk of the Circuit Court of Prince George County, now the City of Petersburg; and

WHEREAS, Route 301 was altered between survey Station 107+00 (centerline Route 301) and survey Station 111+45 (centerline Route 301), and serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the adjoining owner has requested that any of the previously acquired land no longer necessary be conveyed to him in order for him to more fully develop his land in exchange for land from him to widen Routes 301 and 632; and

WHEREAS, at a meeting of the Council of the City of Petersburg held on April 4, 1972, a resolution was duly adopted and recorded in the minutes of the said meeting requesting the Virginia Highway Commission to abandon the portion of old Route 301 between survey Station 107+00 (centerline Route 301) and survey Station 111+45 (centerline Route 301); and

WHEREAS, the State Highway Commissioner has certified in writing that the land comprising the right of way of old Route 301 from a point approximately 60 feet opposite survey Station 107+00 (centerline Route 301) to a point approximately 110 feet opposite survey Station 111+45 (centerline Route 301) 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 33.1-148 of the 1950 Code of Virginia, as amended, the said section of old Route 301 from a point approximately 60 feet opposite survey Station 107+00 (centerline Route 301) to a point approximately 110 feet opposite survey Station 111+45 is hereby declared abandoned, and in accordance with Section 33.1-149 of the same code, conveyance of said land, so abandoned and so certified, to the owner of record of the adjoining land, in exchange for the land needed from him to widen portions of Routes 301 and 632, is hereby approved and the State Highway Commissioner is authorized to execute a deed conveying same, without warranty, in the name of the Commonwealth, subject to such restrictions as he may deem requisite.

Motion carried.

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

WHEREAS, in connection with Route 60, State Highway Project UG00-127-101, RW-201, the Commonwealth acquired certain lands from the

Seaboard Coast Line Railroad Company, by Order, duly recorded in Deed Book 397, Page 556, in the Office of the Clerk of the Hustings Court of the City of Richmond, Part II; and

WHEREAS, the plans have been revised to reduce the right of way width between approximate survey Station 42+84 (centerline Route 60) and approximate survey Station 46+14 (centerline Route 60); and

WHEREAS, in order to more fully develop their lands the adjoining landowners have requested that the land no longer needed be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the original southwest right of way line and the revised southwest right of way line from a point opposite approximate survey Station 42+84 (centerline Route 60) to a point opposite approximate survey Station 46+14 (centerline Route 60) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of §33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land is approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowners of record, at 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. Crowe, seconded by Mr. Fitzpatrick, that

WHEREAS, in connection with Route 10, State Highway Project 7010-046-101, RW-201, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way, from W. W. Lonberger, Jr., et al by deed dated March 25, 1970, as recorded in Deed Book 200, Page 726; Angus I. Hines, Incorporated by deed dated April 23, 1971, as recorded in Deed Book 208, Page 604; and Rebecca E. Wrenn by deed dated October 28, 1969, as recorded in Deed Book 199, Page 337. These deeds are of record in the Office of the Clerk of the Circuit Court of Isle of Wight County; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the west proposed right of way and limited access line of Route 10 and the east proposed right of way line of Route 655 from a point 30 feet opposite survey Station 16+53 (centerline Route 655) to a point 30 feet opposite approximate survey Station 21+60 (centerline Route 655) is not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of Section 33.1-93 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the parcel of land, so certified, is in the public interest, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same, without warranty, to any person agreeable to paying 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. Crowe , seconded by Mr. Fitzpatrick ,
that

WHEREAS, in connection with Route 23, State Highway Project 0023-097-110, RW-203, the Commonwealth acquired certain lands a portion of which was to be used for a drainage facility from Otto Meade, et al by Certificate No. C-11452, dated May 10, 1966, as recorded in Deed Book 395, Page 374 in the Office of the Clerk of the Circuit Court of Wise County, case for which has been completed; and

WHEREAS, the drainage facility was relocated during construction and the land is no longer needed for this purpose; and

WHEREAS, the owner of the adjoining land, in order to more fully develop his land, has requested that the unneeded land be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying between the southeast existing right of way line of existing Route 693 and the northwest existing right of way line of existing Route 23, from a point approximately 44 feet opposite approximate survey Station 10+57 (centerline connection Route 693) to a point approximately 78 feet opposite approximate survey Station 11+08 (centerline connection Route 693) 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 said parcel of land, in accordance with the provisions of Section 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, 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 deemed requisite.

