

MINUTES
OF

MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

January 15, 1976

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on January 15, 1976, at 10:00 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

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

Absent: Mr. Janney

Mr. Fugate told the Commission that Mr. Douglas G. Janney, member of the Commission from the Fredericksburg District, had recently had surgery and was in a Washington, D. C., hospital.

On motion of Mr. Roos, seconded by Mr. Landes, the Commission approved the 1976 Final Maintenance and Operating Budget for the Elizabeth River Tunnel, as attached.

Motion was made by Mr. Hassell, seconded by Mr. Roos, that the 1976 Final Budget for the Norfolk-Virginia Beach Toll Road be approved. Motion carried.

On motion of Mr. Crowe, seconded by Mr. Beeton, the minutes of the meeting of November 13, 1975, were approved.

On motion of Mr. Crowe, seconded by Mr. Beeton, permits issued from November 13, 1975, to January 14, 1976, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Crowe, seconded by Mr. Beeton, that cancellation of permits from November 13, 1975, to January 14, 1976, inclusive, as shown by records of the Department, be approved. Motion carried.

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNELS

BUDGET RECAPITULATION

FINAL BUDGET

February 1, 1976 - January 31, 1977

REVENUE FUND	1976 BUDGET	
	<u>MONTHLY</u>	<u>ANNUAL</u>
GENERAL ADMINISTRATION	\$ 38,432	\$ 461,184
ROADWAYS AND STRUCTURES	54,391	652,692
TUNNELS AND VENTILATION BUILDINGS	49,251	591,012
BRIDGE	8,262	99,144
TOLL COLLECTION EQUIPMENT	37,828	453,936
BUS OPERATION	21,323	255,876
	<u>\$209,487</u>	<u>\$2,513,844</u>
RESERVE MAINTENANCE DEPOSITS	<u>\$ 62,500</u>	<u>\$ 750,000</u>

FINAL BUDGET FOR CURRENT EXPENSES
 ORGANIZATION AND OPERATION
 NORFOLK-VIRGINIA BEACH TOLL ROAD
 FOR CALENDAR YEAR 1976

GENERAL ADMINISTRATION

Staff Salaries	\$ 60,000	
Matching S.S., Retirement, Group Ins., & Health Ins.	32,000	
Operations Salaries	<u>275,000</u>	\$ 367,000

OTHER OPERATIONS EXPENSES

Buildings Including Utilities & Office Supplies	\$ 21,000	
Brink's Inc. (Pick up of daily collections including counting money from automatics)	11,000	
Communications	4,000	
Professional Services (Consulting Engineers and Auditors)	21,000	
Rental of Automatic Toll Machines	70,000	
Advertising	3,000	
Uniforms	4,000	
Operations, Motor Vehicles & Travel Expense	18,000	
State Police	<u>130,000</u>	<u>282,000</u>

TOTAL

\$649,000

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

1-15-76

Moved by Mr. Crowe, seconded by Mr. Beeton, that the Commission confirm letter ballot action on bids received November 5, 1975, on the following projects:

Route 81, Projects 0081-081-111, C-501; 0081-007-109, C-501; 0081-082-113, C-501

Botetourt-Rockbridge CL - Rockingham-Shenandoah CL, Rockbridge, Augusta and Rockingham Counties. Award of contract to low bidder, Transportation Safety Systems, Inc., Salt Lake City, Utah.

Bid	\$1,244,874.70
10% for engineering and additional work	124,487.47
Work by State Forces	27,312.00
Amount chargeable to project	1,396,674.00

\$1,396,674.00 to be provided for in future Interstate Construction Allocations.

Route 81, Projects 0081-085-108, C-501; 093-103, C-501; 034-107, C-501

Rockingham-Shenandoah CL - West Virginia State Line, Shenandoah, Warren and Frederick Counties. Award of contract to low bidder, Transportation Safety Systems, Inc., Salt Lake City, Utah.

Bid	\$1,130,754.20
10% for engineering and additional work	113,075.42
Work by State Forces	18,211.60
Amount chargeable to project	1,262,041.00

\$1,262,041.00 to be provided for in future Interstate Construction Allocations.

Route 95, Project P-3-74

Painting of Water Tank - Rest Area NBL Rte. 95, Caroline County. Award of contract to low bidder, Omega Painting, Inc., Baltimore, Maryland.

Bid	\$8,480.00
10% for engineering and additional work	848.00
Amount chargeable to project	9,328.00

To be financed from Fredericksburg District Interstate Maintenance Replacement Funds.

MOTION CARRIED

Mr. A. S. Mattox, Right of Way Engineer, submitted the attached report on the status of residue parcels:

January 13, 1976

MEMORANDUM:

to: Mr. J. B. Harwood

re: RIGHT OF WAY - Residue Parcels

As per your request, I would like to submit the following report, which will be presented to the Highway Commission at their meeting on the 15th.

Last April when we were requested to investigate the outstanding residue parcels we might have, we found that we owned 193 residue parcels (state-wide). As we began to investigate the sale of these residues, it was found that it would be advantageous to the Department to combine some of these and sell them as a unit. With this combination we wound up with a total of 153 parcels.

82 parcels	Must be held for future use or until the projects have been completed. We will continue to process any of these parcels as they are determined no longer needed and as the projects are completed.
20 parcels	Appraisals incomplete.
30 parcels	Have been advertised for sale and no acceptable bids received. The Districts are attempting to negotiate a sale for these parcels for the appraised values.
10 parcels	Are being advertised throughout the State at this time.
10 parcels	Have been sold and we have also sold a portion of Convict Camp No. 22.
<u>1 parcel</u>	Is being processed and we need an abandonment from the County of Fairfax for the adjoining road.
153 - Total	

Mr. J. E. Harwood
Page 2
January 13, 1976

In order to dispose of surplus property we must first determine from our engineers if any of these parcels are now needed or will possibly be needed in the foreseeable future for highway purposes. If all of our divisions advise that the parcels can be sold, we must then refer these to other State agencies and in some instances other political subdivisions to determine if there is any public need for any of the parcels. If there is a negative report from all concerned, then we proceed to have the parcels appraised to determine their present day market value. These parcels are then advertised by the districts for public sale. The sale may be made by sealed bids or public auction, depending on recommendations by the district. In order to approve a sale of this kind the high bid must equal or exceed the appraised value. If no bids are received that equal the sale value, then consideration is given as to whether or not we should consider the high bid. If it is determined not to sell the property to the high bidder, due to it not being equal to the appraised value, then the district is given permission to negotiate the sale of the property for its appraised value.

