

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
September 25, 1969

The monthly meeting of the State Highway Commission was held at the Central Highway Office Building in Richmond on September 25, 1969 at 10 A. M. Mr. Douglas B. Fugate, Chairman, presided.

Present: Messrs. Fugate, Baughan, Chilton, Duckworth, Fitzpatrick, Glass, Hairston, Landrith, and Weaver.

On motion of Mr. Landrith, seconded by Mr. Duckworth, minutes of the meeting of August 28, 1969 were approved.

Motion was made by Mr. Landrith, seconded by Mr. Duckworth, that permits issued from August 28, 1969 to September 24, 1969, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Landrith, seconded by Mr. Duckworth, cancellation of permits from August 28, 1969 to September 24, 1969, inclusive as shown by records of the Department, was approved.

9-25-69

Moved by Mr. Landrith, seconded by Mr. Duckworth that the Commission confirm letter ballot action on bids received August 13, 1969, on the following project.

Route 360, Project 6360-028-103, C501, B602; 6360-049-101, C504

1. 320 Mi. W. King & Queen-Essex CL - 6.750 Mi. E. King & Queen-Essex CL, King & Queen & Essex Counties. Award of contract to low bidder, D. W. Winkelman Carolina Co., Greensboro, North Carolina.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,807,482.14	\$14.00
10% for engineering and additional work	180,748.21	1.40
Work by State Forces	8,720.00	
Right of Way	342,300.00	
Utilities	38,550.00	
Amount chargeable to project	2,377,800.00	

\$113,011.00 to be provided for in 1970-71 Primary Construction Allocation.

MOTION CARRIED.

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

WHEREAS, State of Virginia Toll Revenue Bonds (Series 1964) Reserve Maintenance Funds in the amount of \$300,000, previously invested in U.S. Treasury Bonds, will mature on October 1, 1969, and

WHEREAS, uninvested funds in the Reserve Maintenance Account are at this date considered sufficient in foreseeable needs for the next ensuing six months, considering monthly deposits from toll revenue during this period, and

WHEREAS, under provisions of Section 602 of the Trust Indenture, it is desirable to invest these funds to the extent practicable in securities of the U.S. Government until needed in the operation of these toll facilities, now therefore

BE IT RESOLVED by the State Highway Commission that \$300,000 to be received by the Trustee effective October 1, 1969, from maturity of the said securities be reinvested in U.S. Treasury Securities at the best interest rate available at that time.

MOTION CARRIED.

9-25-69

Moved by Judge Weaver, seconded by Mr. Chilton  
that,

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1969-70 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of the City of Richmond has requested the use of industrial access funds to aid in the reconstruction and relocation of Bells Road in the City of Richmond from Route 1 to Commerce Road to provide access for the new plant to be constructed by Philip Morris, Incorporated; and

WHEREAS, the total cost of this project (i. e. \$800,000) far exceeds the allowable allocation from the industrial access fund and will be partially financed by the City of Richmond and Philip Morris, Incorporated; and

WHEREAS, it appears that the participation by industrial access funds in the amount of \$150,000 will fall within the intent of Section 33-136.1 and will comply with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED that \$150,000 from the industrial access fund for 1969-70 be allocated for the purpose of assisting the City of Richmond in the reconstruction and relocation of Bells Road between Rt. 1 and Commerce Road, Project 9999-127-101, C501, to provide proper access to the new plant to be constructed by Philip Morris, Incorporated, contingent upon (1) the construction being performed in accordance with plans prepared by the City of Richmond and approved by this Department; (2) the construction being performed in an acceptable manner and open to inspection by Highway Department engineers at all times during construction; (3) the Department's engineers joining with the City and its engineers in a final inspection of the project upon completion, and approving the construction as completed; and (4) the City's furnishing the Department a certificate setting forth the construction costs, excluding right of way, adjustment of utilities, storm sewers, curb and gutter, and sidewalk.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Norfolk for payment at the rate of \$1,100 per mile annually on additional mileage of streets meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Norfolk on additional streets totaling 2.03 miles and meeting standards required by the aforementioned section of the Code, effective beginning July 1, 1969 for the quarterly payment due after September 30, 1969. The additional streets and mileage eligible for payment, described as follows:

