

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

November 17, 1977

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on November 17, 1977, at 10 a.m. The chairman, Mr. John E. Harwood, presided.

Present: Messrs. Harwood, Crowe, Fralin, Glass, Hall, Hooper, and Landes.

Absent: Messrs. Beeton, Hassell, and Roos.

On motion of Mr. Hooper, seconded by Mr. Fralin, the minutes of the meeting of October 27, 1977, were approved.

On motion of Mr. Hooper, seconded by Mr. Fralin, permits issued from October 27, 1977, to November 16, 1977, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Hooper, seconded by Mr. Fralin, that cancellation of permits from October 27, 1977, to November 16, 1977, inclusive, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Hall, seconded by Mr. Glass, that the Commission approve additions to the Secondary System to November 16, 1977, inclusive. Motion carried.

Delegate Vincent F. Callahan, Jr., from McLean, introduced Mrs. Judith T. Palacios, President of the Old Chesterbrook Village Citizens Association, who spoke in regard to the proposed replacement of a one-lane bridge to be replaced with another one-lane structure with a separate pedestrian walkway, whereas the Department feels that for safety considerations the bridge should be two lanes wide. Mr. Callahan also spoke and concurred in Mrs. Palacios's comments.

Mr. Harwood outlined the Department's position; and on motion of Mr. Glass, seconded by Mr. Hall, the Commission decided to defer this until next month, when possibly Mr. Beeton would be in attendance.

On motion of Mr. Hooper, seconded by Mr. Crowe, the operating and maintenance budget for the Elizabeth River Tunnels for the fiscal year ending January 31, 1979, was approved as attached.

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
ELIZABETH RIVER TUNNELS
PRELIMINARY BUDGET

February 1, 1978 - January 31, 1979

BUDGET RECAPITULATION

<u>REVENUE FUND</u>	<u>1977 BUDGET</u>		<u>1978 BUDGET</u>		<u>BUDGET INCREASE</u>	
	<u>MONTHLY</u>	<u>ANNUAL</u>	<u>MONTHLY</u>	<u>ANNUAL</u>	<u>AMOUNT</u>	<u>%</u>
GENERAL ADMINISTRATION	\$ 46,156	\$ 553,872	\$ 49,978	\$ 599,736	\$ 45,864	8.28
ROADWAYS & STRUCTURES	59,318	711,816	63,274	759,288	47,472	6.67
TUNNELS & VENTILATION BUILDINGS	60,771	729,262	62,979	755,748	26,496	3.63
BRIDGE	9,187	110,244	9,700	116,400	6,156	5.58
TOLL COLLECTION	42,542	510,504	46,170	554,040	43,536	8.53
TRUCK OPERATION	13,334	160,008	14,583	174,996	14,988	9.37
<u>TOTAL REVENUE FUND</u>	<u>\$231,308</u>	<u>\$2,775,696</u>	<u>\$246,684</u>	<u>\$2,960,208</u>	<u>\$184,512</u>	<u>6.65</u>
<u>RESERVE MAINTENANCE DEPOSIT</u>	<u>\$ 62,500</u>	<u>\$ 750,000</u>	<u>\$ 62,500</u>	<u>\$ 750,000</u>		

11/17/77

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

WHEREAS, Route 257 in Rockingham County has been altered and reconstructed as shown on plans for Project 0257-082-103, C-501; and

WHEREAS, two sections of the old road, designated as Sections 1 and 2 on the plat dated December 4, 1967, are no longer necessary as a public road, the new road serving the same citizens as the old; and

WHEREAS, at its meeting on February 15, 1968, this Commission authorized the discontinuance of said sections of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the February 15, 1968, meeting authorizing discontinuance of the aforementioned Sections 1 and 2 of Route 257 in Rockingham County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.26 mile of old Route 257, shown in blue and designated as Sections 1 and 2 on the plat dated December 4, 1967, Project 0257-082-103, C-501, be abandoned as a part of the state highway system.

MOTION CARRIED

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

WHEREAS, Route 460 in Giles County has been altered and reconstructed as shown on plans for Project 6460-035-113, C-506; and

WHEREAS, the construction of Route 460 necessitates alterations on sections of Route 100, one section of existing Route 100 is recommended to be transferred to the secondary system;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.19 mile of old Route 100, shown in red and designated as Section 1 on the plat dated August 29, 1977, Project 6460-035-113, C-506, be transferred from the primary system to the secondary system of highways.

MOTION CARRIED

11/17/77

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

WHEREAS, Route 100 in Giles County has been altered and reconstructed as shown on plans for Project 0100-035-105, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.02 mile of old Route 100, shown in blue and designated as Section 1 on the plat dated September 22, 1977, Project 0100-035-105, C-501, be abandoned as a part of the state highway system.

MOTION CARRIED

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

WHEREAS, by proper resolution, the Board of Supervisors of Pittsylvania County has requested that a certain road which no longer serves as a public necessity be discontinued as part of the secondary system of highways; and

WHEREAS, by proper resolution, the Board of Supervisors of Northumberland County has requested that a certain public landing which is no longer necessary as a public convenience be discontinued as part 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 be discontinued as parts of the secondary system of highways, effective this date:

- Pittsylvania County - Section 4 of old location Route 668 from Station 214+40 southerly 0.09 mile. Project 0640-071-174, C-502. 0.09 Mile
- Northumberland County - That portion of Sprigg's Landing located at the southern terminus of Route 684 and outlined in blue on the attached sketch entitled "Public Landing Known as Sprigg's Landing on Cockrell's Creek at end of Route C-684," the area outlined in red being retained for use as a turnaround.

MOTION CARRIED

11/17/77

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

WHEREAS, Route 21 in Grayson County has been altered and reconstructed as shown on plans for Project 0021-038-101, C-501; and

WHEREAS, six sections of the old road are no longer necessary for purposes of the state highway system, a new road having been constructed in lieu thereof;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.46 mile of the old location of Route 21, shown in yellow and designated as Sections 1, 2, 3, 4, 5, and 6 on the plat dated April 25, 1977, Project 0021-038-101, C-501, be discontinued as a part of the state highway system.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Virginia Beach on additional streets, totaling 6.49 miles, and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 through 6 dated July 1, 1977.

These "Other Streets" additions, totaling 6.49 miles, increase the total "Other Streets" mileage in the City of Virginia Beach from 816.89 miles to 823.38 miles of approved streets subject to payment.

MOTION CARRIED

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

Sheet 2 of 6
July 1, 1977

MUNICIPALITY Virginia Beach

15-4-79

TOTAL ADDITIONAL MILEAGE REQUESTED 8.23 Miles


19-88

SUBMITTED BY THE CITY OR TOWN (Date 5/25/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-22-77)

18.66 L.S.M.

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour Traffic
Clear Spring Ct.	Level Green Blvd - Cul-de-sac		50'	30'	0.13	No	Stone	Plant Mix	2 B-11
Quarry Lane	Kempsville Rd. - Lake Christopher Dr.		50'	30'	0.20	No	Stone	Plant Mix	2 C-12
Quarry Court	Quarry Lane - Cul-de-sac		50	30'	0.06	No	Stone	Plant Mix Plant	2 C-12
Still Harbor Lane	Quarry Lane - to dead end		50'	30'	0.08	No	Stone	Mix	2 C-12
Cause Landing	Lake Christopher - Cul-de-sac		50'	30'	0.04	No	Stone	Plant Mix	2 C-12
Webb Court	Albright Dr - Cul-de-sac		50'	30'	0.04	No	Stone	Plant Mix	2 C-12
Peggy Circle	Albright Dr - Albright Dr.		50'	30'	0.26	No	Stone	Plant Mix	2 C-12-1
Little John Rd.	Red Coat Rd - Haygood Point Rd.		50'	30'	0.10	No	Stone	Plant Mix	2 D-5
Mounouth Lane	Brandwyne - Marlborough Dr.		50'	30'	0.30	Yes	Stone	Plant Mix	2 D-10
Marlborough Dr.	Mounouth La. - 0.07 West Darby Rd.		50'	30'	0.07	Yes	Stone	Plant Mix	2 D-10
Ocean View Ave	Fentress Ave - Dead End		70'	19'	0.15	Yes	Stone	Plant Mix	2 F-1
	Prior to Merger MB 6 P 123 Dated Oct., 1919								
Andrew Jackson La	Pleasure House Rd - Max Howe La.		50'	30'	0.10	No	Stone	Plant Mix	2 F-1

SIGNED



Dept. of Highways' Engineer

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

Sheet 3 of 6
July 1, 1977

MUNICIPALITY Virginia Beach

6.49 Miles

TOTAL ADDITIONAL MILEAGE REQUESTED 6.49 Miles

Lane Miles 18.64

DATE 5-25-77

SUBMITTED BY THE CITY OR TOWN (Date 5/25/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-25-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Wax Haws Lane	Andrew Jackson La.-Old Hickory Rd	50'	30'	0.05	No	Stone	Plant Mix	2 R-3	
Old Hickory Rd.	Wax Haws La.-Cul-de-sac	50'	30'	0.04	No	Stone	Plant Mix	2 F-3	
Baxter Rd	S. of Holland Rd-2 lanes E. side (add 2 lanes)	80'	72'	0.05	Yes	Stone	Plant Mix	2 R-9	
Holland Rd Phase I	South Plaza Trail-Baxter Rd.	Var 90/110	48'	1.30	No	Stone	Plant Mix	2 F 9 F	
Winthrope Dr.	Chalwood La.- Cul-de-sac	50'	30'	0.45	No	Stone	Plant Mix	2 F 5 F	
Thaxton La.	Winthrope Dr.- Cul-de-sac	50'	30'	0.09	No	Stone	Plant Mix	2 F 6	
Prince Phillip Dr.	Winthrope Dr.- Big Bend Rd.	50'	30'	0.37	No	Stone	Plant Mix	2 F 6	
Prince Andrew Ct.	Prince Phillip Dr.- Cul-de-sac	50'	30'	0.04	No	Stone	Plant Mix	2 F 6	
Prince Andrew La.	Prince Phillip Dr.- Chelwood La.	50'	30'	0.15	No	Stone	Plant Mix	2 F 6	
Prince Phillip Ct.	Prince Phillip Dr.- Cul-de-sac	50'	30'	0.04	No	Stone	Plant Mix	2 F 6	
Benjamin Harrison Dr.	Thomas Nelson Dr.- Thomas Nelson	50'	30'	0.12	No	Stone	Plant Mix	2 F 10	
Thomas Nelson Dr.	Benjamin Harrison Dr.- Dolland Rd	50'	30'	0.09	No.	Stone	Plant Mix	2 F 10	
Maplehurst Rd.	Timberlake Dr. - Maplehurst Ct.	50'	30'	0.05	No	Soil Cement	Plant Mix	2 F 10	