The 10 parcels which we have sold and the portion of Convict Camp No. 22 has grossed the Department \$269,862.00. During this period of time we have also disposed of 48 nuisance parcels for a gross amount of \$175,711.41. This totals a gross amount received for property sold \$425,573.41.

We are continuing our efforts to dispose of these residue parcels along with any nuisance parcels that we may have. I will be glad to discuss this further with you if you so desire.



Alvah S. Mattox
State Right of Way Engineer

ASM:ban

1-15-76

Moved by Mr. Crowe, seconded by Mr. Beeton,
that the Commission confirm letter ballot action on bids received
November 19, 1975, on the following projects:

Route 18, Project 0018-107-101, C-502, B-601, B-602, B-603

0.047 Mi. E. Int. S. Gum Ave. - Int. E. Gordon St., City of Covington.
Award of contract to low bidder, Robertson Construction Company, Inc.,
Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$709,525.56	\$75,787.00
10% for engineering and additional work	70,952.55	7,578.70
Work by State Forces	6,644.00	
Amount chargeable to project	870,488.00	
Acct. Rec. City of Covington - \$137,951.03		

Route 31, Project 0031-090-0990

Repairs to Scotland Wharf Ferry Slip, Surry County. Award of contract
to low bidder, McLean Contracting Company, Baltimore, Maryland.

Bid	\$215,720.00
10% for engineering and additional work	21,572.00
Amount chargeable to project	237,292.00
To be financed from Suffolk District Maintenance Replacement Budget.	

Routes 36 and 156, Projects 0036-116-102, C-501; 0156-116-101, C-501

0.033 Mi. E. Int. Miles Ave. - Int. Hopewell St., City of Hopewell.
Award of contract to low bidder, Short Paving Co., Inc., Petersburg,
Virginia.

Bid	\$627,337.13
10% for engineering and additional work	62,733.71
Work by State Forces	20,350.00
Railroad	50,749.00
Flagging	6,000.14
Amount chargeable to project	767,170.00
Acct. Rec. City of Hopewell - \$115,075.50	
\$126,094.00 to be provided for in Future Urban Construction Allocations.	

1-15-76

Route 64, Project 0064-081-101, G-308

E. End Bridge over Reloc. 60 - 12.032 Mi. W. Int. 81, Rockbridge County.
Award of contract to low bidder, Wiley N. Jackson Company, Roanoke,
Virginia.

Bid	\$4,448,764.23
10% for engineering and additional work	444,876.42
Work by State Forces	2,098.00
Amount chargeable to project	4,895,739.00

\$2,717,648.00 to be provided for in 1976-77 Interstate Construction
Allocations.

Route 77, Project 0077-017-101, G-306

3.290 Mi. N. Int. 58 - 4.066 Mi. S. Wythe-Carroll CL, Carroll County.
Award of contract to low bidder, English Construction Co., Inc.,
Altavista, Virginia.

Bid	\$1,386,556.57
10% for engineering and additional work	138,655.65
Work by State Forces	11,098.00
Amount chargeable to project	1,536,310.00

\$1,536,310.00 to be provided for in 1976-77 Interstate Construction
Allocations.

Route 77, Project 0077-017-101, G-307, B-632

4.066 Mi. S. Wythe-Carroll CL - 2.198 Mi. S. Wythe-Carroll CL, Carroll
County. Award of contract to low bidder, H. B. Rowe & Company, Inc.,
Mount Airy, North Carolina.

Bid	\$1,806,970.39
10% for engineering and additional work	180,697.03
Work by State Forces	5,444.00
Amount chargeable to project	1,993,111.00

\$1,993,111.00 to be provided for in 1976-77 & 1977-78 Interstate
Construction Allocations.

Route 95, Project 7095-026-101, C-501

0.707 Mi. W. of WCL Petersburg - 0.487 Mi. W. of WCL Petersburg,
Dinwiddie County. Award of contract to low bidder, T. E. Brown
Construction Co., Inc., Morehead City, North Carolina.

Bid	\$825,150.30
10% for engineering and additional work	82,513.03
Amount chargeable to project	907,665.00

To be financed from 9C Bond Issue.

1-15-76

Route 95, Project 0095-029-108, C-501, B-639, B-640, B-641

Prince William-Fairfax CL - 1.615 Mi. N. Prince William CL, Fairfax County. Award of contract to low bidder, Central Contracting Co., Inc., Farmville, Virginia.

Bid	\$1,412,288.85
10% for engineering and additional work	141,228.88
Work by State Forces	7,150.00
Amount chargeable to project	1,560,668.00

\$1,560,668.00 to be provided for in Future Interstate Construction Allocations.

Route 105, Projects D105-099-101, C-501, B-601; D105-121-101, C-501

Int. 143 - Int. 17, York County and City of Newport News. Award of contract to low bidder, Henry S. Branscome, Inc., Williamsburg, Virginia.

	Construction	Right of Way
Bid	\$1,524,128.92	\$41,664.00
10% for engineering and additional work	152,412.89	4,166.40
Work by State Forces	41,840.70	
Amount chargeable to project	1,764,213.00	

\$721,622.00 to be provided for in 1976-77 Allocation to Access Roads to Bicentennial Centers.

Route 237, Project 0237-151-101, C-501, B-601

0.083 Mi. S. Accotink Creek - Fairfax Circle, City of Fairfax. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

	Construction	Right of Way
Bid	\$499,644.30	\$10,700.00
10% for engineering and additional work	49,964.43	1,070.00
Work by State Forces	1,826.00	
Amount chargeable to project	563,205.00	

Accts. Receivable City of Fairfax - \$84,206.02
Accts. Receivable C & P Telephone Co. of Va. - \$11,770.00
\$135,228.00 to be provided for in Future Urban Construction Allocations.

Route 301, Project 0301-042-101, C-501, C-506, B-601

0.934 Mi. N. Henrico-Hanover CL - 2.715 Mi. N. Henrico-Hanover CL, Hanover County. Award of contract to low bidder, Shoosmith Brothers, Inc., Chester, Virginia.

Bid (Alternate)	\$1,540,610.60
10% for engineering and additional work	154,061.06
Work by State Forces	11,200.20
Railroad	39,296.00
Flagging	1,100.00
Amount chargeable to project	1,746,268.00

\$152,726.00 to be provided for in 1976-77 Primary Construction Allocation.

1-15-76

Route 601, Project 0601-016-132, C-501

0.180 Mi. E. Int. 95 HBL - 0.116 Mi. E. Int. 664, Caroline County.
Award of contract to low bidder, J. L. Kent & Sons, Fredericksburg,
Virginia.