Motion Carried.

Moved by Mr. Crowe , seconded by Mr. Fitzpatrick ,

that

WHEREAS, in connection with Route 501, State Highway Project 0501-130-102, RW-201, the Commonwealth acquired certain lands, portions of which lie outside the normal right of way, from Virginia Taylor Evans and Edward L. Evans by Certificate No. C-17994 as recorded in Deed Book 353, Page 35, which has been settled by an Agreement after Certificate, and from Jennie P. Lawson, et al by deed dated June 16, 1970, as recorded in Deed Book 352, Page 564. These instruments are of record in the Office of the Clerk of the Circuit Court of Halifax County; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcels of land, so acquired lying on the southwest side of and adjacent to the southwest revised proposed right of way line from a point 35 feet opposite approximate survey Station 56+78 (centerline Route 501) to a point 35 feet opposite approximate survey Station 58+39 (centerline Route 501) are not needed for the uses of the State Highway System and the sale of same is deemed by him to be in the public interest.

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

Motion Carried.

The chairman said the Department is receiving requests from all over the state, particularly the urban areas, to provide highway developments so that industrial or commercial type establishments may have highway facilities to serve them. He said one facility planning to locate in Virginia has asked assurance that millions of dollars will be spent in upgrading a state highway interchange and improving other roads before they decide to locate. He felt there is a question as to how far the Highway Department should go in use of public funds to induce tremendous developments of this kind in Virginia. He said there is a guideline in the industrial access program, for which the General Assembly has provided \$2.5 million for the avowed purpose of attracting industry to Virginia. He felt this problem has gotten beyond the Highway Department staff and asked that a committee comprising Mr. Crowe as chairman, Mr. Eakin and Mr. Glass look into the problem and come up with a recommendation to the staff. He asked Mr. Britton, Director of Administration, to serve as secretary, and that the committee work very closely with Mr. Whitham, Secretary of Transportation.

Moved by Mr. Roos, seconded by Mr. Eakin, that the Commission approve award of contract on the following projects:

Route 236, Project 0236-151-101, C-502

0.042 Mi. E. Rte. 237 (East St.) - 0.318 Mi. W. Rte. 237 (East St.), City of Fairfax. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

Bid	\$398,324.60
10% for engineering and additional work	39,832.46
Work by State Forces	5,890.00
Amount chargeable to project	444,047.00
Acct. Rec. City of Fairfax -	\$66,607.05

Project SCG-1-72

Removal and Replacement of Concrete Curb and Gutter, Entrances and Sidewalk, Various Streets and Roads, Fairfax and Arlington Counties. Award of contract to low bidder, Guy H. Lewis and Son, McLean, Virginia.

Bid	\$349,205.00
10% for engineering and additional work	34,920.50
Amount chargeable to project	384,125.00
To be financed from Culpeper District Primary and Fairfax County Secondary Systems Maintenance Funds.	

MOTION CARRIED

In reporting on the status of I-66, Mr. Fugate advised the Appeals Court decision was being appealed to the Supreme Court by the Attorney General. He said this highway is so badly needed that he and the Federal Highway Administration feel the Department should not lose any time. He said it will take some time to make the appeal to the Supreme Court, but in the meantime it had been decided to go ahead and comply with the letter and spirit of the Appeals Court decision, which means going back and examining everything that went into the decision to build I-66 as an Interstate route and to permit one leg of the metropolitan rail system to be located in the median. He said the Department has been consulting with the people who made the original studies and made the original route recommendations and has come to a point practically of agreeing as to the scope of the studies to be carried out, which will take nearly a year.