Ivor Avenue	Newton Rd. to I-64 Limited Access Line	0.22 Mile
Gamage Dr.	Leslie Avenue to Hartwick Drive	0.11 Mile
Hartwick Dr.	Gamage Drive East to Cul-de-sac	0.16 Mile
Hartwick Ct.	Hartwick Drive North 90'	0.02 Mile
Finch Ave.	Bradley Avenue to Hartwick Drive	0.08 Mile
Budd Drive	Bradley Avenue to Leslie Avenue	0.04 Mile
Bradley Ave.	Gamage Drive to Budd Drive	0.15 Mile
Mildred St.	Old Ocean View Rd. to Chesapeake Blvd.	0.15 Mile
Center Dr.	Kempsville Road to Newtown Road	0.51 Mile
LePage Rd.	Johns Street to E. Terminus	0.05 Mile
Sycamore St.	Princeton Avenue to Waltham Street	0.05 Mile
Shadywood Rd.	Edward Street to N. Terminus	0.12 Mile
Bi-County Rd.	Elk Avenue to 370' N. of Elk Avenue	0.07 Mile
Sussex Place	300' W. Upper Brandon Pl. W. to Terminus	0.04 Mile
Richardson St.	Hammitt Avenue to E. Terminus	0.05 Mile
Crosman Ave.	Pike Street to Covell Street	0.04 Mile
N. Rosemont Dr.	Johnstons Road to North Terminus	0.10 Mile
Rosemont Ct.	N. Rosemont Dr. to West Terminus	0.07 Mile

The above additions totaling 2.03 miles increase the total mileage in the City of Norfolk from 617.43 miles to 619.46 miles of approved streets.

**MOTION CARRIED.**

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Chesapeake for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

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 4.37 miles and meeting standards required by the aforementioned section of the Code, effective beginning July 1, 1969 for the quarterly payment due after September 30, 1969. The additional streets and mileage eligible for payment, described as follows:

Mains Creek Rd.	Great Bridge Blvd. to 0.69 Mile West	0.69 Mile
Mullen Road	120' N. Mains Cr. Rd. to 120' S. Malbon Dr.	0.14 Mile
Sherman St.	Mains Cr. Rd. to 120' S. Malbon Drive	0.11 Mile

9-26-69

Malbon Dr.	Belmont Street to Mullen Road	0.10 Mile
Costa Ave.	Belmont Street to 0.08 Mile West	0.08 Mile
Belmont St.	Mains Cr. Rd. to 130' S. Malbon Dr.	0.11 Mile
Mullen Rd.	120' S. Malbon Dr. to Dominion Blvd.	0.08 Mile
Moses Street	Mains Cr. Rd. to 130' N. Mains Cr. Rd.	0.02 Mile
Kemet Road	Tatemstown Rd. to 0.09 Mile North	0.09 Mile
Fairview St.	Tatemstown Rd. to 0.09 Mile North	0.09 Mile
Tatemstown Rd.	Harling Road to Kemet Road	0.06 Mile
Lloyd Drive	Providence Rd. to .33 Mi. S. Providence Rd.	0.33 Mile
Redbrick Dr.	120' W. Lloyd Dr. to 800' E. Lloyd Dr.	0.17 Mile
Citizen Circle	Lloyd Dr. to 120' W. Lloyd Drive	0.02 Mile
Shoemaker Dr.	Lloyd Dr. to 550' E. Lloyd Drive	0.10 Mile
Tudor Drive	Shoemaker Dr. to Patriot Lane	0.16 Mile
Patriot Lane	Lloyd Drive to 460' E. Lloyd Drive	0.09 Mile
Wingfield Ave.	Indian River Rd. to Tatemstown Rd.	0.28 Mile
Arbor Court	Wingfield Ave. to 0.03 Mile North	0.03 Mile
Gracie Road	Wingfield Avenue to Petre Road	0.25 Mile
Butrico Road	Gracie Road to Petre Road	0.14 Mile
Petre Road	Tatemstown Road to 0.13 Mile North	0.13 Mile
Greenway Dr.	Johnstown Road to 960' W. Johnstown Rd.	0.17 Mile
Thrush Court	Greenway Drive to 0.04 Mile North	0.04 Mile
Robin Court	Greenway Drive to 0.04 Mile North	0.04 Mile
Rolls Road	Woodland Dr. to 0.14 Mi. N. Woodland Dr.	0.12 Mile
Dockwood Trail	Woodland Dr. to .15 Mi. N. Woodland Dr.	0.15 Mile
Willowwood Dr.	Route 17 to Blanche Drive East	0.17 Mile
Willowwood Dr.	Blanche Dr. E. to 95' W. of Blanche Dr. W.	0.08 Mile
Willowwood Ct.	Willowwood Dr. to 0.03 Mile South	0.03 Mile
Blanche Dr. E.	Willowwood Dr. to Blanche Drive S.	0.12 Mile
Blanche Dr. S.	Blanche Dr. E. to Blanche Drive West	0.04 Mile
Blanche Dr. W.	Blanche Dr. S. to Willowwood Drive	0.12 Mile
Blanche Dr. Ct.	Blanche Drive E. to 0.03 Mile East	0.03 Mile