Bid (Alternate)	\$269,700.35
10% for engineering and additional work	26,970.03
Utilities	3,661.79
Amount chargeable to project	300,429.00

Route 611, Project 0611-053-177, C-501, D-633

Drainage Structure & Approaches at Catoclin Creek, Loudoun County.
Award of contract to low bidder, Arch Construction Co., Inc., Richmond,
Virginia.

Bid	\$116,092.60
10% for engineering and additional work	11,609.26
Work by State Forces	2,830.00
Utilities	5,002.00
Amount chargeable to project	136,422.00

Route 614, Project 0614-045-115, B-605

Bridge over South Fork Potomac River, Highland County. Award of
contract to low bidder, Charles W. Barger & Son Construction Co.,
Inc., Lexington, Virginia.

Bid	\$63,692.90
10% for engineering and additional work	6,369.29
Work by State Forces	6,460.01
Amount chargeable to project	64,530.00

Route 630, Project 0630-073-129, C-501, D-613

Int. 360 - 0.254 Mi. N. W. Int. 360, Prince Edward County. Award of
contract to low bidder, N. W. Carter Construction Co., Inc., Chase City,
Virginia.

Bid	\$170,950.05
10% for engineering and additional work	17,095.00
Work by State Forces	9,000.00
Utilities	241.00
Railroad	11,960.00
Flagging	4,530.00
Amount chargeable to project	223,475.00
Acct. Rec. N & W RR - \$17,131.00	

1-15-76

Route 646, Project 0646-074-132, C-501

Int. 156 - 0.028 Mi. W. Int. 644, Prince George County. Award of contract to low bidder, Shoosmith Brothers, Inc., Chester, Virginia.

Bid	\$224,305.95
10% for engineering and additional work	22,430.59
Utilities	9,570.00
Amount chargeable to project	256,307.00

\$12,000.00 to be provided for in 1976-77 & Subsequent Years' Budgets.

Route 143 & Oyster Point Road, Project 5503-121-102, C-501

Int. Rte. 143 and Oyster Point Road, City of Newport News. Award of contract to low bidder, C. A. Barrs Contractor, Inc., Grafton, Virginia.

Bid	\$427,701.58
10% for engineering and additional work	42,770.15
Work by State Forces	5,830.00
Amount chargeable to project	476,302.00

Acct. Rec. VEPCO - \$1,079.00
Acct. Rec. City of Newport News - \$72,391.26

MOTION CARRIED

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

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

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Harrisonburg on additional streets, totaling 1.71 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additional streets and mileage eligible for payments are described on attached tabulation sheets numbered 1 and 2, dated October 1, 1975.

These additions, totaling 1.71 miles, increase the total mileage in the City of Harrisonburg from 50.78 miles to 52.49 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 Harrisonburg

TOTAL ADDITIONAL MILEAGE REQUESTED _____

SUBMITTED BY THE CITY ENGINEER (Date 9/5/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM	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
N. Blue Ridge Drive	Starcrest Drive to 235 ft. north		50'	38 ft.	.04 [#]	No	21-A	Triple Sur-Treat.	2
N. Blue Ridge Drive	235 ft. north of Starcrest to north curb of Bobwhite Place		60'	38 ft.	.14 [#]	No	21-A	Triple Sur-Treat.	2
Cantrell Ave.	Paul St. to Reservoir St.		70'	30 ft.	.35 .346	Yes	21-A B-3	8-5	2
Dealton Ave.	Rocco ^{Ave.} Dr. to 600 ft. south		50'	30 ft.	.113	No	21-A	Triple Sur-Treat.	2
Dutch Mill Ct.	Reservoir St. to 350 ft. east		50'	30 ft.	.07 .066	No	21-A	Triple Sur-Treat.	2
Fifth Street	Virginia Ave. to Lee Ave.		50'	30 ft.	.06 [#]	No	21-A	Triple Sur-Treat.	2
Kelly Street	515 ft. west of Hill St. to dead end east		50'	32 ft.	.13 .125	No	21-A	Sur-Treat. & 8-5	2
Middlebrook St.	Central Ave. to 740 ft. west		50'	34 ft.	.14 [#]	No	21-A	Triple Sur-Treat	2
Monticello Ave.	177 ft. extension to south		50'+	34 ft.+	.035	No	21-A	Double Sur-Treat.	2
Paul Street	Andergren to Cardinal Dr.		50'	34 ft.	.135	No	21-A	Double Sur-Treat. & 8-5	2
Robin Court	N. Blue Ridge Dr. to west		50'+	34 ft.+	.04 [#]	No	21-A	Triple Sur-Treat.	2

SIGNED W. J. Walker
Dept. of Highways Engineer

207.1 1975

Form U-1 (7-1-72)

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

MUNICIPALITY Harrisonburg
1.71
 TOTAL ADDITIONAL MILEAGE REQUESTED 1.71 miles

SUBMITTED BY THE CITY ~~ENGINEER~~ (Date 2/5/75) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widths vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH MILES	PARKING PROHIBITED RT. (Yes or No)	L.T. (Yes or No)	TYPE OF BASE	TYPE OF SURFACE	Number of Lanes available for peak hour traffic
Stuart Street	Waterman Dr. to Talliaferro Dr.		50'	30 ft.	.268	No	No	21-A	Double Sur-Treat.	2
Talliaferro Dr.	Rockingham Dr. to Stuart St.		50'	30 ft.	.148	No	No	21-A	Double Sur-Treat.	2
Waterman Dr.	From 1280 ft. north end of Chicago Ave. to Talliaferro Dr.		80'	30 ft.	.078	No	No	21-A	Double Sur-Treat.	2
				Total	1.71 mi.					
					x 2 lanes					
				Total	3.42					

SIGNED Bill J. McHenry
Dept. of Highways' Engineer

7-15-76

Moved by Mr. Crowe , seconded by Mr. Beeton,
that the Commission confirm letter ballot action rejecting bid received
November 19, 1975, and authorize readvertisement of this project:

Route 64, Project 0064-081-101, G-309

12.032 MI. W. Int. B1 - 11.088 MI. W. Int. B1, Rockbridge County. Low
bid - 44% over estimate.

MOTION CARRIED

Moved by Mr. Glass , seconded by Mr. Roos,
that the Commission confirm letter ballot action adopting the following
resolution:

WHEREAS, Section 33.1-221 of the Code of Virginia provides
a fund for fiscal 1975-76 to "... be expended by the Commission for con-
structing, 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 Amherst County and
the Town Council of Amherst have each by resolution requested the use of
industrial access funds to provide access to the proposed new facility
of Aerofin Corporation, to be located just south of the SCL of the Town
of Amherst in Amherst County, estimated to cost \$150,000; 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 \$150,000 from the
1975-76 industrial access fund be allocated to provide access to the new
facility of Aerofin Corporation, to be located just south of the SCL of
the Town of Amherst in Amherst County, Project 0825-005-155, C-501,
contingent upon the industry's entering into a firm contract for the
construction of its facility, or posting bond in the amount of the estimated
cost of the project pending its entering into such firm contract, and the
necessary right of way and adjustment of utilities being provided at no
cost to the Commonwealth.