He said the Department is also on the verge of asking a local advisory committee to come into the picture and give local input and advice as may be necessary. He was not ready at this time to divulge the composition of this committee, but said an announcement would be made in the near future.

Mr. Fugate said questions to be studied are: Is the highway required? Could we get by with rapid transit? Could we expand the other roads in the corridor to take care of the situation? Would the highway system alone provide full transportation facilities and services? Are there alternate routes? It is hoped that full citizen participation will set up guidelines for the study so as to obtain maximum citizen input.

Mr. Fugate said that in the Northern Virginia area the highest priority had been given to conversion of the four-lane Shirley Highway, which was the first full limited access route in the State and one of the first in the nation. This is now being completely rebuilt and will provide three traffic lanes in each direction, and in the median will be two lanes separated from the others and which will be reversible. In the morning these two lanes will be used for traffic going in, and in the afternoon for traffic going out, giving in peak hours five lanes in each direction. In the center lanes, bus usage will be given the highest priority.

He said the Washington Beltway (I-495) has part four lanes in Virginia, part six lanes and that the Department has agreed with the Federal Highway Administration that it needs to be eight lanes throughout. This, he said, is going to require some compromise with desirable standards but it is believed these can be made. The Department has agreed with the Federal Highway Administration on the guidelines and has completed arrangements with consulting engineers to undertake the design and hopes to have an initial project under way in the fall of 1973. He says this is a very pressing project and needs to be given maximum attention.

The problem of stranded vehicles, the chairman said, exists throughout the entire Interstate System and has been of great concern. A highway patrol has been operated on holiday weekends for the last several years. The patrols are Highway vehicles equipped with gasoline and equipment to make minor repairs. This, he said, has proven to be a very expensive undertaking, the average cost of aiding a motorist being about \$50.00. This is too expensive to do on the entire Interstate System and there are many other primary roads that need it just as badly.

He said many feel that telephones should be put every half mile, but this is tremendously expensive and an additional hazard is introduced because when an automobile breaks down between telephones, someone has to get out and walk along the shoulder to the telephone, which is even more hazardous than sitting in the car waiting for someone to come by. He said that on the Washington Beltway it has been decided to operate a continuous patrol service. The experience of weekends, he said, indicates that the average assist there costs \$25.00 per vehicle. This is a pilot and temporary project and would result in the expenditure of \$110,000 annually. It will be tried for six months or a year.

Mr. Fugate said that he was sure Virginia has the most dedicated, the most loyal and the most efficient highway organization in the United States, but that the morale in the Highway organization and in other elements of the State service right now is not as high as he would like to see it. He said there have been several things recently that have affected morale. One is that State employees have looked forward for years to the time when the General Assembly would provide free hospitalization benefits as a condition of State employment. He said when the General Assembly, in 1972, got around to this, the employees in Southwestern Virginia found that Blue Cross-Blue Shield had already been providing a much lower scale of hospitalization costs in the western part of the state than in the eastern and when they bid and got the statewide contract, the benefits to the people in the western part of the state were almost negligible. He said the Governor did what he could to increase the benefits but there is still widespread disillusionment with this hospitalization policy.

Also, he said, there have been widespread expectations that State salaries would be increased more in line with competing operations and while some relief has been provided, the employees do not consider that it goes anything like far enough.

In the third place, he said, six months or so ago the comptroller and others decided that whereas employees had been getting paid on the 1st and 15th of each month, they gradually over a period of six months would be advanced one day each month until now pay checks are on the 7th and 22nd, and this has created a tremendous morale situation.

He also mentioned the variation in salaries, a higher salary being paid in Northern Virginia than anywhere else in the state because the living cost there has been determined to be a great deal more. This, he said, naturally raises envy in some other parts of the state.