The above additions totaling 4.37 miles increase the total mileage in the City of Chesapeake from 423.30 miles to 427.67 miles of approved streets.

**MOTION CARRIED.**

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

WHEREAS, Route 15 in Orange County has been altered and re-constructed as shown on plans for Project 1868-01 (Old 775-C); 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 33-76.5 of the Code of Virginia of 1950, as amended, 0.05 mile of old Route 15,

9-25-69

shown in blue and designated as Section 1 on the plat dated February 26, 1969 Project 1868-01 (Old 775-C) be abandoned as a part of the State Highway System.

**MOTION CARRIED.**

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

WHEREAS, in connection with Alternate Route 57, State Highway Project 7344-01 (now Project 7057-044-101), the Commonwealth acquired by Deed dated January 16, 1958, from E. P. Craig and Nealie P. Craig, all the lands they owned lying between the center of Hundley Drive, Church Street and Smith Creek, between Stations 143+88 and 145+88, as recorded in Deed Book 148, Page 41, in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, in negotiating with the Trustees of the Bassett Memorial Methodist Church, in order to secure a clear title, we filed Certificate No. C-455, as recorded in Deed Book 161, Page 132, in the Office of the Clerk of the Circuit Court of Henry County, which has never been completed; and

WHEREAS, this Church is now known as the Bassett Memorial United Methodist Church, and the Trustees are desirous of closing this transaction and have agreed that, in exchange for the unneeded land of the aforementioned Craig property and old Right of Way, they will execute a special warranty deed to convey to the Commonwealth the land required for the construction of this project; and

WHEREAS, the old location of Alternate Route 57, south of the new location, has been altered and reconstructed from the new location opposite Station 143+65 (revised centerline Alternate Route 57), northwesterly to the new location opposite Station 145+30 (revised centerline Alternate Route 57) serves the same citizens as the old location, and the said new location has been approved by the State Highway Engineer; and

WHEREAS, pursuant to Section 33-76.5 of the 1950 Code of Virginia, as amended, the State Highway Commission, at their regular meeting held on July 24, 1969, abandoned the said old location of Alternate Route 57; and

WHEREAS, the State Highway Commissioner has certified in writing that the land lying on the southwest side of the southwest proposed Right of Way line and adjacent to the center of old Alternate Route 57, from a point approximately 28.5 feet opposite approximate survey Station 144+00 (revised centerline Alternate Route 57) to a point approximately 28.5 feet opposite approximate survey Station 145+30 (revised centerline Alternate 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.

9-25-69

NOW, THEREFORE, the conveyance of the said parcel of land and old Right of Way, in accordance with the provisions of Section 33-76.6 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 quitclaim deed conveying same to the adjacent owner of the land of record in exchange for a deed for the land required from them, and subject to any restrictions he may deem requisite.

MOTION CARRIED.