MOTION CARRIED

1-15-76

Moved by Mr. Beeton , seconded by Mr. Glass,
that the Commission confirm letter ballot action adopting the following
resolution:

WHEREAS, in accordance with the provisions of Section 128
of Title 23 - Highways, United States Code, and FMV: 7-7-5, a location and
design public hearing was held in the James K. Polk Elementary School,
5000 Polk Avenue, Alexandria, Virginia, on October 2, 1975, at 7:40 p.m.,
for the purpose of considering the proposed interchange of Route 236 with
Van Dorn Street from 0.154 mile east of Van Dorn Street to 0.192 mile
west of Van Dorn Street in the City of Alexandria, State Project 0236-
100-103, C-504, B-607; Federal Project M-5401(5); and

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

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

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

MOTION CARRIED

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

WHEREAS, Route 19 in Tazewell County has been altered
and reconstructed as shown on plans for Project 6019-092-106, 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, and
one section of the old road is no longer necessary for purposes of the State
Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section
33.1-148 of the Code of Virginia of 1950, as amended, 0.32 mile of the old
location of Route 19, shown in blue and designated as Section 2 on the plat
dated September 15, 1975, Project 6019-092-106, C-501, be abandoned as a
part of the State Highway System;

1-15-76

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.21 mile of the old location of Route 19 shown in yellow and designated as Section 1 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED

Moved by Mr. Beeton , seconded by Mr. Roos,
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 Salem for maintenance payments on additional streets meeting required standards;

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Salem on additional streets, totaling 0.80 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payments are described as follows:

Fletcher Street	- From 350 feet South of Howard Drive to Dead End	0.25 Mile
Fletcher Crescent	- From Fletcher Street West and East to Dead End	0.10 Mile
Gardner Drive	- From Fletcher Street to Keesling Avenue	0.20 Mile
Keesling Avenue	- From Howard Drive West to Dead End	0.20 Mile
Parkwood Avenue	- From Howard Drive to Keesling Avenue	0.05 Mile

These additions, totaling 0.80 mile, increase the total mileage in the City of Salem from 103.64 miles to 104.44 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 254 in Augusta County has been altered and reconstructed as shown on plans for Project 0254-007-101, C-503; and

WHEREAS, six sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and four sections of the old road are to be transferred to the Secondary System;

1-15-78

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.65 mile of the old location of Route 254, shown in blue and designated as Sections 1, 4, 5, 6, 8 and 9 on the plat dated June 20, 1974, Project 0254-007-101, C-503, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 1.84 miles of the old location of Route 254 shown in red and designated as Sections 2, 2A, 3 and 7 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

Moved by Mr. Crowe , seconded by Mr. Boston, that the Commission confirm letter ballot action on bid received December 5, 1975, on the following project:

Project 0095-088-702, M-800

Addition to and Renovation of Information Center Rest Area Building Approximately 3 Mi. S. of Intersection Rte. 17 & Rte. 95 (SOL Rte. 95), Spotsylvania County. Award of contract to low bidder, Harwell Construction Company, Inc., Orange, Virginia.

Bid (Capital Outlay)	\$37,380.00
10% for engineering and additional work	3,738.00
Amount chargeable to project	41,118.00

MOTION CARRIED

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

WHEREAS, Route 15 in Fauquier County has been altered and reconstructed as shown on plans for Project 0015-030-104, C-501; and

WHEREAS, one section of the old road is no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.12 mile of the old location of Route 15, shown in yellow and designated as Section 3 on the plat dated January 7, 1975, Project 0015-030-104, C-501, be discontinued as a part of the State Highway System.

MOTION CARRIED

7-15-76

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

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

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Charlottesville on additional streets, totaling 1.66 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additional streets and mileage eligible for payment are described as follows:

Cedars Court	- From Barracks Road Northeast to End	0.11 Mile
Nichia Drive	- From Hydraulic Road to 1062' Northeast	0.20 Mile
Brandywine Drive	- From 1578' Northeast of Greenbrier Drive to Glenn Court	0.10 Mile
Glenn Court	- From Southwest of Brandywine Drive to Northeast of Brandywine Drive	0.20 Mile
Beechwood Drive	- From 568' West of Cottonwood Road to Wilder Drive	0.03 Mile
Wilder Drive	- From City Limits to 331' Southwest	0.06 Mile
Landonia Circle	- From East Edge of Coleman Street to 100' West	0.04 Mile
Walk Place	- From Harris Road North and East to End	0.13 Mile
Bailey Road	- From 5th Street Southwest to Orangedale Avenue	0.17 Mile
Orangedale Avenue	- From Rock Creek Road Northeast to End	0.32 Mile
Prospect Avenue	- From Rock Creek Road to 999' Northeast	0.19 Mile
Rock Creek Road	- From Cul-de-sac South of Prospect Avenue to 583' Northwest	0.11 Mile

These additions, totaling 1.66 miles, increase the total mileage in the City of Charlottesville from 116.69 miles to 118.35 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 47 in Appomattox County has been altered and reconstructed as shown on plans for Project 0047-106-101, C-501; and

1-15-76

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-143 of the Code of Virginia of 1950, as amended, 0.05 mile of old location of Route 47, shown in blue and designated as Section 3 on the plat dated August 11, 1975, Project 0047-006-101, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.04 mile of old location of Route 47, shown in yellow and designated as Section 2 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.04 mile of old location of Route 47, shown in red and designated as Section 1 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of highways.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FIMPL 7-7-5, a location and design public hearing was held in the Granby High School, 7101 Granby Street, Norfolk, Virginia, on July 31, 1975, at 7:30 p.m., for the purpose of considering the proposed structure and approaches over Lafayette River on Route 460 - Granby Street from 0.092 mile south of Lafayette River to 0.080 mile north of Lafayette River in the City of Norfolk, Virginia, State Project 0460-122-102, C-501, B-501; Federal Project U-403-1(10); 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;