He said these fields and more need to be explored and that he understood they would be by two or three committees that have been created by the General Assembly; also, that the State Personnel Division is constantly exploring them.

He asked Mr. Roos to head a committee comprised of Mr. Landes and Mr. Janney to explore these employee problems. He asked that Mr. Britton, Director of Administration, serve as secretary, and that the committee work with Mr. Whitham, Secretary of Transportation.

Mr. Hall was appointed to the Commission Permit Committee filling the vacancy created by Mr. Baughan's retirement from the Commission.

The meeting was adjourned at 12:55 p.m.

Approved:

Wesley A. Gage
Chairman

Attested:

Charles L. Siefert
Secretary

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4-OF THE CODE OF VIRGINIA, 1964 AMENDMENT


MUNICIPALITY Chenapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75 mi.

SUBMITTED BY THE CITY OR TOWN (Date 4/25/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/26/72)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
		<u>GAMELOT, SECTION III-A</u>							
GameLot Ct.	GameLot Blvd.	Can-de-sac	50'	30'	.06 mi.		crushed egg.	plant mix	
		<u>DUNEDIN, SECTIONS I, II, III, IV, V, & V-A</u>							
Forest Haven La.	Rte. 17, 280' S. Rte. 17		70'	35'	.05 mi.		crushed egg.	plant mix	
Forest Haven La.	280' S. Rte. 17, Dunedin Dr.		60'	40'	.37 mi.		crushed egg.	plant mix	
Liberton Ct.	Forest Haven La.	Can-de-sac	50'	30'	.07 mi.		crushed egg.	plant mix	
Ashland Dr.	Forest Haven La., Dead End		50'	30'	.06 mi.		crushed egg.	plant mix	
Berkshire Dr.	Forest Haven La., Helensburgh Dr.		50'	30'	.11 mi.		crushed egg.	plant mix	
Pine Hill Cres.	Berkshire Dr., Maori Dr.		50'	30'	.19 mi.		crushed egg.	plant mix	
Helensburgh Dr.	Forest Haven La., Maori Dr.	100' W.	50'	30'	.32 mi.		crushed egg.	plant mix	
Dalmore Ct.	Helensburgh Dr., Can-de-sac		50'	30'	.03 mi.		crushed egg.	plant mix	
Avondale Ct.	Helensburgh Dr., Can-de-sac		50'	30'	.07 mi.		crushed egg.	plant mix	
Maori Dr.	Helensburgh Dr., Dunedin Dr.	150' S.	50'	30'	.21 mi.		crushed egg.	plant mix	

SIGNED



Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

Chesapeake

MUNICIPALITY

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75

SUBMITTED BY THE CITY OR TOWN (Date 4/15/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/26/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Dunedin Dr.	Taylor Rd.	520' N. Taylor Rd.	70'	35'	.10 mi.	crushed agg.	plant mix	
Dunedin Dr.	520' N. Taylor Rd.	150' N. Maori Dr.	60'	40'	.49 mi.	crushed agg.	plant mix	
Port Chambers Ct.	Dunedin Dr.	Cul-de-sac	50'	30'	.03 mi.	crushed agg.	plant mix	
Brandywine Dr.	Dunedin Dr.	120' N. Dunedin Dr.	50'	30'	.02 mi.	crushed agg.	plant mix	
Bradywine Dr.	Dunedin Dr.	Dunedin Dr.	50'	30'	.32 mi.	crushed agg.	plant mix	
Normandy Ct.	Bradywine Dr.	Cul-de-sac	50'	30'	.05 mi.	crushed agg.	plant mix	
Bangor Dr.	Dunedin Dr.	100' N. Dunedin Dr.	50'	94'	.02 mi.	crushed agg.	plant mix	
Dunworken Dr.	Dunedin Dr.	100' N. Dunedin Dr.	50'	107'	.02 mi.	crushed agg.	plant mix	
Woodbaugh Dr.	100' N. Dunedin Dr.	450' E. Dunedin Dr.	50'	30'	.11 mi.	crushed agg.	plant mix	
Bickford Ct.	Woodbaugh Dr.	Cul-de-sac	50'	30'	.07 mi.	crushed agg.	plant mix	
Bonar Dr.	100' N. Dunedin Dr.	380' E. Dunedin to Cul-de-sac	50'	30'	.09 mi.	crushed agg.	plant mix	