SIGNED



Dept. of Highways' Engineer

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

Sheet 4 of 6
July 1, 1977

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED 6.48

8.73 Miles

-19.00

18.64 L.S./M.

SUBMITTED BY THE CITY OR TOWN (Date 5/25/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-25-77)

NAME OF STREET	FROM (If widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lane available for peak hour traffic
Maplehurst Ct.	Maplehurst Rd- Cul-de-sac		50'	30'	0.04	No	Soil Cement	Plant Mix	2 F-10
Birch Road	Maplehurst Rd- Thistle Circle		50'	30'	0.14	No	Soil Cement	Plant Mix	2 F-10
Birch Court	Birch Road- Cul-de-sac		50'	30'	0.04	No	Soil Cement	Plant Mix	2 F-10
Thistle Circle	Birch Road- Timberlake Drive		50'	30'	0.14	No	Soil Cement	Plant Mix	2 F-10
Whitebeam Court	Timberlake Dr- Cul-de-sac		50'	30'	0.10	No	Soil Cement	Plant Mix	2 F-10
Tamarack Court	Loblolly Lane- Cul-de-sac		50'	30'	0.13	No	Soil Cement	Plant Mix	2 F-10
Camellia Ct.	Red Oak Rd- Cul-de-sac		40'	18'	0.04	No	Stone	Plant Mix	2 G-5
	Prior to Merger MB 37 P. 53 Dec. 18, 1954								
Holland Road	North of Lynnhaven Pky- add 2 Ls.		90'	60'	0.17	Yes	Stone	Plant Mix	2 G-11
Lynnhaven Pky	East Holland Rd.- add 2 Ls. E side		90'	52'	0.10	Yes	Stone	Plant Mix	2 G-11
Calvert Street	Atlantic Ave North- Dead End		40'	14'	0.06	Yes	Stone	Concrete	2 H-11
	Prior to Merger MB 136 P. 595 April 20, 1926								
Kendall Street	Prior to Merger Atlantic Ave North- Dead End		40'	14'	0.05	Yes	Stone	Concrete	2 I-1
	MB 136 P. 595 <u>March 29, 1926</u>								

SIGNED

[Signature]

Dept. of Highways' Engineer

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

MUNICIPALITY Virginia Beach

8.49
TOTAL ADDITIONAL MILEAGE REQUESTED 8.73 Miles
Lane Miles
19-08

18.66 Lea. Ap.

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5-3-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
✓ Billmore Drive	Cambridge Dr. - Westminster Dr.		50'	30'	0.29	No	Stone	Plant Mix	2 I 7
✓ Tilden Place	Cannon Drive - Biltmore Dr.		50'	30'	0.10	No	Stone	Plant Mix	2 I 7
✓ Cannon Drive	Cambridge Dr. - Biltmore Dr.		50'	30'	0.10	No	Stone	Plant Mix	2 I 7
✓ Parker Lane	Va. Beach Blvd. - Dead End		50'	36'	0.08	No	Stone	Plant Mix	2 I 8
✓ George Mason Blvd.	N. Landing Rd. - James Madison Blvd	110' Rd.	110'	52'	0.28	Yes	Stone	Plant Mix	4 I 15
✓ James Madison Blvd	George Mason Blvd - Princess Anne	110' Rd.	110'	52'/60'	0.28	Yes	Stone	Plant Mix	4 I 15
✓ Court House Dr.	(add 2 lanes) Cleb Rd. - N. Landing Road		110'	48'	0.41	Yes	Stone	Plant Mix	7 I 15
✓ Admiral DeGresse Rd	Princess Anne Rd - Courthouse Dr.		50'	36'	0.12	Yes	Stone	Plant Mix	2 I 15
✓ East Intruder Cir.	Phantom Blvd - Phantom Blvd.		50'	30'	0.20	Yes	Stone	Plant Mix	2 K 11
✓ West Intruder Cir.	Phantom Blvd - Phantom Blvd.		50'	30'	0.34	Yes	Stone	Plant Mix	2 K 11
Phantom Blvd.	Harpers Road - Circle		90'	52'	0.25	Yes	Stone	Plant Mix	4 K 11
Maryland Ave.	Indian Rd - Rudes Ave.		50'	32'	0.13	Yes	Stone	Plant Mix	2 L 8
Delaware Ave.	Indian Rd - 0.10 to old pavement		50'	32'	0.10	Yes	Stone	Plant Mix	27 L 8

SIGNED _____

[Signature]
Dept. of Highways' Engineer

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

Sheet 6 of 6
July 1, 1977

MUNICIPALITY Virginia Beach

TOTAL ADDITIONAL MILEAGE REQUESTED 6.49 Miles
Lane Miles 6.49 Miles
SUBMITTED BY THE CITY OR TOWN (Date 5.25.77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 5.25.77)
19-08
13.6 La. M.

NAME OF STREET	FROM <small>(if widths vary list each change)</small>	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE TREAT.	Number of Lane available for peak hour Traffic
✓ Sunfish Lane	MB 32 P. 65 Oct. 1952 Prior merger Sandpiper Rd. W - Cul-de-sac		40'	20'	0.07	No	Clay Gravel	Surface Treat.	2 N - 14
✓ Pompano Lane	MB 32 P. 65 Oct. 1952 Prior merger Sandpiper Rd - Cul-de-sac		40'	18'	0.07	No	Stone	Surface Treat.	2 N - 14
✓ Oyster Lane	MB 32 P. 65 Oct. 1952 Prior merger Sandpiper Rd. - Cul-de-sac merger		40'	18'	0.07	No	Stone	Surface Treat.	2 N - 15
K Sandpiper Road	Sandpiper Rd. - South. Porcisc. Va.	South. Porcisc. Va.	50'	30'	0.12	No	Clay Gravel	Plant Mix	2 N - 15
K Mallet Cooper Rd.	Sandpiper Rd. - Dead End	Dead End	50'	30'	0.05	No	Stone	Plant Mix	2 - 0 - 18
K Kabler Rd.	Sandpiper Rd. - Dead End	Dead End	50'	30'	0.04	No	Stone	Plant Mix	2 - 0 - 19
✓ Corbett Rd.	Sandpiper Rd. - Dead End	Dead End	50'	30'	0.05	No	Stone	Plant Mix	2 0 - 19
✓ Indian Road	Corbett Rd. - North Var Folk Ave. - 0.20 South		Var 30'/40'	Var 18'/25'	0.20	Yes	Stone	Plant Mix	2 1 - 8
	MB 10 P 15 May 6, 1932 Prior to Merger								
				Totals					6.49 miles = 18.66 lane miles

SIGNED DeR... Dept. of Highways Engineer

11/17/77

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

WHEREAS, Route 15 in Buckingham County has been altered and reconstructed as shown on plans for Project 0015-014-104, C-504; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.28 mile of old Route 15, shown in blue and designated as Sections 1 and 2 on the plat dated September 9, 1977, Project 0015-014-104, C-504, be abandoned as a part of the state highway system.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Mytheville on additional streets, totaling 0.25 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1977, for the quarterly payment due after December 31, 1977. The additional streets and mileage eligible for payment are described as follows:

Ridge Street	- From 250 feet east of Tazewell Street to North 3rd Street	0.06 Mile
North 13th Street	- From Mountain View Drive south to dead end	0.04 Mile
Rolling Hills Drive	- Extension eastward to Cove Road	0.15 Mile

These additions, totaling 0.25 mile, increase the total mileage in the Town of Mytheville from 50.74 miles to 50.99 miles of approved streets subject to payment.

MOTION CARRIED

11/17/77

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Winchester on additional streets, totaling 0.84 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1977, for quarterly payment due after December 31, 1977. The additional streets and mileage eligible for payments are described as follows:

Green Street	- From Baker Lane to Battle Avenue	0.15 Mile
Dunlap Street	- From Bruce Street to Green Street	0.16 Mile
Ewall Street	- From Baker Lane to Green Street	0.15 Mile
Bruce Street	- From Baker Lane to Battle Avenue	0.14 Mile
Woodland Avenue	- From Pine Street to Elm Street	0.14 Mile
Ross Street	- From Berryville Avenue to city limits	0.10 Mile

These "Other Streets" additions, totaling 0.84 mile, increase the total "Other Streets" mileage in the City of Winchester from 62.13 miles to 62.97 miles of approved streets subject to payment.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Manassas on additional streets, totaling 0.47 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1977, for quarterly payment due after December 31, 1977. The additional streets and mileage eligible for payments are described as follows:

11/17/77

Traveller Street - From Artillery Road to Weems Road	0.13 Mile
Weems Road - From 150 feet west of Traveller Street to 720 feet northeast of Fort Drive	0.34 Mile

These "Other Streets" additions, totaling 0.47 mile, increase the total "Other Streets" mileage in the City of Manassas from 43.48 miles to 43.95 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Crowe,
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 Franklin for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Franklin on additional streets, totaling 0.51 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1977, for quarterly payment due after December 31, 1977. The additional streets and mileage eligible for payments are described as follows:

Crescent Drive - From 220 feet west of McCutcheon Street to 62 feet west of Page Street	0.17 Mile
Page Street - From Crescent Drive to Carrie Drive	0.12 Mile
Carrie Drive - From 300 feet west of McCutcheon Street to 210 feet west of Page Street	0.22 Mile

These "Other Streets" additions, totaling 0.51 mile, increase the total "Other Streets" mileage in the City of Franklin from 28.84 miles to 29.35 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, on Friday, October 7, 1977, at 10 a.m. pursuant to newspaper advertisement, informational proceedings were conducted by Leo E. Busser III, the Commission's specially designated subordinate as to proposed rules and regulations amending the Hauling Permit Manual

11/17/77

a) to allow blanket permits to be issued by the Department of Highways and Transportation's Permit Engineer for transporting mobile homes and pre-fabricated house sections having a width in excess of twelve feet but not greater than fourteen feet over a certain predesignated highway network comprising interstate, four-lane divided, and primary routes with shoulders five to six feet wide only. Single trip permits will continue to be required for all other movements; b) to apply to all permits issued pursuant to the Hauling Permit Manual certain administrative conditions now expressly applicable only to the movement of 14-foot wide mobile and modular housing units; namely,

- (1) Provide for a clear-cut Administrative appeal process when violations of permits occur.
- (2) Make clear that the Department has the authority not only to relax certain permit requirements when circumstances dictate, but that it can impose additional requirements when circumstances dictate.
- (3) Make clear that the permits will not be issued where such issuance may jeopardize receipt of federal funds; and

WHEREAS, the authority to entertain such amendments is vested in the Commission pursuant to the discretion delegated to it by Section 46.1-343 of the Code of Virginia (1950), as amended, and under Section 33.1-12 (3) of the Code; and

WHEREAS, the Commission adopted rules at its September meeting authorizing the movement of 14-foot wide mobile and modular housing units over the highways of the Commonwealth; and

WHEREAS, the Commission's Permit Committee has reviewed the public hearing testimony and has submitted a report, copy attached and made a part hereof, recommending:

- (1) That the amendments proposed be adopted as proposed.
- (2) That other amendments be adopted as a result of testimony received at the hearing; and

WHEREAS, the Permit Committee's report supplies the information required by Section 9-6.14:7 of the Code;

NOW, THEREFORE, BE IT RESOLVED, that the Hauling Permit Manual be amended as set out in Attachment 1.

MOTION CARRIED

REPORT OF PERMIT COMMITTEE OF OCTOBER 7, 1977
PUBLIC HEARING TO AMEND THE HAULING PERMIT MANUAL
WITH RESPECT TO THE MOVEMENT OF 14 FOOT WIDE
MOBILE AND MODULAR HOUSING UNITS

The Permit Committee, through Mr. Busser, conducted a public hearing October 7, 1977. Approximately 70 persons attended with 23 persons speaking.

The issues at the public hearing were:

1. An Amendment to permit the Department to issue blanket permits over a designated highway amendment.
2. An Amendment to extend to all permits certain due process safeguards.
3. An Amendment that would allow the Department to impose additional or relax existing restrictions when deemed warranted.
4. To consider the vast number of comments received by Secretary Whitham and Commissioner Harwood since the February 1977 public hearing.

Considering issue 4 first, the Permit Committee notes that the correspondence is directed generally towards either allowing the movement of 14 foot wide mobile and modular units or banning such movement.

The Woman's Club letters speak savagely about the passage of the emergency Rules without a public hearing. Secondly, they oppose any movement. Naturally it can be said that both positions are using form letters with the advocates being quite obvious about it.

The Industry wrote that the regulations required circuitous routing and urged a blanket permit system.

There were comments at the October hearing also directed towards whether to allow continued movement of 14 foot wide units. Written comments received were as follows:

Senator Emick opposed 14 foot wide loads on Route 220 between Fincastle and Clifton Forge. Delegate Wilson echoed Senator Emick's opposition, but reported that if movements were allowed, stricter enforcement of the restrictions were needed. Further he pointed out the hardship visited upon potential dealers in his area because movements were not allowed unless to final destination. Others called for an inexpensive, efficient permit system similar to the 12 foot wide permits characterizing the present restrictions or adding expense by routing, delays in obtaining permits and other restrictions not present in movement of 12 foot wide loads. All of the comments to Secretary Whitham

concurred in making the 14 foot wide permits system similar to the 12 foot wide system.

It is the opinion of the Committee that the decision that the Commission made after review to allow the movement of 14 foot wide mobile and modular housing units in September 1977 should not be rescinded. The allegations that proper public hearings were not held are unfounded. The Code of Virginia allows Rules and Regulations to become effective immediately for a short duration in an emergency without the benefit of a public hearing. A public hearing is required to be held. Such was done promptly.

Issues 2 and 3 were not commented on during the public hearing process per se. One speaker wanted only repeated violations to be the basis for revocation or suspension permits. The language as proposed and modified gives the Commission greater flexibility in dealing with violations than the proposal made at the public hearing. The Committee recommends that they be adopted as modified. The modifications make it clear that the Commission retains the power to suspend or refuse to issue any permit or impose terms as it deems warranted. While this is an inherent power, expression of this was deemed warranted by counsel.

Preliminarily, as to Issue 1, oral and written comments received at the public hearing questioned whether the existing regulations were being rigorously enforced. This question is of course not directly within the province of the Commission. In addition to speaking in favor of the blanket permit amendment, industry spokespersons detailed other changes that they deemed desirable along with data to support their positions.

Specific changes that were addressed included:

- Allowing electronic permit applications.
- Extension of movement times before 9:00 A.M. and after 2:30 P.M. Others testified in opposition to this request.
- Reconsideration of holiday restrictions.
- Elimination of escort vehicles except in certain instances.
- Extending the escort driver formal training requirements.

First, the Committee recommends that blanket permits be issued and that the amendment presented at the public hearing in this regard be adopted.

Second, the Committee observes that present Administrative Rule 2 allows for applications to be received by facsimile as requests for movement of 12 foot wide loads are now received. The Permit Engineer has discouraged the use of this method until experience has been developed by the permittees in making applications to include all of the requested information which differs from that required to move 12 foot wide loads. At no time should applications be received over the telephone hence the "in writing" needs to remain as is, but included therein is facsimile, teletype

or other electronically transmitted, yet visually reproduced applications.

Third, contrary to representations made at the public hearing, 2:30 P.M. is a cut off only for movements on secondary roads. At present, Restriction 2 permits movement as follows:

Four lane divided highways after 9:00 P.M. only before 4:00 P.M.
Secondary Roads after 9:30 A.M. and before 2:30 P.M. during school terms.
All other roads--9:00 A.M. to 4:00 P.M. otherwise.

The Committee recommends that no change in the hours be made. Present restrictions on secondary highways and non four lane divided highways are necessary due to school buses and other peak period traffic. Present Rules would allow the time limits in Restriction 2 on interstate and other 4 lane divided highways to be extended to 1/2 hour after sunrise to 1/2 hour before sunset on previously selected routes at the discretion of the Department.

Fourth, present Restriction 3 seems adequate to deal with movements during holiday periods, thus no change is recommended.

Fifth, the State Police have advised that Restriction 7 be clarified and the Committee recommends that it be amended as follows:

All vehicle headlights and other steady burning exterior lights shall be turned on, including those of the escort vehicles.

Sixth, Restriction 9 requires escort vehicles. Although the industry desires that this requirement be eliminated except in bad alignment situations. Other speakers insist that escort vehicles are needed in all cases. The Committee recommends that the rear escort vehicle requirement be eliminated except where bad alignment situations dictate that both are needed for safety reasons. The Committee, however, recommends that the lead escort vehicle requirement be retained. As amended Restriction 9 is as follows:

Front escort vehicles are required on all highways other than divided highways. Rear escort vehicles may be required where roadway alignment, in the opinion of the Department, dictates both escort vehicles are needed. Each wide load requires its own escort vehicles. All escort vehicle drivers and the wide load driver must be in constant communication at all times by two-way radio.

Seventh, Restriction 12 needs to be changed due to the efforts of some persons to negate its purpose by extending the bumper. The Committee recommends that the minimum length be reduced to 10 feet, but the distance would be measured between different points which cannot easily be altered.

Eighth, Restriction 18 requires that a formal training course for escort drivers be required to be prepared, conducted, and completed by February 1, 1978. This early date may preclude a meaningful course being developed. Accordingly, the Committee recommends that the effective date of this Restriction be postponed to September 1, 1978, and provide that the Commission may extend the date again for no more than one year in six-month increments by formal resolution.

Ninth, there were other changes suggested, but the Committee recommends no other changes at this time.

IMPACT: The ability to issue blanket permits even over a limited network will reduce the administrative workload of the Department of Highways and Transportation. Blanket permits are generally issued for all other movements for which permits are required.

Making the administrative appellate process applicable to all permits informs all permit holders of their rights, and at the same time affords them due process.

Clarifying the authority of the Department to impose or relax restrictions in special circumstances alerts citizens desiring permits to ask for consideration, but it authorizes the Department to impose even more strict requirements in the interest of the traveling public.

While the amendments will affect over 25 people, the projected cost for implementation and compliance with those amendments should be negligible, certainly not \$25,000.

In summary, your Committee recommends that the Hauling Permit Manual be amended as set out in Attachment A which covers all of the recommendations set forth herein.