1-15-76

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

MOTION CARRIED

Moved by Mr. Beeton , seconded by Mr. Roos,
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 Alexandria for additions and a deletion of streets subject to maintenance payments, and meeting required standards;

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Alexandria on additional streets, totaling 0.66 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additions and deletion are described as follows:

"Other Streets" Additions

Dogwood Drive - From Quaker Lane to Kemwood Avenue	0.11 Mile
Wheeler Avenue - From 400' West of South Early Street to Duke Street	0.49 Mile
Stultz Road - From Stevenson Square to Watergate	0.06 Mile

"Other Streets" Deletion

Wheeler Avenue - From South Early Street to Duke Street	0.46 Mile
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These additions, totaling 0.66 mile, and a deletion of 0.46 mile, for a net addition of 0.20 mile, increase the total mileage in the City of Alexandria from 177.59 miles to 177.79 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held in the Board Room of the Chesterfield County Courthouse on November 21, 1975, at 10:00 a.m., pursuant to a formal request by resolution adopted by the Chesterfield County Board of Supervisors, to consider the restriction of truck traffic on Routes 1541 and 1542, from Route 10 to Route 708; and

1-15-76

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

WHEREAS, careful consideration has been given to the recommendations received, the structural and geometrical conditions of the road, and the past practices of the Department;

NOW, THEREFORE, BE IT RESOLVED, that Routes 1541 and 1542, from Route 10 to Route 70S, be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

MOTION CARRIED

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

WHEREAS, Section 33.1-223 of the Code of Virginia providing for access roads to public recreational areas and historical sites was amended and reenacted by the 1975 session of the General Assembly to provide for bikeway access; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway and Transportation Commission are authorized by this section of the Code to make certain regulations to carry out their part of the provisions of the law; and

WHEREAS, it is deemed necessary by both Commissions that their previously adopted joint policy on the use of such funds be amended to include bikeway access;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission hereby rescinds its previous policy adopted on June 27, 1968 and adopts the following policy governing the use of recreational access funds to include bikeway access, which new policy was adopted by the Commission of Outdoor Recreation on November 14, 1975, pursuant to Section 33.1-223 of the Code of Virginia, as amended:

The State Highway and Transportation Commission and the Commission of Outdoor Recreation adopt this policy to govern the use of recreational access funds pursuant to Section 33.1-223 as amended of the Code of Virginia. It is the intent of the Commissions that the concept of access be applicable to facilities for motor vehicles and bicycles whether in separate physical facilities or combined in a single facility. In the event independent bikeway access is deemed appropriate and justified, the access will be established on a separate right of way independent of motor vehicle traffic and specifically designed to provide for bicycle access to the recreational area or historical site as a connecting link between an existing bikeway or otherwise recognized bicycle route.

1-15-76

The following items are incorporated in this policy:

1. The use of recreational access funds shall be limited to the purpose of providing proper access to publicly developed recreational areas or historical sites where the full provisions of Section 33.1-223 have been complied with.
2. Recreational access funds shall not be used for the acquisition of right of way, as it is the intent that these funds are to be used only for the actual construction and engineering of a road or bikeway facility adequate to serve traffic generated by the public recreational area or historical site.
3. The decision to construct or improve an access facility to a recreational area or historical site will be based upon the following parameters:
 - A. The cost of construction in relation to the volume and nature of traffic to be generated as a result of the attraction.
 - B. Identification of sufficient demand to support the construction of the access facilities.
 - C. In the consideration of independent bikeways as described herein, one of these features should be applicable:
 - (a) The bikeway should serve a connecting route of established bicycle usage in the recreational area or historical site.
 - (b) The recreational area or historical site is located within an area of substantial bicycle traffic generation.

For each project, the identified need or demand for the access facilities will be analyzed and mutually agreed upon between the Commissions.
- U. Type of protective zoning in effect.
4. Recreational access funds will not be considered for the construction, reconstruction, maintenance or improvement of recreational access roads or bikeways until such time as adequate assurance has been given that the recreational facility is already in operation or will be developed and operational at the approximate time of the completion of the road or bikeway.

1-15-76

5. Motor vehicle access and/or bikeway access may be considered as either combined facilities or separate entities. Therefore, realistic funding limitations must be set that will assure a reasonable and meaningful distribution of projects.

Not more than \$200,000 of recreational access funds may be allocated for use in any one county, including the towns located therein, or any city in any fiscal year unless these funds are supplemented by funds from other than highway sources, in which case additional recreational access funds may be made available to match the amount contributed, dollar for dollar, but not to exceed a grand total of \$300,000 of recreational funds. Correspondingly, when bikeway access is a separate entity and is not a joint facility with a vehicular access project, not more than \$50,000 of recreational access funds for bikeway access may be so allocated, and which may also be supplemented on a dollar-for-dollar contribution from other than highway sources but not to exceed a grand total of \$75,000 of recreational access funds for the bikeway access. In instances where bikeway access and vehicular access are combined, the \$200,000 limitation with dollar-for-dollar matching shall apply, and the costs attributable to the bikeway access shall be limited to \$50,000 and the dollar-for-dollar matching not to exceed a grand total of \$75,000 from recreational access funds for such purpose.

6. The Highway and Transportation Commission and the Commission of Outdoor Recreation will consult and should work closely with the Historic Landmarks Commission in designating historical sites eligible for the use of recreational access funds, and they may rely on the recommendations of that Commission in making decisions as to the allocation of these funds.
7. Prior to the formal request for the use of recreational access funds to provide access to public recreational areas or historical sites, the location of the access road or bikeway shall be submitted for the approval of the engineers of the Department of Highways and Transportation and to the Commission of Outdoor Recreation staff. In making recommendations, personnel of the Department of Highways and Transportation and the Commission of Outdoor Recreation shall take into consideration the cost of the access road or bikeway as it relates to the location, and as it relates to the possibility of future extensions of access to serve other public recreational areas or historical sites, as well as the future development of the area traversed.
8. The use of recreational access funds shall be limited to the construction or reconstruction of motor vehicle access roads or bikeway access to publicly owned recreational areas or historical sites or to officially designated major development units within such areas or sites.

The beginning and termination of the recreational access facility shall be at logical locations. Termination of the access shall be the park or historical site entrance or may be within. If within, the main focal point of interest shall be construed as the termination at which "adequate access" is judged to be provided for the facility. This may be an administration building, information center, auditorium, stadium, parking lot, picnic area, camping area, etc., depending upon the character of the recreational area. Generally, it would be interpreted as the first point at or within the recreational area or historical site that visitors would leave their automobiles or bikes and commence to utilize some feature of the facility.