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Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT


MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75

SUBMITTED BY THE CITY OR TOWN (Date 4/25/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/26/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Gaston Ct.	Gaston Dr.	Cul-de-sac	50'	30'	.04	mi.	crushed agg.	plant mix	
Bruno Dr.	Aaron Dr.	150' S. Gaston Dr.	50'	30'	.12	mi.	crushed agg.	plant mix	
Sir Tristram Ct.	Sir Kay Dr.	Cul-de-sac	50'	30'	.05	mi.	crushed agg.	plant mix	
Camelot Blvd.	Deep Creek Blvd. Sir Galalahad Dr.		80'	59'	.60	mi.	crushed agg.	plant mix	
Sean Drive	Camelot Blvd.	Aaron Dr.	50'	30'	.12	mi.	crushed agg.	plant mix	
Sir Galalahad Dr.	Camelot Blvd.	Sir Kay Dr.	50'	30'	.29	mi.	crushed agg.	plant mix	
Kenelm Dr.	Gauntlet Dr.	Sean Dr.	50'	30'	.50	mi.	crushed agg.	plant mix	
Kenelm Ct.	Kenelm Dr.	Cul-de-sac	50'	30'	.05	mi.	crushed agg.	plant mix	
Gauntlet Dr.	Kenelm Dr.	Kenelm Dr.	50'	30'	.27	mi.	crushed agg.	plant mix	
Gauntlet Ct.	Gauntlet Dr.	Cul-de-sac	50'	30'	.07	mi.	crushed agg.	plant mix	
Darius Ct.	360' W. Gauntlet Dr.	230' E. Gauntlet Dr.	50'	30'	.12	mi.	crushed agg.	plant mix	
Sword Dr.	Kenelm Dr.	Aaron Dr.	50'	30'	.13	mi.	crushed agg.	plant mix	
Roundtable Ct.	Camelot Blvd.	Cul-de-sac	60'	37'	.04	mi.	crushed agg.	plant mix	

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Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75

SUBMITTED BY THE CITY OR TOWN (Date 4/25/12) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/26/12)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Castle Ct.	Gamelot Blvd.	Gul-de-sac	60'	37'	.04 mi.		crushed agg.	plant mix	
		MELLOW WOODS							
Briarfield Dr.	120' N. Vanette Dr.	Parker Rd.	50'	30'	.18 mi.		crushed agg.	plant mix	
Vanette Dr.	200' W. Briarfield Dr.	700' E. Gul-de-sac	50'	30'	.17 mi.		crushed agg.	plant mix	
Woodbridge Dr.	160' W. Woodbridge Ct.	600' E. Briarfield Dr.	50'	30'	.20 mi.		crushed agg.	plant mix	
Woodbridge Ct.	Woodbridge Dr.	Gul-de-sac	100'	80'	.02 mi.		crushed agg.	plant mix	
Randy Ct.	35' N. Woodbridge Dr.	Gul-de-sac	50'	30'	.02 mi.		crushed agg.	plant mix	
		HOLLY COVE, SECTION I							
Holly Cove Dr.	(Rts 58) Airline Blvd.	320' N. Airline Blvd.	80'	40'	.06 mi.		crushed agg.	plant mix	
Holly Cove Dr.	320' N. Airline Blvd.	760' N. Airline Blvd.	60'	40'	.08 mi.		crushed agg.	plant mix	
Schooner Trail	Holly Cove Dr.	.12 mi. W. Holly Cove Dr.	50'	30'	.12 mi.		crushed agg.	plant mix	
Sloop Trail	Schooner Trail	.02 mi. N. Schooner Trail	50'	30'	.02 mi.		crushed agg.	plant mix	
Miller Lane	Holly Cove Dr.	.02 mi. E. Holly Cove Dr.	50'	30'	.02 mi.		crushed agg.	plant mix	