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

WHEREAS, in negotiating for the right of way for Route 3, State Highway Project 0003-089-102, RW-201, in Stafford County, from the Fredericksburg Suburban Development Corporation and Humble Oil and Refining Company, it was agreed that they would execute deeds for the land required in exchange for the portion of Route 1120 no longer needed for highway purposes; and

WHEREAS, at a regular meeting of the Board of Supervisors of Stafford County held on the 11th day of June, 1969, a resolution was passed, pursuant to § 33-76.8 of the 1950 Code of Virginia, as amended, abandoning as a public road secondary Route 1120 from 0.03 mile south of Route 3 to 0.10 mile south of Route 3, a distance of 0.07 mile; and

WHEREAS, the State Highway Commissioner has certified in writing that the right of way of Route 1120 from a point, the centerline of which is 58 feet opposite Station 58+80 (centerline office revised WBL of Route 3) to a point approximately 170 feet opposite Station 60+50 (centerline office revised WBL of Route 3) 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 § 33-76.11 of the 1950 Code of Virginia, as amended, the conveyance of said land and right of way, so certified, to the owners of the adjoining lands is hereby approved and the State Highway Commissioner is authorized to execute deeds of quitclaim for same in exchange for deeds to the necessary right of way to be acquired for the aforementioned route and project.

MOTION CARRIED.

9-25-69

Moved by Mr. Halrston, seconded by Mr. Chilton  
that,

WHEREAS, in connection with Route 29, State Highway Project 0029-015-101, RW208, the Commonwealth acquired by Certificate No. C-10262, as recorded in Deed Book 373, Page 217, condemnation case for which is completed, certain lands from James C. Crist and Thelma M. Crist, and by Deed dated April 23, 1965, as recorded in Deed Book 370, Page 187, the Commonwealth acquired certain lands from Hop J. Clark and Mattie B. Clark for the construction of this project, these instruments being of record in the Office of the Clerk of the Circuit Court of Campbell County; and

WHEREAS, the plans have been changed from a point 119 feet opposite approximate Station 378+75 (office revised centerline NBL) to a point 119 feet opposite Station 384+50 (office revised centerline NBL), so that there is a parcel of land containing 0.24 acre no longer needed for Highway purposes; and

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

WHEREAS, the State Highway Commissioner has certified in writing that the portion of the said land lying southeast of and adjacent to the southeast proposed Right of Way line from a point 119 feet opposite Station 378+75 (office revised centerline NBL) to a point 119 feet opposite Station 384+50 (office revised centerline NBL) does not constitute a section of the Public Road and is deemed by him no longer necessary for the use of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land, in accordance with the provisions of Section 39-76.6 of the 1960 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 owner of the adjoining land of record at a price satisfactory with the Department.

MOTION CARRIED.

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

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

WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Waynesboro for such payments; and

WHEREAS, the construction of a relocation of Route 264 within the City of Waynesboro renders it necessary to amend the selection of such streets; now therefore



9-25-69

BE IT RESOLVED, that pursuant to Section 33-35.2 of the Code of Virginia, as amended, the addition and deletion of mileage subject to payment at the rate of \$10,000 per mile annually on the primary route extensions within the City of Waynesboro, be approved as follows:

**Primary Extension Addition**

U. S. Route 254 (Ivy Street) - From Edward Avenue to NCL Waynesboro - 0.46 Mi.

**Primary Extension Deletion**

Route 254 (Edward Avenue)	Ivy Street to New Hope Road	0.07 Mile
Route 254 (new Hope Road)	Edward Ave. to NCL Waynesboro	0.53 Mile

The above addition of 0.46 mile and deletion of 0.60 mile decreases the primary extension total mileage from 9.07 miles to 8.93 miles, effective July 1, 1969 for the quarterly payment due after September 30, 1969; and

BE IT FURTHER RESOLVED, that pursuant to Section 33-35.4 of the Code of Virginia, as amended, mileage adjustments for the deletion and addition of other streets subject to payment at the rate of \$1,100 per mile annually to the City of Waynesboro, be approved as follows:

**"Other Streets" Deletions**

Ivy Street	Edward Avenue to 89' N. of Anthony Cr.	0.20 Mile
Mill Street	Main Street to Broad Street	0.08 Mile