9. It is the intent of the Commissions that recreational access funds not be anticipated from year to year.

NOTION CARRIED

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

WHEREAS, the City Council of Newport News requested the Virginia Department of Highways and Transportation to participate in the improvement of Warwick Boulevard (Route 60) between Henchville Road and Sherwood Place in the City of Newport News in accordance with Section 33.1-44 of the Code of Virginia of 1950, as amended; and

WHEREAS, the City Council of Newport News adopted a master plan for the City of Newport News which includes Warwick Boulevard (Route 60) from Henchville Road to Sherwood Place as a major traffic artery; and

WHEREAS, the City's master plan for this section of Warwick Boulevard requires a right of way of one hundred and sixty feet (160 feet) and a building line set back one hundred and ten feet (110 feet) from the centerline of existing Warwick Boulevard (Route 60); and

WHEREAS, the City Council of Newport News has requested the Virginia Department of Highways and Transportation to develop plans, acquire rights of way, and construct this section of Warwick Boulevard in accordance with the City's master plan; and

WHEREAS, the Virginia Department of Highways and Transportation has encouraged the several cities and towns in the Commonwealth to adopt master plans and ordinances to control development;

1-15-76

NOW, THEREFORE, BE IT RESOLVED, that Harwick Boulevard (Route 60) between Menchville Road and Sherwood Place in the City of Newport News be planned, right of way acquired, and constructed as requested by the City Council and further, be financed in accordance with Section 33.1-44 of the Code of Virginia, as amended.

MOTION CARRIED

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

WHEREAS, the construction of the Arterial System results in a combination of systems in the performance of maintenance operations at interchanges and grade separation structures; and

WHEREAS, under authority of Section 33.1-27 of the Code, the Highway and Transportation Commission is authorized, at its discretion to assume the maintenance and control of any extension of the arterial network of highways within a municipality of 3,500 or more population, when such extension has been constructed without contribution by the municipality and such action is deemed by the Commission to be in the best interest of the Commonwealth; and

WHEREAS, maintenance payments will not be paid to any city or town for street or road mileage maintained by the Arterial Systems;

NOW, THEREFORE, BE IT RESOLVED, that the following section of relocated Route 16 be added and the sections of Routes 61 and 16 within the controlled access limits of their interchanges with Arterial Routes 19/460 in the Town of Tazewell be dropped from maintenance payments under Section 33.1-41 of the Code of Virginia, as amended, effective October 1, 1975:

Primary Extension Addition

Route 16 (Tazewell Avenue)	- From North End of Old Location of Tazewell Avenue to South End of Old Location of Tazewell Avenue (Limited Access distance (0.27 mile) at crossing of Arterial Routes 19/460 deducted).	0.29 Mile
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Primary Extension Deletions

Route 16 (Tazewell Avenue)	- From North Intersection Relocated Route 16 to South Intersection Relocated Route 16.	0.56 Mile
Route 61	- From E.C.L. Tazewell to 0.34 Mile East of E.C.L. Tazewell.	0.34 Mile

1-15-76

This addition of 0.29 mile and deletions totaling 0.90 mile, with a net deletion of 0.61 mile, will decrease the total Primary Extension mileage from 10.10 miles to 9.49 miles effective October 1, 1975, for the quarterly payment due after December 31, 1975; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for the additions and deletion subject to payments on "Other Streets" in the Town of Tazewell, due to Primary Extension changes, be approved as follows; effective October 1, 1975, for the quarterly payment due after December 31, 1975:

"Other Streets" Additions

Tazewell Avenue - From North Intersection of relocated Route 16 to South Intersection of relocated Route 16.	0.56 Mile
Fairmont Avenue - From 0.01 Mile East of Tazewell Avenue to 0.09 Mile East of Tazewell Avenue.	0.08 Mile

"Other Streets" Deletion

Fairmont Avenue - From 0.01 Mile East of Tazewell Avenue to 0.12 Mile East of Tazewell Avenue.	0.11 Mile
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These additions totaling 0.64 mile and deletion of 0.11 mile, for a net addition of 0.53 mile, increase the "Other Streets" mileage in the Town of Tazewell from 8.99 miles to 9.52 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 7 in Loudoun County has been altered and reconstructed as shown on plans for Project 6007-053-107, C-501; 111, C-502; 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, 0.25 mile of the old Route 7 shown in blue and designated as Sections 1 and 14 on the plat dated August 21, 1975, Project 6007-053-107, C-501; 111, C-502, be abandoned as a part of the State Highway System.

MOTION CARRIED

1-15-76

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund for fiscal 1975-76 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of Covington has by resolution requested the use of industrial access funds to provide adequate access to the expanding facility of Hercules Incorporated, located in the City of Covington, estimated to cost \$150,000; 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 \$150,000 from the industrial access fund for 1975-76 be allocated to provide adequate access to the expanding facility of Hercules Incorporated, located in the City of Covington, Project 9999-107-102, C-501, contingent upon (1) the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and (2) the city's agreeing to bear all costs over and above \$150,000.

MOTION CARRIED

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

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

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Vinton on an additional street, length 0.12 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additional street mileage eligible for payment is described as follows:

Niagara Road - From Lauderdale Avenue to Wyndham Drive 0.12 Mile

This addition of 0.12 mile increases the total mileage in the Town of Vinton from 33.76 miles to 33.88 miles of approved streets subject to payment.

MOTION CARRIED

1-15-76

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

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

WHEREAS, the Highway and Transportation Commission has selected certain streets within the Corporate Limits of the Town of Chase City for such payment; and

WHEREAS, due to annexation by the Town of Chase City, effective January 1, 1975, and through mutual agreement between the Town and the Highway and Transportation Department the Town is to maintain the streets within the area annexed from Mecklenburg County and these streets be included with "Other Streets" eligible for maintenance payment at the annual rate of \$1600 per mile on eligible streets;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-80 of the Code of Virginia, as amended, quarterly payments be made to the Town of Chase City on streets, totaling 0.60 mile, annexed by the Town and additional streets meeting standards required by the aforementioned section of the Code, effective October 1, 1975, for the quarterly payment due after December 31, 1975. The additional streets and mileage eligible for payment are described as follows:

Dodd Street	- From Ogburn Street to Roberts Street	0.16 Mile
Roberts Street	- From Dodd Street to Roark Street	0.10 Mile
Price Street	- From Dodd Street to Roark Street	0.09 Mile
Roark Street	- From Ogburn Street to Price Street	0.16 Mile
Harveys Lane	- From Price Street West to End	0.09 Mile

These additions, totaling 0.60 mile, will increase the total mileage in the Town of Chase City from 15.48 miles to 16.08 miles of approved streets subject to payment.