Respectfully submitted,


Leonard R. Hall


Horace G. Frahm


T. Ray Hassell III

AMENDMENTS
TO THE
HAULING PERMIT MANUAL

Amend Section entitled "Regulations for Transporting Mobile Homes and Prefabricated House Sections Having a Width in Excess of 12 Feet but Not Greater Than 14 Feet" as follows:

1. Add to Paragraph 1. Administrative
Replace the second sentence by these sentences.

At the discretion of the Department, blanket permits may be issued over such roadways as may be deemed suitable. The highway network eligible for travel beneath the blanket permit is maintained by the Department in the form of a map depicting approved routes. The criteria for determining routes to be included in such network are found in Administrative 3(a) and (b)

2. Delete from A. Administrative, paragraphs 5, 6, and 7
Add to Paragraph 24 "Compliance with Regulations"

Violations of conditions set out in permits issued may be the basis of revocation or suspension of the permit allegedly violated until disposition of the charge in the general district or circuit court. Such a violation, if it results in a conviction, even though appealed, may be the basis for revocation or suspension of all existing permits held by the permittee and for the refusal to issue any future permits to the permittee. Suspensions or refusals to issue future permits by the Department may be for a period of time up to 90 days. Suspension of any permit or refusal to issue a permit by the Department may be appealed to the Highway and Transportation Commissioner or the Commission which may refer it to a designated Committee. Such appeal may be in writing or by appearance. If appealed to the Commissioner or Commission, the suspension or refusal to issue future permits shall be stayed only until the next meeting of the Commission

The Commission may suspend a permit or refuse to issue a permit as allowed by statutory law or these regulations or impose such terms as it deems warranted as a result of violations.

3. Amend Restriction 7 to read as follows:

All vehicle headlights and other steady burning exterior lights shall be turned on, including those of the escort vehicles.

4. Amend Restriction 9 to read as follows:

Front escort vehicles are required on all highways other than divided highways. Rear escort vehicles may be required where roadway alignment, in the opinion of the Department, dictates both escort vehicles are needed. Each wide load requires its own escort vehicles. All escort vehicle drivers and the wide load drivers must be in constant communication at all times by two-way radio.

5. Amend Restriction 12 to read as follows:

Towing vehicles shall have a minimum two tons manufacturer's towing rating, have dual tires on the drive axle, and a manual transmission of at least four forward gears. The minimum length of the towing vehicle shall be 10 feet, measured from the center of the steering axle to the center of the connecting hitch of the towing vehicle.

6. Amend Restriction 18 to read as follows:

Formal training of escort vehicle drivers must be conducted, and completion of a Department approved course for certified drivers shall be mandatory. Enforcement of this requirement shall become effective September 1, 1978, provided the Commission may extend the effective date for no more than 1 year in 6 month increments by formal resolution.

7. Amend Restriction 19 by substituting "Department" for "Permit Engineer" and "its" for "his" in the first and third line respectively.

8. Add to Paragraph 14 Issuance of Permits a new subparagraph E.

E. If movements under any permit be in conflict with any other legislation or may lead to the loss of federal funds, the Department shall not issue any new permits and shall revoke all existing permits.

Add to Paragraph 26, a new paragraph.

Recognizing that these Rules and Regulations cannot cover every intended movement for which permits may be issued,

the Department is authorized to permit such movements on a one time basis which may go beyond these Rules and Regulations, if adequate safety measures are made a condition of such movement. Periodic written explanations shall be given to the Commission relating the circumstances when this clause is invoked.

10. Add to Paragraph 11 "Additional Restrictions".

The Department may require additional restrictions or modify existing ones on the movement of the load if in its judgment, conditions so warrant.

Substitute for "Permit Engineer" in first paragraph the word "Department"

11/17/77

Moved by Mr. Hooper, seconded by Mr. Fralin,
that the Commission confirm letter ballot action on bids received
October 25, 1977, on the following projects:

Route 1, Project 0001-088-101, C-502, D-601

Drainage Structure and Approaches at Massaponax Creek, Spotsylvania
County. Award of contract to low bidder, M. A. Smith Construction Co.,
Ruther Glen, Virginia.

Bid	\$387,117.00
10% for engineering and additional work	38,711.70
Work by State Forces	4,547.40
Amount chargeable to project	430,376.00

\$178,441 to be provided in future primary construction allocations.

Route 23, Project 6023-146-102, G-301

0.191 Mi. S. Prop. Alt. Route 58 - Old ECL Norton, City of Norton. Award
of contract to low bidder, Appalachian Construction Company, Inc., Wise,
Virginia.

Bid	\$2,188,665.22
10% for engineering and additional work	218,866.52
Work by State Forces	1,760.00
Amount chargeable to project	2,409,291.00

\$722,787 to be provided in future primary construction allocations.

Routes 27, 50, and 110, Projects 0027-000-701, M-400; 0050-000-701, M-400;
0110-000-701, M-400

9.89 Mi. Guardrail Improvement and Sign Modification, Various Locations,
Arlington County. Award of contract to low bidder, Apex Contracting,
Inc., Paris, Kentucky.

Bid	\$230,344.80
10% for engineering and additional work	23,034.48
Amount chargeable to project	253,379.00

Route 29, Project 6029-071-110, P-401

5.037 Mi. S. Campbell-Pittsylvania CL - 2.846 Mi. N. Int. Route 40,
Pittsylvania County. Award of contract to low bidder, Thompson-Arthur
Paving Company, Danville, Virginia.

Bid	\$1,511,753.89
10% for engineering and additional work	151,175.38
Work by State Forces	22,000.00
Amount chargeable to project	1,684,929.00

\$450,779 to be provided in future primary construction allocations.

11/17/77

Route 50, Project 0050-029-706, M-400

4.71 Mi. Guardrail Improvement and Sign Modification, Fairfax-Arlington CL (MP. 0.00) - 2.60 Mi. E. ECL Fairfax (MP. 4.71), Fairfax County. Award of contract to low bidder, Apex Contracting, Inc., Paris, Kentucky.

Bid	\$58,650.00
10% for engineering and additional work	5,865.00
Amount chargeable to project	64,515.00

\$12,430 to be provided in future primary construction allocations.

Route 61, Project 0061-035-104, M-501

5.131 Mi. E. Bland-Giles County Line - 2.895 Mi. E. Bland-Giles County Line, Giles County. Award of contract to low bidder, Richard E. Phillippi, Inc., Wytheville, Virginia.

Bid	\$296,279.25
10% for engineering and additional work	29,627.92
Work by State Forces	19,250.00
Amount chargeable to project	345,157.00

\$145,157 to be provided in future primary construction allocations.

Route 77, Project 0077-017-101, S-901

9.354 Mi. Permanent Signs, 0.129 Mi. S. Int. Route 58 - Wythe-Carroll CL, Carroll County. Award of contract to low bidder, Shirley Contracting Corporation and Robert E. Post, Alexandria, Virginia.

Bid	\$38,880.75
10% for engineering and additional work	3,888.07
Amount chargeable to project	42,768.00

\$42,768 to be provided in future interstate construction allocations.

Route 77, Project 0077-09B-101, P-401

Wythe-Carroll CL - 1.742 Mi. N. Wythe-Carroll CL, Wythe County. Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Virginia.

Bid	\$1,089,791.77
10% for engineering and additional work	108,979.17
Work by State Forces	157,428.70
Amount chargeable to project	1,356,199.00

\$1,356,199 to be provided in future interstate construction allocations.

11/17/77

Route 77, Project 0077-098-101, P-402

1.742 Mi. N. Wythe-Carroll CL - 5.663 Mi. N. Wythe-Carroll CL, Wythe County. Award of contract to low bidder, W. C. English Inc., Altavista, Virginia.

Bid	\$1,928,878.17
10% for engineering and additional work	192,887.81
Work by State Forces	2,777.50
Amount chargeable to project	2,124,543.00

\$2,124,543 to be provided in future interstate construction allocations.

Route 77, Project 0077-098-101, P-403

5.663 Mi. N. Wythe-Carroll CL - Int. Route 81 (Near Fort Chiswell), Wythe County. Award of contract to low bidder, W. C. English Inc., Altavista, Virginia.

Bid	\$1,868,189.28
10% for engineering and additional work	186,818.92
Work by State Forces	60,675.34
Amount chargeable to project	2,115,683.00

\$2,115,683 to be provided in future interstate construction allocations.

Route 88, Project 0088-127-101, L-801

0.938 Mi. Planting - 0.014 Mi. E. Int. Meadow Street - 0.011 Mi. S. Idlewood Avenue (Near McCloy Street), City of Richmond. Award of contract to low bidder, The Gilmore Plant & Bulb Company, Inc., Julian, North Carolina.

Bid	\$334,461.00
10% for engineering and additional work	33,446.10
Amount chargeable to project	367,907.00

\$367,907 to be provided in future urban construction allocations.

Route 95, Project 0095-091-004, B-619

Bridge Route 645 over I-95, Sussex County. Award of contract to low bidder, Wilson Construction Company, Inc., Salisbury, North Carolina.

Bid	\$652,099.20
10% for engineering and additional work	65,209.92
Amount chargeable to project	717,309.00

11/17/77

Route 123, Project 0123-029-111, C-502

1.047 Mi. S. Int. Route 383 - 0.080 Mi. N. Int. Route 383, Fairfax County. Award of contract to low bidder, Martin & Gass, Inc., Merrifield, Virginia.

Bid	\$1,274,427.05
10% for engineering and additional work	127,442.70
Work by State Forces	4,873.00
Amount chargeable to project	1,406,742.00

\$24,742 to be provided in future primary construction allocations.

Route 218, Project 0218-048-702, M-400; 703, M-400; 704, M-400

Bituminous Plant Mix - Various Locations, King George County. Award of contract to low bidder, P. C. Goodloe & Son, Inc., Fredericksburg, Virginia.

Bid	\$205,940.89
10% for engineering and additional work	20,594.08
Amount chargeable to project	226,534.00

\$157,534 to be provided in future primary construction allocations.

Route 360, Project 0360-127-104, C-501, B-602

0.469 Mi. W. Int. Route 161 - 0.011 Mi. W. Int. Route 161, City of Richmond. Award of contract to low bidder, Central Contracting Company, Inc., Farmville, Virginia.

Bid	\$1,537,880.60
10% for engineering and additional work	153,788.06
Work by State Forces	7,260.00
Railroad	36,000.00
Flagging	22,902.00
Amount chargeable to project	1,757,830.00

\$145,193 to be provided in future urban construction allocations.