**"Other Streets" Additions**

Bridge Avenue	0.13 Mi. N. of Bush St. to Hopeman Parkway	0.23 Mile
Charles Street	Woodrow Ave. to .08 Mi. S. of Woodrow Ave.	0.08 Mile
Edward Avenue	Ivy Street to New Hope Road	0.07 Mile
Hopeman Pkway.	West Main Street to G. E. Drive	2.42 Miles
King Avenue	Bridge Avenue to Hopeman Parkway	0.56 Mile
New Hope Rd.	Edward Avenue to Hopeman Parkway	0.40 Mile
Woodrow Ave.	Ridgewood Road to Charles Street	0.07 Mile
Dogwood St.	Bush Street to 0.09 Mi. N. of Bush Street	0.09 Mile
Aroh Avenue	Main Street to Broad Street	0.08 Mile
New Hope Rd.	Hopeman Parkway to N. Corp. Limits	0.11 Mile

The street deletions, totaling 0.28 mile, and the additions, totaling 4.11 miles, to make a net addition of 3.83 miles, increases the total approved "other streets" mileage in the City of Waynesboro from 58.66 miles to 62.49 miles, effective July 1, 1969, for the quarterly payment due after September 30, 1969.

**MOTION CARRIED.**

9-25-69

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the Town of Marion for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Marion on an additional street meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1969 for the quarterly payment due after December 31, 1969. The additional street and mileage eligible for payment, described as follows:

Leslie Street	0.06 Mi. W. of Middle Ave. to 0.16 Mi.	
	West of Middle Avenue	0.10 Mile

The above addition of 0.10 mile increases the total mileage in the Town of Marion from 24.59 miles to 24.69 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, Section 33-136.3 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 33-136.3 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Prince William County has by resolution requested the use of recreational access funds to provide access to the Marumsco Creek Park, estimated to cost \$100,000; 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 33-136.3; and

9-25-69

WHEREAS, the Commission of Outdoor Recreation has recommended the construction of the afore-mentioned access.

NOW, THEREFORE, BE IT RESOLVED that \$100,000 from the recreational access fund for 1969-70 be allocated to provide access to the Marumsett Creek Park in Prince William County, Project 0636-076-168, C501.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Newport News for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards; also for a deletion of streets no longer eligible for maintenance payments; and

WHEREAS, adjustment for additions and deletions of street mileage is necessary due to re-developed areas, and corrected descriptions to eliminate and prevent over-lapping mileage;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-35.4 of the Code of Virginia, as amended, mileage adjustment for 17.48 miles of additions and 19.02 miles of deletions for a net decrease of 1.53 miles of streets subject to payment at the rate of \$1,100 per mile annually is hereby approved for payment to the City of Newport News. The above additions include 1.00 mile of new streets described as follows:

Aberdeen Ave.	From 35th Street to 36th Street	0.04 Mile
Carustion Dr.	From 0.03 Mi. S. of Green Meadow Dr. to Flora Drive	0.03 Mile
Hampton Ave.	From Jefferson Ave. to 0.02 Mi. West	0.02 Mile
Municipal Lane	From Main St. to Warwick Boulevard	0.19 Mile
River Road	From 75th St. to Mercury Boulevard	0.19 Mile
Terrace Dr.	From Antrim Dr. to 0.05 Mi. N. of Antrim Drive	0.05 Mile
20th Street	From Jefferson Ave. to 0.02 Mi. West	0.02 Mile
21st Street	From Oak Avenue to 0.03 Mi. East	0.03 Mile
26th Street	From Warwick Boulevard to 0.04 Mi. East	0.04 Mile
34th Street	From Terminal Ave. to Jefferson Ave.	0.15 Mile
35th Street	From Warwick Boulevard to 0.02 Mi. East	0.02 Mile
36th Street	From Aberdeen Avenue to City Line	0.19 Mile
47th Street	From Warwick Boulevard to 0.02 Mi. East	0.02 Mile
68th Street	From Warwick Boulevard to 0.01 Mi. East	0.01 Mile

The additions, totaling 17.48 miles, and deletions, totaling 19.02 miles, decrease the total mileage in the City of Newport News from 300.53 miles to 299.00 miles of approved streets, effective October 1, 1969, for the quarterly payment due after December 31, 1969.