SIGNED

[Signature]
Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILLAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

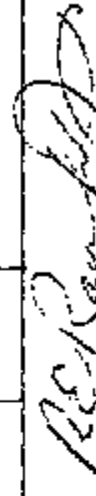
MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75 mi.

SUBMITTED BY THE CITY OR TOWN (Date 4/25/73) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/26/73)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH AT MANY POINTS	HARD SURFACE WIDTH AT MANY POINTS	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Duke of York Dr.	170' E. Princess Anne Cras.	Duke of York Ct.	50'	30'	.05 ml.	crushed agg.	plant mix	
Duke of York Ct.	Duke of York Dr.	90' S. Duke of York Dr.	50'	30'	.02 ml.	crushed agg.	plant mix	
Flintfield Cres.	Airline Blvd.	Westborough Dr.	60'	30'	.03 ml.	crushed agg.	plant mix	
Flintfield Cres.	Westborough Dr.	Westborough Dr.	50'	30'	.25 ml.	crushed agg.	plant mix	
Westborough Dr.	450' E. (Entrance) Flintfield Cres.	Flintfield Cres	50'	30'	.19 ml.	crushed agg.	plant mix	
Sunrise Avenue	Campostella Rd.	900' E. Campostella Rd	60'	40'	.17 ml.	crushed agg.	plant mix	
Sunrise Avenue	900' E. Campostella Rd.	2800' E. Campostella Rd	50'	30'	.37 ml.	crushed agg.	plant mix	
Sunrise Ct.	Sunrise Avenue	Gul-de-sac	50'	30'	.05 ml.	crushed agg.	plant mix	
Cardlewood Cir.	Sunrise Avenue	Sunrise Avenue	50'	30'	.45 ml.	crushed agg.	plant mix	
Cardlewood Ct.	Cardlewood Cir.	Gul-de-sac	100'	30'	.03 ml.	crushed agg.	plant mix	

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Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75 mi.

SUBMITTED BY THE CITY OR TOWN (Date 4/25/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/26/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Hilton Avenue	Cardlewood Cir.	Sunrise Ave.	50'	30'	.16 mi.	crushed agg.	plant mix	
Hilton Ct.	Hilton Avenue	Court	100'	80'	.02 mi.	crushed agg.	plant mix	
Garrett St.	Hilton Avenue	Cul-de-sac	50'	30'	.08 mi.	crushed agg.	plant mix	
Doris Avenue	Garrett St.	Sunrise Ave.	50'	30'	.16 mi.	crushed agg.	plant mix	
WILSON HEIGHTS, SECTION I, PARTS I & II								
Bartell Dr.	140' W. Cedar Road	Woodberry Dr.	50'	30'	.67 mi.	crushed agg.	plant mix	
Old Drive	Bartell Dr.	290' E. Bartell Dr.	50'	30'	.05 mi.	crushed agg.	plant mix	
Old Dr.	160' E. Woodberry Dr.	180' W. Woodberry Dr.	50'	30'	.07 mi.	crushed agg.	plant mix	
Bartell Court	Bartell Dr.	Cul-de-sac	50'	30'	.03 mi.	crushed agg.	plant mix	
Mayfair Ct.	Bartell Drive	Cul-de-sac	50'	30'	.03 mi.	crushed agg.	plant mix	
Saber Drive	200' E. Bartell Drive	140' W. Woodberry Dr.	50'	30'	.22 mi.	crushed agg.	plant mix	
Southfield Dr.	Bartell Dr.	Woodberry Dr.	50'	30'	.18 mi.	crushed agg.	plant mix	
Blackburns Ct.	Bartell Dr.	Cul-de-sac	50'	30'	.03 mi.	crushed agg.	plant mix	

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Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Chesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75 mi.