Route 460, Project 6460-150-105, C-501, B-602

Interchange, Bridge, and Signs - Int. Route 460 and Route 585, Town of Blacksburg. Award of contract to low bidder, Robertson-Fowler Company, Inc., Salem, Virginia.

Bid	\$2,290,509.49
10% for engineering and additional work	229,050.94
Work by State Forces	28,600.00
Amount chargeable to project	2,548,160.00

\$1,879,935 to be provided in future primary construction allocations.

11/17/77

Route 613, Project 0613-072-121, C-501

Int. Route 671 - 0.231 Mi. N.E. Int. Route 723, Powhatan County. Award of contract to low bidder, Pearson & White Construction, Inc., Appomattox, Virginia.

Bid	\$210,281.45
10% for engineering and additional work	21,028.14
Work by State Forces	2,970.00
Utilities	47,541.00
Amount chargeable to project	281,820.00

\$65,070 to be provided in future secondary construction allocations.

Route 617, Projects 0617-031-134, C-501; 135, B-611; 0617-060-158, C-501

Bridge and Approaches over Little River, Floyd and Montgomery Counties. Award of contract to low bidder, Robertson Construction Company, Inc., Salem, Virginia.

Bid	\$273,106.85
10% for engineering and additional work	27,310.68
Work by State Forces	1,820.50
Amount chargeable to project	302,238.00

\$124,986 to be provided in future secondary construction allocations.

Route 626, Project 0626-087-174, M-501, D-638

Drainage Structure on Round Hill Swamp, Southampton County. Award of contract to low bidder, M. A. Smith Construction Company, Ruther Glen, Virginia.

Bid	\$40,127.00
10% for engineering and additional work	4,012.70
Work by State Forces	25,284.49
Utilities	1,266.00
Amount chargeable to project	70,690.00

\$14,032 to be provided in future secondary construction allocations.

Route 648, Project 0648-069-118, B-609

Bridge over Hawksbill Creek, Page County. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid	\$110,442.80
10% for engineering and additional work	11,044.28
Work by State Forces	39,721.07
Utilities	4,732.36
Amount chargeable to project	165,940.00

\$111,049 to be provided in future secondary construction allocations.

11/17/77

Route 654, Project 0654-007-149, C-501

Int. Routes 340 and 909 - 0.041 Mi. N. Int. Conn. Route 652, Augusta County. Award of contract to low bidder, Echols Brothers, Inc., Staunton, Virginia.

Bid	\$745,518.67
10% for engineering and additional work	74,551.86
Utilities	16,634.00
Amount chargeable to project	836,704.00

Route 664, Project 0664-121-102, B-601

Bridge Only - 28th Street over Route 664 and C&O Railway, City of Newport News. Award of contract to low bidder, Bowers Construction Company, Raleigh, North Carolina.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$3,196,872.50	\$209,300.00
10% for engineering and additional work	319,687.25	20,930.00
Work by State Forces	825.00	
Flagging	33,000.00	
Amount chargeable to project	3,780,614.00	

Route 671, Project 0671-034-135, C-501, B-606

Bridge and Approaches over Back Creek, Frederick County. Award of contract to low bidder, Echols Brothers, Inc., Staunton, Virginia.

Bid	\$327,644.40
10% for engineering and additional work	32,764.44
Work by State Forces	3,828.00
Utilities	1,271.00
Amount chargeable to project	365,507.00

\$71,580 to be provided in future secondary construction allocations.

Route 674, Project 0674-029-173, C-501, D-637

0.019 Mi. N. Int. Route 123 - 3.036 Mi. N. Int. Route 123, Fairfax County. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

Bid	\$1,448,260.91
10% for engineering and additional work	144,826.09
Amount chargeable to project	1,593,087.00

\$310,260 to be provided from future secondary construction allocations.

11/17/77

Route 699, Project 0699-015-753, C-501, B-623, D-622

0.099 Mi. E. Int. Route 696 - Int. Route 761, Campbell County. Award of contract to low bidder, E. W. Yeatts, Inc., Altavista, Virginia.

Bid	\$841,326.07
10% for engineering and additional work	84,132.60
Work by State Forces	3,685.00
Utilities	20,963.53
Amount chargeable to project	950,107.00

\$3,672 to be provided in future secondary construction allocations.

Route 701, Project 0701-020-185, C-502

0.798 Mi. N. Int. Route 10 - 1.215 Mi. N. Int. Route 10, Chesterfield County. Award of contract to low bidder, Shoosmith Brothers, Inc., Chester, Virginia.

Bid	\$130,935.25
10% for engineering and additional work	13,093.52
Work by State Forces	825.00
Amount chargeable to project	144,853.00

\$144,853 to be provided in future secondary construction allocations.

Route 730, Project 0730-035-130, C-501, B-609, D-615, C-502, C-503

0.21 Mi. W. Int. Route 620 - 0.28 Mi. E. Int. Route 772, Giles County. Award of contract to low bidder, Hammond-Mitchell, Inc., Covington, Virginia.

Bid	\$1,698,464.45
10% for engineering and additional work	169,846.44
Work by State Forces	9,790.00
Railroad	46,900.00
Flagging	3,300.00
Amount chargeable to project	1,928,300.00

\$1,511,801 to be provided in future secondary construction allocations.

Route 769, Project 0769-017-159, C-501, B-625

Bridge and Approaches over Little Reed Island Creek, Carroll County. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid	\$218,560.90
10% for engineering and additional work	21,856.09
Work by State Forces	1,430.00
Amount chargeable to project	241,846.00

\$116,065 to be provided in future secondary construction allocations.

11/17/77

Route I-64 (EBL and WBL), Project PR-2-77

Pavement Repair - 3.92 Mi. S. Route I-64 and Route 44 EBL Int. (Chesapeake City Limits) - 0.90 Mi. N. Route I-64 and Route 44 EBL Int. (Route I-64 over Kempsville Road), Cities of Virginia Beach and Norfolk. Award of contract to low bidder, Chantilly Construction Corporation, Chantilly, Virginia.

Bid	\$635,832.40
10% for engineering and additional work	63,583.24
Amount chargeable to project	699,415.00

To be financed from the Suffolk District Interstate Maintenance Replacement Fund.

Route I-64 (EBL and WBL), Project PR-3-77

Pavement Repair - (EBL) MP. 13.90 (Route 143) - MP. 17.82 (Route 199) - (WBL) MP. 12.70 (End Route I-64) - MP. 17.82 (Route 199), York County. Award of contract to low bidder, Central Atlantic Contractors, Inc., Aberdeen, Maryland.

Bid	\$332,648.65
10% for engineering and additional work	33,264.86
Amount chargeable to project	365,913.00

To be financed from the Suffolk District Interstate Maintenance Replacement Fund.

Project 5504-122-103, C-501

Signalization - Various Intersections, City of Norfolk. Award of contract to low bidder, Ocean Electric Corporation, Norfolk, Virginia.

Bid	\$387,355.24
10% for engineering and additional work	38,735.52
Flagging	110.00
Amount chargeable to project	426,200.00

\$181,992 to be provided in future urban construction allocations.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Fralin, that the Commission confirm letter ballot action rejecting bids received October 25, 1977, and authorize readvertisement of the following projects:

11/17/77

Project U000-134-106, C-501

0.294 Mi. S. Int. Virginia Beach Boulevard (Route 58) - Int. Laskin Road, City of Virginia Beach. Low bid - 13.8% over estimate.

Route 11, Project 0011-085-106, C-501

1.291 Mi. N. SCL Woodstock - 0.477 Mi. N. SCL Woodstock, Shenandoah County. Low bid - 43.7% over estimate.

Route 24, Project 0024-015-105, M-501

0.132 Mi. E. Bedford-Campbell CL - 0.979 Mi. W. Evington, Campbell County. Low bid - 34.8% over estimate.

Route 21B, Project 0218-089-103, C-501

0.012 Mi. E. Int. Route 3 (WBL) - 0.436 Mi. E. Int. Route 3 (WBL), Stafford County. Low bid - 24.1% over estimate.

MOTION CARRIED

Moved by Mr. Hooper, seconded by Mr. Crowe,
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 Bristol for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Bristol on additional streets, totaling 1.15 miles, and meeting required standards under the aforementioned section of the Code, effective July 1, 1977, for quarterly payment due after September 30, 1977. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 and 2 dated July 1, 1977.

These "Other Streets" additions, totaling 1.15 miles, increase the total "Other Streets" mileage in the City of Bristol from 94.65 miles to 95.80 miles of approved streets subject to payment.