MOTION CARRIED

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

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

1-15-76

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Vienna on additional streets, totaling 0.21 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payment are described as follows:

Kerge Court	- From Ayito Road Northwest to End	0.03 Mile
Surveyors Court	- From Pleasant Street Southwest to End	0.03 Mile
Saratoga Way	- From Route 123 Service Drive Northwest to End	0.15 Mile

These additions, totaling 0.21 mile, increase the total mileage in the Town of Vienna from 53.36 miles to 53.57 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Beeton , seconded by Mr. Ross,
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 Salem for maintenance payments on additional streets meeting required standards;

THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Salem on additional streets, totaling 0.65 mile, and meeting required standards under the aforementioned section of the Code, effective January 1, 1976, for the quarterly payment due after March 31, 1976. The additional streets and mileage eligible for payment are described as follows:

Niblick Drive	- From Titleist Drive to Franklin Street	0.22 Mile
Niblick Circle	- From Niblick Drive North to Dead End	0.04 Mile
Eagle Drive	- From Niblick Drive South thence West to Dead End	0.21 Mile
Par Drive	- From Eagle Drive South to Dead End	0.14 Mile
Tee Circle	- From Eagle Drive Southwest to Dead End	0.04 Mile

These additions, totaling 0.65 mile, increase the total mileage in the City of Salem from 102.99 miles to 103.64 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 8 in Floyd County has been altered and reconstructed as shown on plans for Project 0008-031-102, C-501; and

1-15-76

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, 0.58 mile of the old location of Route 8, shown in yellow and designated as Sections 1, 2, 3, 4, 5 and 6 on the plat dated July 21, 1975, Project 0008-031-102, C-501, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPI 7-7-5, a design public hearing was held in the Bluefield Municipal Building, Virginia Avenue, Bluefield, Virginia, on August 21, 1974, at 7:00 p.m., for the purpose of considering the proposed design of Route 19/460 (Bluefield By-Pass) from 5.238 miles west of the Virginia-West Virginia State Line (at intersection of Route 720) to the Virginia-West Virginia State Line in Tazewell County and the Town of Bluefield, State Project 6019-092-107, C-501; Federal Project APD-21-1(); and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the major design features of this project be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers, amended to reduce the grades to 3% in the residential areas and to provide an ultimate interchange with Route 720 near Hockman Pike (Route 662).

MOTION CARRIED

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

WHEREAS, Route 40 (old Route 48) in Hottoway County has been altered and reconstructed as shown on plans for Project 769-A; and

1-15-76

WHEREAS, one section of the old road is no longer necessary as a public road, the new road serving the same citizens as the old, and one section of the old road is to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.60 mile of old location of Route 40, shown in blue and designated as Section 2 on the plat dated July 17, 1975, Project 769-A, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.40 mile of old location of Route 40, shown in red and designated as Section 1 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPP 7-7-5, a location and design public hearing was held in the Norview High School located at the corner of Middleton Place and Sewells Point Road, Norfolk, Virginia, on October 2, 1975, at 7:30 p.m., for the purpose of considering the proposed replacement of the structures at Wayne Creek on Chesapeake Boulevard from Norland Circle to Wayne Circle in the City of Norfolk, State Project U000-122-114, C-501, B-607; Federal Project U-403-1(1); and

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

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

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

MOTION CARRIED

1-15-76

Moved by Mr. Crowe, seconded by Mr. Beeton, that the Commission confirm letter ballot action on bids received December 17, 1975, on the following projects:

Route 1, Project 0001-026-1006

Replacement of Superstructure - Bridge over Seaboard Coast Line R.R., Dinwiddie County. Award of contract to low bidder, D. W. Lyle Corp., McKenney, Virginia.

Bid	\$164,914.80
10% for engineering and additional work	16,491.48
Flagging	3,850.00
Amount chargeable to project	185,256.00

To be financed from 1975-76 Primary Maintenance Replacement Funds.

Route 1, Project 0001-029-108, B-605 CONTR. II

Removal of Piles and Debris - Occoquan Creek, Fairfax County. Award of contract to low bidder, McLean Contracting Company, Baltimore, Maryland.

Bid	\$12,000.00
10% for engineering and additional work	1,200.00
Amount chargeable to project	13,200.00

100% Federal Emergency Relief Funds

Route 64, Project 0064-081-101, G-303, B-608

8.079 Mi. W. Int. 81 - 6.657 Mi. W. Int. 81, Rockbridge County. Award of contract to low bidder, English Construction Company, Inc., Altavista, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,358,640.65	\$50.00
10% for engineering and additional work	135,864.06	5.00
Work by State Forces	4,620.00	
Amount chargeable to project	1,499,180.00	

\$1,499,180.00 to be provided for in 1976-77 Interstate Construction Allocations.

Route 64, Project 0064-081-101, G-310, B-636, B-637, B-638

11.088 Mi. W. Int. 81 - 8.079 Mi. W. Int. 81, Rockbridge County. Award of contract to low bidder, Talbott-Marks Company, Inc., Clarksville, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$2,796,731.40	\$20.00
10% for engineering and additional work	279,673.14	2.00
Work by State Forces	9,922.00	
Amount chargeable to project	3,086,349.00	

\$3,086,349.00 to be provided for in 1976-77 Interstate Construction Allocations.

1-15-76

Route 95, Project 0095-016-106, C-501

Expansion of Rest Area No. 37N - HBL 0.5 MI. N. Rte. 652, Caroline County. Award of contract to low bidder, Henderson Construction Company, Inc., Fredericksburg, Virginia.

Bid	\$ 984,378.45
10% for engineering and additional work	98,437.84
Work by State Forces	3,850.00
Amount chargeable to project	1,086,666.00
\$1,086,666.00 to be provided for in Future Interstate Construction Allocations.	

Route 118, Project 0118-128-101, C-501

0.178 MI. N. Int. 11 & 101 (Near Maitland Ave.) - Int. 11 (at Hearthstone Rd.), City of Roanoke. Award of contract to low bidder, M. E. Humphries, General Contractor, Stuarts Draft, Virginia.

Bid	\$317,087.10
10% for engineering and additional work	31,708.71
Work by State Forces	12,100.00
Amount chargeable to project	360,896.00
Acct. Rec. City of Roanoke - \$54,134.37	
\$131,762.00 to be provided for in Future Urban Construction Allocations.	