SUBMITTED BY THE CITY OR TOWN (Date 4/25/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 4/25/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Caleb Drive	Bartell Drive	Dead End -	50'	30'	.03 mi.	crushed agg.	plant mix	
Gopeland Drive	Bartell Drive	Dead End -	50'	30'	.03 mi.	crushed agg.	plant mix	
Woodberry Drive	Bartell Drive	Old Drives -	50'	30'	.30 mi.	crushed agg.	plant mix	
		<u>GREEN MEADOW POINT EAST, SECTIONS II, III, & IV</u>						
East Point Drive	130' S. Meadow Forrest Rd.	620' S. Point Ct.	50'	30'	.39 mi.	crushed agg.	plant mix	
Mintwood Drive	East Point Dr.	Cul-de-sac	50'	30'	.07 mi.	crushed agg.	plant mix	
Meadow Forrest Ct.	Meadow Forrest Rd.	Cul-de-sac	50'	30'	.04 mi.	crushed agg.	plant mix	
		<u>SUNRISE HILLS SECTION IV, PARCEL B-1, B-2</u>						
Evans Ct.	Sunrise Avenue	Cul-de-sac	50'	30'	.06 mi.	crushed agg.	plant mix	
King Ct.	Sunrise Avenue	Cul-de-sac	50'	30'	.13 mi.	crushed agg.	plant mix	
		<u>PROVIDENCE SQUARE, SECTIONS I & II</u>						
Dexter St. E.	Tapscott Avenue	50' E. Tapscott Ave.	50'	30'	.01 mi.	oyster shell	plant mix	
Dexter St. E.	127' E. Tapscott Avenue	513' E. Tapscott Ave.	50'	30'	.07 mi.	oyster shell	plant mix	

SIGNED


Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-35.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Cheesapeake

TOTAL ADDITIONAL MILEAGE REQUESTED 12.75

SUBMITTED BY THE CITY OR TOWN (Date 7/25/72) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 7/26/72)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Dexter St. E.	535' S. Tapscott Avenue	928' S. Tapscott Ave.	50'	30'	.07 mi.		oyster shell	plant mix	
Dexter St. E.	1002' S. Tapscott Avenue	1222' S. Tapscott Ave.	50'	30'	.04 mi.		oyster shell	plant mix	
Dexter St. E.	2442' W. Tapscott Avenue	2546' W. Tapscott Ave.	50'	30'	.02 mi.		oyster shell	plant mix	
Tapscott Avenue	Dexter St. E. 255' N.	116' N. Dexter St. E.	50'	30'	.02 mi.		oyster shell	plant mix	
Tapscott Avenue	Dexter St. E. 790' N.	Dexter St. E. 790' N.	50'	30'	.10 mi.		oyster shell	plant mix	
Tapscott Avenue	Dexter St. E. 815' N.	Dexter St. E. 1109' N.	50'	30'	.05 mi.		oyster shell	plant mix	
Mendell Court	Dexter St. East 121' S.	Cul-de-sac Cul-de-sac	50'	30'	.03 mi.		oyster shell	plant mix	
Whitlock Court	Dexter St. East 326' W.	Cul-de-sac Cul-de-sac	50'	30'	.02 mi.		oyster shell	plant mix	
Capital Avenue	Dexter St. East	Cul-de-sac	50'	30'	.02 mi.		oyster shell	plant mix	
Hook Street	Dexter St. East	Tapscott St.	50'	30'	.06 mi.		oyster shell	plant mix	
HALL HEIGHTS, SECTION I									
Melroy Drive	Ashley Road	Dead End	50'	20'	.03 mi.		crushed agg.	plant mix	Decided and Recorded prior to merger

SIGNED



Dept. of Highways' Engineer