MOTION CARRIED

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

MUNICIPALITY Bristol

TOTAL ADDITIONAL MILEAGE REQUESTED 1.13

SUBMITTED BY THE CITY OR TOWN (Date 9/14/77) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 9-21-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	RAW WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE GRADE	Number of Lanes available for peak hour traffic
Adelington Ave.	Sutherland - Chester St.		60	19 - 35 Var	0.05	No	6'-8"	Box	2
Buford St.	Washington St. - Virginia St.		30	20	0.03	No	" "	" "	2
Division Street	Kucild Ave. - Fairmount Ave.		50	33	0.06	No	" "	" "	1
Everett Street	Gate City Hwy. - End of Pvt.		40	20	0.14	No	" "	" "	2
Fairmount Ave.	Douglas St. - Morrison Blvd.		40	23-28	0.18	No	" "	" "	2
Highway St.	Oakview Ave. - Kucild Ave.		50	25-35	0.10	No	" "	" "	2
Lester Street	Russell St. - Maple St.		40	22	0.04	No	" "	" "	2
Lexington Ave.	Kucild Ave. - Lawrence Ave.		40	20	0.06	No	" "	" "	2
Martin Road	Hill Dr. - Spring St.		40	16	0.12	No	" "	" "	1
Newton Street	Douglas St. - Pepper St.		50	30	0.09	No	" "	" "	2
Newton Street	Morrison Blvd. - Bristol Steel		50	41' Var.	0.08	No	" "	" "	2
Norway Street	Newton St. - Lexington Ave.		40	20	0.04	No	" "	" "	2
Poplar Street	Oakview Dr. - Mondos Dr.		50	16	0.09	No	" "	" "	2

SIGNED [Signature]

Dept. of Highways' Engineer

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

MUNICIPALITY Bristol
TOTAL ADDITIONAL MILEAGE REQUESTED 1.15
~~4.25~~

SUBMITTED BY THE CITY OR TOWN (Date _____) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date 2-2-77)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	ROAD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour Traffic
Short Street	State Street - Buford St.		30	18	0.04	No	6" - 8"	Mix	2
Spencer Street	Catherine St. - Collins St.		40	21	0.07	No	" "	" "	2
Wentworth St.	State St. - Newton St.		50	33	0.06	No	" "	" "	2
					3.25 <u>1.15</u>	Yes	2. 1/2"	as is	
				Total					

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

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Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 95, State Highway Project 0095-076-107, RW-202, the Commonwealth acquired certain lands for the Minnieville Road Parking Lot from the Board of Supervisors of Prince William County by deed dated June 29, 1976 as recorded in Deed Book 860, Page 613 in the Office of the Clerk of the Circuit Court of Prince William County; and

WHEREAS, located across this parking lot is a 30-foot perpetual easement of ingress and egress reserved in the aforementioned deed for the adjoining landowner, Mr. C. D. Hylton; and

WHEREAS, in order for the Commonwealth to more fully develop this parking lot, it is necessary that this easement be relocated; and

WHEREAS, the adjoining landowner is agreeable to the exchange of 30-foot easements; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 30-foot perpetual easement for ingress and egress from the lands of C. D. Hylton to the lands of Cable T. V. Incorporated which lies southwest of the present easement, as reserved for C. D. Hylton in the deed between the Commonwealth and the Board of Supervisors of Prince William County, does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the easement, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same to the adjoining landowner of record, in exchange for the 30-foot easement presently in use and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 57, State Highway Project 0057-144-111, RW-201, the Commonwealth acquired certain land from John D. Clark and

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Maude L. Clark, his wife, by Certificate No. C-22460, case for which has been concluded and is recorded in Deed Book 241, Page 256 in the Office of the Clerk of the Circuit Court of Henry County; and

WHEREAS, the land so acquired was used as a borrow site, which has served its purpose; and

WHEREAS, as the land is large enough for independent development, it is proposed that the land be advertised for public sale, reserving the right to reject any and all bids; and provided the highest bid received is not satisfactory, we propose to negotiate a sale with any person or persons agreeable to paying a satisfactory price; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying north of and adjacent to the north proposed right of way line of Route 57 from a point approximately 130 feet opposite approximate Station 138+00 (centerline E.B.L.) to a point approximately 128 feet opposite Station 138+75 (centerline E.B.L.) 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 land, so certified, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, to any person or persons making an offer satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, the Commonwealth is the apparent owner of the lands comprising the rights of way or portions of Routes 208, 613, 614, 622, 652, 719 and 722 in Louisa County; and

WHEREAS, in accordance with the tri-party agreement entered into with the County Board of Supervisors of Louisa County, Virginia Electric and Power Company and the Virginia Department of Highways and Transportation dated April 2, 1970 and the Agreement dated January 1970 between the Virginia Electric and Power Company and the State Highway and Transportation Commissioner, the State Highway and Transportation Commissioner is to convey certain old roads and floodage easements to the Virginia Electric and Power Company at the Lake Anna Reservoir; and

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WHEREAS, the State Highway and Transportation Commission at its regular meeting held on August 16, 1973 abandoned 0.47 mile of Route 208 as shown on Plat V-008 from the centerline of North Anna River westwardly to a line marked "250 Contour (Normal Pond)" on said plats; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.01 mile of Route 613 as shown on Plat V-009 between the lines marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.04 mile of Route 719 as shown on Plat V-010 from the west right of way line for relocated Route 719 south of North Anna River, northwardly to the centerline of said River; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.05 mile of Route 652 as shown on Plat V-011 from the north right of way line for relocated Route 652, near Contrary Creek, eastwardly to the line marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 1.06 miles of Route 614 and 652 as shown on Plat V-012 from the southernmost property line of the lands of the Virginia Electric and Power Company near the point designated L3101 on said plat, northwardly and northeastwardly to a line marked "251.5 Contour (Normal Pond)" near the point designated L1187, on said plat and from the westernmost property line of the lands of the Virginia Electric and Power Company near the point designated L1143B on said plat southeasterly to the intersection of the lines designated centerline-existing State Highway Route 652 and centerline-existing State Highway Route 614 on said plat; and

WHEREAS, as a result of the Circuit Court Order of April 9, 1971 and the State Supreme Court Ruling of November 27, 1972 and Mr. J. E. Harwood's letter of August 12, 1974 to the County Board of Supervisors of Louisa County, 0.47 mile of Route 614 as shown on Plat V-014 was abandoned from the centerline of North Anna River southwesterly to the point marked "250 Contour (Normal Pond)" near the point designated L1459 on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.43 mile of Route 652 of which 0.39 mile is to be conveyed to the Virginia Electric and Power Company as shown on Plat V-015 from a point in the westerly right of way line of relocated Route 652 northwest of the point designated L2134 to another point on said right of way line east of a point designated L2488 on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.20 mile of Route 652 as shown on Plat V-016 between the lines marked "251.5 Contour (Normal Pond)" on said plat; and

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WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.67 mile of Route 652 as shown on Plat V-017 from the line marked "251.5 Contour (Normal Pond)" on said plat to the northeast boundary or right of way for relocated Route 652, as shown on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 1.07 miles of Route 622 as shown on Plat V-019 from the centerline of North Anna River southwardly to the line marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 abandoned 0.38 mile of Route 722, of which 0.32 mile is to be conveyed to the Virginia Electric and Power Company, as shown on Plat V-722 from a point between the points designated L1203 and L1204, to a point between the points designated L1213 and L1214, and from a point between the points designated L1218 and L1219 to a point between the points designated L1231A and L1232A, on said plat; and

WHEREAS, portions of Routes 208, 613, 614, 622, 652, 719 and 722 were relocated and/or abandoned and the new locations serve the same citizens as the old location and the new locations have been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the above described portions of Routes 208, 613, 614, 622, 652, 719 and 722 do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System and/or the secondary system of State Highways; and

WHEREAS, in accordance with the aforementioned Agreements, floodage easements to the elevation of 255 feet above mean sea level are to be conveyed to the Virginia Electric and Power Company on the discontinued portions of the Routes described as follows; and

WHEREAS, the State Highway and Transportation Commission at its regular meeting held on August 16, 1973 discontinued 0.25 mile of Route 208, of which 0.057 mile is in the floodage plain for Virginia Electric and Power Company as shown on Plat V-008 from the westerly property line of Virginia Electric and Power Company near the point designated L2001 eastwardly about 240 feet to a line marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 discontinued 0.14 mile of Route 613 as shown on Plat V-009 from the east property line of the lands of Virginia Electric and Power Company westwardly to the easternmost line marked "250 Contour (Normal Pond)" on said plat and from the west property line of the lands of Virginia Electric and Power Company eastwardly to the westernmost line marked "250 Contour (Normal Pond)" on said plat; and

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WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 discontinued 0.07 mile of Route 652 as shown on Plat V-011 from the line designated "250 Contour (Normal Pond)" on said plat to the easterly property line of the lands of Virginia Electric and Power Company on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 discontinued 0.03 mile of Route 614 as shown on Plat V-012 from the line designated "251.5 Contour (Normal Pond)" on said plat to the northeast property line of the lands of Virginia Electric and Power Company near a point designated L1187 on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 discontinued 0.55 mile of Route 652 of which 0.35 mile is in the flood plain for Virginia Electric and Power Company as shown on Plat V-016 from the easterly property line of the lands of Virginia Electric and Power Company near the point designated L900 to the easternmost line marked "251.5 Contour (Normal Pond)" on said plat, from the westerly property line of the lands of Virginia Electric and Power Company near the point designated L986 to the westernmost line marked "251.5 Contour (Normal Pond)" on said plat and from a point on said easterly property line, between points L901 and L902 to a point in the said property line, between points L902 and L903, as shown on said plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 discontinued 0.11 mile of Route 652 of which 0.078 mile is in the flood plain for Virginia Electric and Power Company as shown on Plat V-017 from the northerly property line of the lands of Virginia Electric and Power Company to the line marked "251.5 Contour (Normal Pond)" on said Plat; and

WHEREAS, the County Board of Supervisors of Louisa County at its regular meeting held on November 7, 1972 discontinued 0.08 mile of Route 622 of which 0.023 mile is in the flood plain for Virginia Electric and Power Company as shown on Plat V-019 from the southerly property line of the lands of Virginia Electric and Power Company near the point designated L774 to the southernmost line marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that he deems the conveyance of the floodage easements to the Virginia Electric and Power Company to be expedient and in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 2.1-6, § 33.1-149 and § 33.1-154 of the 1950 Code of Virginia, as amended, the conveyance of the lands by quitclaim deeds and floodage easements to the said Virginia Electric and Power Company is approved and the State Highway and Transportation Commissioner is hereby authorized to execute deeds accordingly, in partial exchange for the deeds to the relocated roads and subject to such terms, conditions and restrictions as may be deemed requisite.

Motion carried.