**MOTION CARRIED.**

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Norton for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Norton on additional streets totaling 0.98 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1969 for the quarterly payment due after December 31, 1969. The additional streets and mileage eligible for payment, described as follows:

6th St. S.W.	Kentucky Avenue to Alley	0.03 Mile
Roberta Ave.	4th St. to 0.10 Mi. E. 4th Street	0.10 Mile
3rd St. S.W.	Kentucky Avenue to Alley	0.03 Mile
5th St. N.E.	Park Avenue to Virginia Avenue	0.04 Mile
Poplar St.	Oak Ave. to 0.09 Mi. N. Oak Ave.	0.09 Mile
Murphy St.	Alley to Henry Street	0.19 Mile
Beech Street	Poplar St. to 5th Street	0.09 Mile
Chestnut St.	Hagan Avenue to 0.06 Mi. N. Hagan	0.06 Mile
Chestnut St.	0.06 Mi. N Hagan to Fleming Ave.	0.06 Mile
Alexander St.	Kurtz Street to Hospital Drive	0.04 Mile
Spring Ave.	12th Street to 0.06 Mi. W. 12th Street	0.06 Mile
Spring Ave.	0.06 Mi. W. 12th St. to 0.14 Mi. W. 12th St.	0.08 Mile
12th St. N.W.	Virginia Avenue to Spruce Street	0.04 Mile
Nosler Street	Craig Street to 0.05 Mile S.E.	0.05 Mile

The above additions totaling 0.98 mile increase the total mileage in the City of Norton from 10.12 miles to 11.10 miles of approved streets.

**MOTION CARRIED.**

9-25-69

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the Town of Herndon for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Herndon on additional streets, totaling 0.25 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1969 for the quarterly payment due after December 31, 1969. The additional mileage for payment described as follows:

Missouri Ave.	0.03 Mi. S. of Alabama Drive to 0.15 Mile South	0.12 Mile
Stuart Court	Missouri Ave. to 0.07 Mi. West	0.07 Mile
Calhoun Court	Missouri Ave. to 0.06 Mi. West	0.06 Mile

The above additions totaling 0.25 mile will increase the total mileage in the Town of Herndon from 15.53 miles to 15.78 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, in connection with Route 29, State Highway Project 0029-002-103, RW201, in Albemarle County, the Commonwealth did acquire from Benjamin W. Giannini and Dorothy R. Giannini, by deed dated April 11, 1969, as recorded in Deed Book 458, Page 386, certain lands, a portion of which is outside of the southeast proposed right of way line; and

WHEREAS, the State Highway Commissioner has certified in writing that the residue of the parcel, so acquired, lying southeast of the southeast right of way line from a point approximately 67 feet opposite approximate Station 221+82 (centerline NBL) to a point approximately 64 feet opposite approximate Station 224+82 (centerline NBL) 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 § 33-117.4 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the portion 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 for such consideration as may be satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

9-25-69

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23-Highways, United States Code, and Policy and Procedure memorandum 20-8, a Design Public Hearing was held in the Tazewell Junior High School Auditorium, Tazewell, Virginia, on July 16, 1969, at 10:00 a. m. , for the purpose of considering the proposed design of Routes 19 and 460 from 1.044 miles east of the East Corporate Limits of Tazewell to 3.49 miles west of the West Corporate Limits of Tazewell (Tazewell By-Pass), in Tazewell County, State Project 7019-092-101-C501, Federal Project F-021-1 (18), 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 design of the project, and their statements being duly recorded, and

WHEREAS, the economic, social and environmental affects 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 said design public hearing by the Department Engineers.

MOTION CARRIED.

At the request of the Chairman, Mr. A. W. Coates, Public Information Officer, reviewed activities of the Department throughout the state in observance of National Highway Week (September 23-27).

Mr. Fugate said that at a Highway Week Breakfast held in Richmond on September 23, U.S. Senator Jennings Randolph, Chairman of the Senate Public Works Committee, spoke of a 75% outback in Federal-aid Highway funds proposed by the President. Mr. Fugate said this would mean that the Federal-aid program would be curtailed 75% for the remainder of the fiscal year and that there would be no more Interstate construction in Virginia, or any other state, during that time.