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Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, the Commonwealth is the apparent owner of the lands comprising the rights of way of Routes 208, 612, 614, 622, 654 and 719 in Spotsylvania County; and

WHEREAS, in accordance with the tri-party agreement dated April 2, 1970 entered into by the County Board of Supervisors of Spotsylvania County, the Virginia Electric and Power Company and the State Highway and Transportation Commissioner and the agreement dated January 9, 1970 between the Virginia Electric and Power Company and the State Highway and Transportation Commissioner the Department of Highways and Transportation is to convey certain old roads and floodage easements to the Virginia Electric and Power Company at the Lake Anna Reservoir; and

WHEREAS, the State Highway and Transportation Commission at its regular meeting held on August 16, 1973 abandoned 0.216 mile of Route 208 as shown on plat V-008 from the easternmost property line of the lands of the Virginia Electric and Power Company to the centerline of North Anna River; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 abandoned 0.016 mile of Route 719 as shown on plat V-010 from the centerline of North Anna River to the west right of way line of relocated Route 719; and

WHEREAS, as a result of the Circuit Court Order of April 9, 1971 and the State Supreme Court ruling of November 27, 1972 and by Mr. J. E. Barwood's letter of April 14, 1975 to the County Board of Supervisors of Spotsylvania County 0.22 mile of Route 614 as shown on plat V-014 was abandoned from the north property line of the lands of the Virginia Electric and Power Company to the centerline of North Anna River; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 abandoned 0.396 mile of Route 522 as shown on plat V-019 from the easternmost line marked "250 Contour (Normal Pond)" on said plat to the centerline of North Anna River; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 abandoned 0.416 mile of Route 719 as shown on plat V-021 from the westernmost line marked "250 Contour (Normal Pond)" on said plat to the northerly right of way line of relocated Route 719 and from the southerly right of way line of relocated Route 719 to the easternmost line marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 abandoned 0.047 mile of Route 719 as shown on plat V-022 from the northern property line of the lands of the Virginia Electric and Power Company to the southern property line of the lands of the Virginia Electric and Power Company; and

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WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 abandoned 0.038 mile of Route 719 as shown on plat V-023 from the line marked "250 Contour (Normal Pond)" on said plat easterwardly to the northwest right of way line of relocated Route 719; and

WHEREAS, as a result of the Circuit Court Order ruling of November 27, 1972 and Mr. J. E. Harwood's letter of April 12, 1975 to the Board of Supervisors of Spotsylvania County, 0.20 mile of Route 654 as shown on plat V-024 was abandoned from the northerly line marked "250 Contour (Normal Pond)" to the southerly line marked "250 Contour (Normal Pond)" of the lands of the Virginia Electric and Power Company as shown on said plat; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 abandoned 0.205 mile of Route 612 as shown on plat V-025 from the line marked "250 Contour (Normal Pond)" on said plat eastwardly along the centerline of existing Route 612 to the northwest right of way line of relocated Route 612; and

WHEREAS, the above described portions of said Routes were relocated and the new locations serve the same citizens as the old locations and the new locations have been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the above described portions of Routes 208, 612, 614, 622, 654, and 719 do not constitute sections of the public roads and are deemed by him no longer necessary for the uses of the State Highway System and/or the secondary system of State Highways.

WHEREAS, in accordance with the aforementioned agreements, floodage easements to the elevation of 255 feet above mean sea level are to be conveyed to the Virginia Electric and Power Company on the discontinued portions of the Routes described as follows; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 discontinued 0.057 mile of Route 622 as shown on plat V-019 from the easterly property line of the lands of the Virginia Electric and Power Company to the easternmost line marked "250 Contour (Normal Pond)" on said plat; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 discontinued 0.070 mile of Route 719 as shown on plat V-021 from the westernmost line designated "250 Contour (Normal Pond)" on said plat to the westerly property line of the lands of the Virginia Electric and Power Company and from the easternmost line designated "250 Contour (Normal Pond)" on said plat to the easterly property line of the lands of the Virginia Electric and Power Company; and

WHEREAS, the County Board of Supervisors of Spotsylvania County at its regular meeting held on January 11, 1973 discontinued 0.043 mile of Route 719 as shown on plat V-023 from the line designated "250 Contour (Normal Pond)" on said plat to the southerly property line of the lands of the Virginia Electric and Power Company; and

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WHEREAS, as a result of the Circuit Court Order of April 9, 1971, and the State Supreme Court ruling of November 27, 1972 and Mr. J. E. Harwood's letter of August 24, 1974 to the Board of Supervisors of Spotsylvania County, 0.07 mile of Route 654 as shown on plat V-024 was discontinued from the southernmost line marked "250 Contour (Normal Pond)" to the southernmost property line of the lands of Virginia Electric and Power Company and from the northernmost property line of the lands of Virginia Electric and Power Company; and

WHEREAS, the County Board of Supervisors at its regular meeting on January 11, 1973 discontinued 0.025 mile of Route 612 as shown on plat V-025 from the line designated "250 Contour (Normal Pond)" on said plat southwestwardly along the centerline of existing Route 612 to the southern property line of the lands of the Virginia Electric and Power Company; and

WHEREAS, the State Highway and Transportation Commissioner has certified that he deems the conveyance of the floodage easements to the Virginia Electric and Power Company to be expedient and in the public interest.

NOW, THEREFORE, in accordance with the provisions of §2.1-6, § 33.1-154 and § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of lands by quitclaim deeds and floodage easements to the said Virginia Electric and Power Company is approved and the State Highway and Transportation Commissioner is hereby authorized to execute deeds accordingly and subject to such terms, conditions and restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 637, State Highway Project 0637-058-162, C-501, the Commonwealth acquired certain land from J. M. Cole and Mattie A. Cole by deed dated November 20, 1974 as recorded in Deed Book 245, Page 265 in the Office of the Clerk of the Circuit Court of Mecklenburg County; and

WHEREAS, under the aforementioned project, a drainage easement was acquired along with the fee right of way and the owner of the underlying fee has requested that the said easement be conveyed by the Commonwealth, in exchange for a relocated easement, in order that his land may be more fully developed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 20-foot drainage easement extending in an eastern direction from the northeast proposed right of way line of Route 637 opposite approximate centerline Station 82+30 does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

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NOW, THEREFORE, the conveyance of the said easement, so certified, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, conveying same to the owner of the underlying fee in exchange for a deed to the relocated easement and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 17, State Highway Project 6017-036-105, FW-202, the Commonwealth acquired a drainage easement and land from Arnold J. Wiggins by deed dated February 19, 1971 as recorded in Deed Book 160, Page 290 in the Office of the Clerk of the Circuit Court of Gloucester County; and

WHEREAS, during the construction of the aforesaid project, the said drainage easement was proven ineffective and the owner of the underlying fee has requested that the easement be conveyed to him, in exchange for and easement in an alternate location; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the easement extending in a western direction from the northwest proposed right of way line of Route 17 at a point approximately 78 feet opposite approximate Station 1235+75 (centerline S.B.L. Route 17) does not constitute a section of the public road and is deemed by him no longer necessary or the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said easement, so certified, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed to the owner of the underlying fee in exchange for a deed to the relocated easement, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Hooper, seconded by Mr. Glass,

that

WHEREAS, in connection with Route 617, State Highway Project 0617-082-126, C-501, the Commonwealth acquired certain land from Noah E. Spitzer by deed dated February 13, 1968 as recorded in Deed Book 358, Page 568 in the Office of the Clerk of the Circuit Court of Rockingham County; and

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WHEREAS, a section of Route 617 between Stations 102+00 and 107+00 was relocated in an eastern direction and the new location serves the same citizens as the old location; and the new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, at the regular meeting of the Board of Supervisors of Rockingham County held on July 23, 1970, a resolution was passed abandoning as a public road the old location of Route 617; and

WHEREAS, in order to more fully develop his land, the adjacent landowner of record has requested that the land lying west of and adjacent to the west normal right of way line of Route 617 be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying west of and adjacent to the west normal right of way line of Route 617 at a point approximately 30 feet opposite approximate Station 102+35 (centerline Route 617) to a point approximately 30 feet opposite approximate Station 105+80 (centerline Route 617) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, conveying same 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. Hooper, seconded by Mr. Glass.

that

WHEREAS, the County Board of Supervisors of Spotsylvania County at its meeting held on October 13, 1977 passed a resolution requesting the State Highway and Transportation Commission to abandon that portion of old Route 208, now designated as Secondary Route 761, and lying between the property line of the lands of the Virginia Electric and Power Company (Lake Anna) and the western right of way line of relocated Route 208; and

WHEREAS, in order to be effective, an abandonment of a road in the Secondary System of State Highways must be accomplished pursuant to § 33.1-151 of the 1950 Code of Virginia, as amended, which empowers the Board of Supervisors to effect such an abandonment; and

WHEREAS, the local representative of the Game and Inland Fisheries has requested that this road remain open as a possible public ramp site; and

WHEREAS, the State Highway and Transportation Commission is of the opinion that Route 761 is necessary for the uses of the secondary system and that the safety and welfare of the public is best served by the continued

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maintenance of Route 761 as a part of the secondary system of State Highways;
and

WHEREAS, the action of the Board to date, does not purport to be
in accordance with applicable law toward this end; and

WHEREAS, the land comprising the right of way of the section of road
in question is owned, in fee simple, by the Commonwealth.

NOW, THEREFORE, this Commission wishes to oppose the abandonment of
this road, and authorizes and directs the State Highway and Transportation
Commissioner to so notify the County Board of Supervisors of Spotsylvania County
and to request a hearing as required by § 33.1-151, should said Board of Super-
isors take official action to abandon said Route 761.

Motion carried.

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

WHEREAS, with respect to the forthcoming completion of construction on a section of the route bypassing the City of Winchester in Frederick County, and in accordance with recommendations by our Highway and Transportation engineers, it is deemed necessary to add said route section to the primary system of highways as an arterial route and to establish the route marker designation preparatory for signing;

NOW, THEREFORE, BE IT RESOLVED, that under authority of Sections 33.1-34 and 33.1-29 of the 1950 Code of Virginia, as amended, the section of the route bypassing the City of Winchester and being between Interstate Route 81 south of the City of Winchester and U.S. Route 50 west of the City of Winchester, a distance of approximately 5.3 miles, shall be added to the primary system of highways as an arterial route and designated as State Route 37.

MOTION CARRIED

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

WHEREAS, with respect to the forthcoming completion of construction on a section of the new route bypassing the City of Martinsville, being constructed as State Projects 6220-044-111, 6-301, 6220-044-111, 6-302, and 6220-044-111, P-403, and in accordance with recommendations by our Highway engineers, it is deemed necessary to establish route marker designations preparatory for signing; and

WHEREAS, the Executive Committee of the American Association of State Highway and Transportation Officials has heretofore given approval for the route designations contained herein;

NOW, THEREFORE, BE IT RESOLVED, that the section of the new route bypassing the City of Martinsville, beginning at the intersection of U.S. Routes 58 and 220 southwest of Martinsville and extending southeasterly approximately 3.62 miles to a point on existing U.S. Route 220 south of Martinsville shall be designated U.S. Route 220; and

BE IT FURTHER RESOLVED, that U.S. Route 220 Business shall be extended approximately 3.14 miles from its present terminus over existing U.S. Route 220 to a point of intersection with the proposed U.S. Route 220 routing south of Martinsville; and

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BE IT ALSO FURTHER RESOLVED, that the present U.S. Route 220 overlap of U.S. Route 58 southwest of Martinsville, being between the proposed routings of U.S. Route 220 and U.S. Route 220 Business, shall be eliminated, length 2.25 miles.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of The Wilson T. Ballard Company, Owings Mills, Maryland, for the preparation of complete roadway plans on Interstate Route 66, Lee Highway to north of Lynn Street in Arlington County. This work is identified as:

Route I-66, Project 0066-000-102, PE-101, C-507, C-508;

and

WHEREAS, the highly specialized nature of the design work and the scheduled time for completing this type of project requires augmentation of the Department's design staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of a Memorandum of Agreement with The Wilson T. Ballard Company which establishes a maximum total compensation not to exceed \$589,500, which includes a net fee of \$45,716.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a design public hearing was held in the Huntington Intermediate School, 3401 Orcutt Avenue, Newport News, Virginia, on October 20, 1977, at 7:30 p.m. for the purpose of considering the proposed design of Route 664 from 0.612 mile west of

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the Newport News-Hampton Corporate Limits near Orcutt Avenue to 2.055 miles east of the Newport News-Hampton Corporate Limits in the Cities of Newport News and Hampton, State Projects 0664-121-102, C-503, 0664-114-102, C-501, Federal Project I-664-7 (1) 232; and

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

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

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

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1977-78 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 Augusta County has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Cerro Metal Products, to be located off Route 256 near Weyers Cave in Augusta County, estimated to cost \$75,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$75,000 from the 1977-78 industrial access fund be allocated to provide access to the proposed new facility of Cerro Metal Products, to be located off Route 256 near Weyers Cave in Augusta County, Project 2011-007-211,

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C-502, contingent upon the industry's entering into a firm contract for the construction of its facility and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1977-78 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 Tazewell County has by resolution requested the use of industrial access funds to provide access to the proposed new facility of Reiss Viking Corporation, to be located off Route 19 west of Pisgah in Tazewell County, estimated to cost \$55,000; and

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

NOW, THEREFORE, BE IT RESOLVED, that \$55,000 from the 1977-78 industrial access fund be allocated to provide access to the proposed new facility of Reiss Viking Corporation, to be located off Route 19 west of Pisgah in Tazewell County, Project 0820-092-151, C-501, FS-708, contingent upon the industry's entering into a firm contract for the construction of its facility and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a combined location and design public hearing was held in the Falls Church High School auditorium, 7521 Jaquar Terrace, Falls Church, Virginia, on October 12, 1977, at 7:30 p.m. for the purpose of considering the proposed location and design of additional ramps in the northern half of the interchange at Gallows Road (Route 650) and Interstate Route 495

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in Fairfax County, State Project 0495-029-115, C-501, Federal Project I-495-5 (33) 178; 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 Alternative IV Modified as proposed and presented at the said location and design public hearing by the Department's engineers.

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a public hearing was held in the Coleman Elementary School located on Route 709, 0.2 mile north of Route 55, east of Marshall, on October 4, 1977, at 7 p.m. for the purpose of obtaining additional comments concerning the construction of a proposed interchange on Interstate Route 66 at Route 55, west of Thoroughfare Gap, Virginia, State Project 0066-D30-101, PE-101, Federal Project I-66-1 (57) 28; 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 construction of the proposed interchange, 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 construction of the interchange ramps be deferred indefinitely, that the right of way be fenced and remain in the possession of the Department; and

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BE IT FURTHER RESOLVED, that a temporary connection to Route 55 be constructed to make this section of Route 66 a usable facility until such time as the project to the east is completed, at which time the temporary connection is to be removed.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Tippetts-Abbett-McCarthy-Stratton, Washington, D.C., for the preparation of complete roadway plans on Interstate Route 66, east of Glebe Road to Lee Highway in Arlington County. This work is identified as:

Route I-66, Project 0066-000-102, PE-101, C-506;

and

WHEREAS, the highly specialized nature of the design work and the scheduled time for completing this type of project requires augmentation of the Department's design staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of a Memorandum of Agreement with Tippetts-Abbett-McCarthy-Stratton which establishes a maximum total compensation not to exceed \$258,780, which includes a net fee of \$28,182.

MOTION CARRIED

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

WHEREAS, Route 33 in Rockingham County has been altered and reconstructed as shown on plans for Project 0033-082-101, C-502; and

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WHEREAS, one section of the old road, designated as Section 5 on the plat dated November 23, 1966, is no longer necessary as a public road, the new road serving the same citizens as the old; and

WHEREAS, at its meeting on February 16, 1967, this Commission authorized the discontinuance of said section of road as provided in Section 33.1-144 of the Code of Virginia of 1950, as amended;

NOW, THEREFORE, BE IT RESOLVED, that the action at the February 16, 1967, meeting authorizing discontinuance of the aforementioned Section 5 of Route 33 in Rockingham County be rescinded; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.11 mile of old Route 33, shown in blue and designated as Section 5 on the plat dated November 23, 1966, Project 0033-082-101, C-502, be abandoned as a part of the state highway system.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Seelye, Stevenson, Value and Knecht, New York, New York, for State I (Preliminary Plans and Estimates) and Stage II (Final Plans and Estimates) for Route I-66 structures. This work is from Glebe Road to Lynn Street and is identified as:

Route I-66, Project 0066-000-102, PE-101, C-506, C-507, C-508
Arlington County;

and

WHEREAS, due to the urgency of commencing, the magnitude, and the time limit to complete this design work requires augmentation of the Department's design staff; and

WHEREAS, the consulting firm of Seelye, Stevenson, Value and Knecht, who performed the original design engineering for this project, is in the best position to provide the service more expediently and economically than other engineering firms; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in Supplement No. 2 to the Memorandum of Agreement;

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NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of Supplement No. 2 to the Memorandum of Agreement with Seelye, Stevenson, Value and Knecht which establishes a lump sum fee of \$390,470.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Whitman, Requardt and Associates, Baltimore, Maryland, for the preparation of complete roadway plans on Interstate Route 66, east of Lee Highway to east of Glebe Road in Arlington County. This work is identified as:

Route I-66, Project 0066-000-102, PE-101, C-501, C-502;

and

WHEREAS, the highly specialized nature of the design work and the scheduled time for completing this type of project requires augmentation of the Department's design staff; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorize the execution of a Memorandum of Agreement with Whitman, Requardt and Associates which establishes a maximum total compensation not to exceed \$504,974, which includes a net fee of \$50,000.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Hayes, Seay, Mattern and Mattern, Roanoke, Virginia, for Stage I (Preliminary Design and Estimates), Stage II (Final Plans and Estimates), and Stage III (Review of Shop Drawings) for Route I-66 structures. This work is from Sycamore Street to Washington Boulevard and is identified as:

Route I-66, Project 0066-000-102, PE-101, C-501, C-502
Arlington County;

and

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WHEREAS, due to the urgency of commencing, the magnitude, and the time limit to complete this design work requires augmentation of the Department's design staff; and

WHEREAS, the consulting firm of Hayes, Seay, Mattern and Mattern, who performed the original preliminary engineering for this project, is in the best position to provide the service more expediently and economically than other engineering firms; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in Supplement No. 1 to the Memorandum of Agreement;

NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of Supplement No. 1 to the Memorandum of Agreement with Hayes, Seay, Mattern and Mattern which establishes a lump sum fee of \$169,695.

MOTION CARRIED

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

WHEREAS, in accordance with Department policy, a firm proposal has been received from the consulting firm of Hayes, Seay, Mattern and Mattern, Roanoke, Virginia, for Stage II (Final Plans and Estimates) and Stage III (Review of Shop Drawings) for Route I-66 structures. This work is North Stafford Street and the adjacent parking deck structure and is identified as:

Route I-66, Project 0065-000-102, PE-701, C-506
Arlington County;

and

WHEREAS, due to the urgency of commencing, the magnitude, and the time limit to complete this design work requires augmentation of the Department's design staff; and

WHEREAS, the consulting firm of Hayes, Seay, Mattern and Mattern, who performed the original Stage I engineering for this project, is in the best position to provide the service more expediently and economically than other engineering firms; and

WHEREAS, careful consideration has been made of these required services and just compensation for same as established and set forth in Supplement No. 1 to the Memorandum of Agreement;

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NOW, THEREFORE, BE IT RESOLVED, that the Commission authorizes the execution of Supplement No. 1 to the Memorandum of Agreement with Hayes, Seay, Mattern and Mattern which establishes a lump sum fee of \$206,965.

MOTION CARRIED

The next meeting of the Commission will be held on December 15, 1977.

The meeting adjourned at 11:14 a.m.

Approved:



Chairman

Attested:



Secretary