The chairman reviewed the Department's Biennial Budget, submitted to the Governor's Budget Committee on September 24, which called for \$347.8 Million for 1970-71 and \$369.8 Million for 1971-72.

He said the Department has been reviewing the cost of the nine-year program and highway needs for ten years following the nine-year plan and finds that in 1965 the nine-year plan was estimated to cost \$3 Billion and that by 1975, after taking into account inflation and other factors which have occurred, the cost will be \$4.5 Billion, a 50% increase. He felt that of this increase, at least 30% was due to inflation and the other 20% to the high standards resulting from the national safety program, and particularly because people expect better highways than had been planned in 1965, especially by-passes on the arterial network.

If this trend continues, he stated, the nine-year plan will not be finished in 1975; the Department will be \$1 Billion short.

He said the Governor's Budget Committee had asked where funds might come from and he had noted that North Carolina faced with a similar problem had raised its gasoline tax 2¢ from 7-1/4¢ to 9-1/4¢. He said that in Virginia a 2¢ increase might provide additional revenue averaging \$50 Million a year during the remaining 5 years of the nine-year plan. Mr. Fugate said 52% of the four-lane divided highways proposed under the Interstate and Arterial Network programs have been opened to traffic; 12% are under way, and 36% remain to be built. He felt the 1970 legislature would give major consideration to at least providing means for finishing the combined system of Interstate and Arterial Network highways before the end of the decade.

Mr. Fugate said the restoration of roads damaged in the August 19 flood would probably cost \$25 Million, rather than the \$19 Million originally estimated. He said two-thirds of the highways damaged so severely were on the Federal-aid system and that recent changes in the law had given the Federal Highway Administrator authority to approve up to 100% of the repair cost. He said 100% reimbursement had been approved for Virginia for temporary and permanent repairs

on these roads. He again congratulated Mr. J. M. Wray, Maintenance Engineer and coordinator of restoration work, and the field forces, who had worked fourteen to fifteen hours a day to get traffic moving, and expressed appreciation for the help given by contractors.

Mr. Wray reported that Phase 1 of the plan for restoration (to get roads passable so that all persons had a route out for emergency use) had been completed, on Phase 2, an all-weather road had been furnished in most cases, and forces were working diligently on Phase 3 (restoration of all roads and bridges).

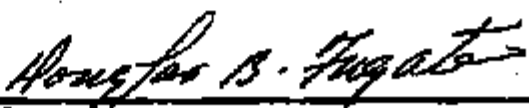
Mr. Fugate spoke of the trend toward city-county merger and said that under the present fund distribution formulas, if the merger trend continues he foresaw drastic and extremely adverse effects on the highway system, the highway funds and on the Highway Department. He said that, statewide, these mergers could cost the State an extra \$4.5 Million a year in road funds. Following considerable discussion, motion was made by Mr. Landrith, seconded by Mr. Duckworth, that the Virginia Advisory Legislative Council be requested to include this problem in the studies they are now making of the road program with particular emphasis on urban needs. Motion carried.

Mr. Fugate presented to the Commission a resolution of September 9, 1969 of the City Council of Chesapeake asking that the Commission rescind its action of May 7, 1969 adopting a policy of retaining control and maintenance of the Arterial Network. Following a discussion of the resolution, along with previous discussions with the City of Chesapeake regarding the development of Route 17 as a dual-lane highway, motion was made by Judge Weaver, seconded by Mr. Landrith, that the Commission reaffirm its policy adopted on May 7, 1969 and proceed to implement it on all of the highways which presently constitute the arterial network, and proceed with the development of Route 17 as a four-lane divided highway with arterial network financing. Motion carried.

With reference to a study now being made by a Commission committee of which he is chairman, Mr. Chilton said the committee had been instructed to study permit regulations as they apply to weight limits and that there appears to be a desire that length restrictions be included in the study. On motion of Judge Weaver seconded by Mr. Fitzpatrick, the Commission voted that instructions to this committee be broadened to take into account length limits and other pertinent related matters.

The meeting was adjourned at 10:55 A. M.

Approved:

  
Chairman

Attested:

  
Secretary