Route 157, Project 0157-043-101, C-502, B-601

0.643 MI. W. Int. 157 & Pemberton Rd. - 0.281 MI. W. Int. 157 & Pemberton Rd., Henrico County. Award of contract to low bidder, Arch Construction Company, Inc., Richmond, Virginia.

Bid	\$192,387.10
10% for engineering and additional work	19,238.71
Work by State Forces	7,700.00
Amount chargeable to project	219,326.00
\$49,526.00 to be provided for in 1976-77 Primary Construction Allocations.	

Routes 244, 236, 620, 649 & 633, Projects 0244-029-109, C-501; 0236-029-104, C-501; 0620-029-237, C-501; 0649-029-240, C-501; 0633-029-238, C-501

Traffic Signals - Various Locations, Fairfax County. Award of contract to low bidder, M. C. Dean Electrical Contracting, Inc., Fairfax, Virginia.

Bid	\$30,520.00
10% for engineering and additional work	3,052.00
Amount chargeable to project	33,572.00
\$16,731.00 to be provided for in 1976-77 Primary Construction Allocations.	

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Route 600, Project 0600-008-117, C-501, B-605

Bridge and Approaches at Back Creek, Bath County. Award of contract to low bidder, Garrett, Moon & Pool, Inc., Blackstone, Virginia.

Bid	\$161,759.00
10% for engineering and additional work	16,175.90
Amount chargeable to project	177,935.00

\$98,960.00 to be provided for in 1976-77 & Subsequent Years' Budgets.

Route 613, Project 0613-082-152, C-501, B-629

Int. Rte. 33 - 0.102 Mi. N. Int. Rte. 762, Rockingham County. Award of contract to low bidder, Garrett, Moon & Pool, Inc., Blackstone, Virginia.

Bid	\$250,977.50
10% for engineering and additional work	25,097.75
Work by State Forces	27,124.00
Amount chargeable to project	303,199.00

\$84,238.00 to be provided for in 1976-77 & Subsequent Years' Budgets.

Route 621, Project 0621-049-113, C-501

2.417 Mi. N. Int. 14 - 0.003 Mi. N. Int. 14, King & Queen County. Award of contract to low bidder, W. S. Cordle, Inc., Emporia, Virginia.

Bid	\$284,617.78
10% for engineering and additional work	28,461.77
Work by State Forces	2,690.00
Utilities	6,699.81
Amount chargeable to project	322,469.00

\$53,864.00 to be provided for in 1976-77 & Subsequent Years' Budgets.

Route 631, Project 0631-081-145, C-501, B-641

Bridge and Approaches over Maury River, Rockbridge County. Award of contract to low bidder, Charles W. Barger & Son Construction Co., Inc., Lexington, Virginia.

Bid	\$464,539.06
10% for engineering and additional work	46,453.90
Work by State Forces	275.00
Amount chargeable to project	511,268.00

\$172,414.00 to be provided for in 1976-77 & Subsequent Years' Budgets.

1-15-76

Route 645, Projects 0645-047-123, M-501, FS-701; 0645-099-130, M-501

Int. 60 - 0.608 Mi. E. James City-York CL, James City and York Counties. Award of contract to low bidder, Williams Paving Company, Inc., Norfolk, Virginia.

Bid	\$ 57,903.81
10% for engineering and additional work	5,790.38
Work by State Forces	5,472.00
Utilities	2,618.00
Railroad	58,903.90
Flagging	550.00
Amount chargeable to project	131,238.00

\$23,588.00 to be provided for in 1976-77 & Subsequent Years' Budgets.

Route 64 EBL, Project G-1-74

Grooving of Concrete Pavement - 1.1 Mi. E. of 33 - 1.9 Mi. E. 33, Henrico County. Award of contract to low bidder, Pavement Specialists, Inc., Napoleon, Ohio.

Bid	\$25,690.00
10% for engineering and additional work	2,569.00
Amount chargeable to project	28,269.00

To be financed from 1975-76 Richmond District Interstate Maintenance Replacement Funds.

Project SU-1-75

Sidewalk Undermine Repair - Camelot and Kings Park West Subdivisions, Fairfax County. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

Bid	\$127,930.00
10% for engineering and additional work	12,793.00
Amount chargeable to project	140,723.00

To be financed from 1975-76 Fairfax County Secondary Budget.

MOTION CARRIED

Moved by Mr. Crowe, seconded by Mr. Beeton, that the Commission confirm letter ballot action rejecting bids received December 17, 1975, and authorize readvertisement of these projects:

Route 77, Project 0077-017-101, G-302, B-601, B-602

2.198 Mi. S. Mythe-Carroll CL - Mythe-Carroll CL, Carroll County. Low bid - 25.9% over estimate.

1-15-76

Route 611, Project 0611-020-157, C-501

Int. 145 - Int. 637 (Hopkins Road), Chesterfield County. Low bid - 12.2% over estimate.

MOTION CARRIED

Moved by Mr. Roos, seconded by Mr. Hall, that the Commission confirm letter ballot action adopting the following resolution:

WHEREAS, Norfolk Shipbuilding and Drydock Corporation is desirous of expanding its pier facilities at its Berkley Yard in the manner shown on the drawing entitled "Downtown Elizabeth River Tunnel #2 - Proposed Berkley Facilities" numbered SK-DT-9 prepared by Parsons, Brinckerhoff, Quade & Douglas and dated December 11, 1975, hereinafter identified as "SK-DT-9"; and

WHEREAS, toward this end, it is necessary for NS&D to conduct dredging and filling operations in the general area shown on said SK-DT-9 which operations, together with the actual location and construction of the additional facilities, constitute its project; and

WHEREAS, by virtue of Chapter 130 of the Acts of Assembly of 1942, approved March 9, 1942, as amended, the Commission is mandated to begin preparations for the construction of a third vehicular link between Portsmouth and Norfolk and incident thereto is vested with certain rights to use the subaqueous lands of the Elizabeth River; and

WHEREAS, preliminary studies have indicated that such an undertaking is most feasible in the location shown on SK-DT-9 as "Proposed Second Downtown Tunnel"; and

WHEREAS, the Commission is desirous of minimizing any additional costs in locating and constructing its project which might be incurred by virtue of the construction of NS&D's project; and

WHEREAS, the Commission is also desirous of protecting the safety of the traveling public as well as the physical plant of the existing downtown Elizabeth River Tunnel; and

WHEREAS, the Commission is mindful of the needs of NS&D and the benefit which would accrue to the locality by virtue of NS&D's project and is desirous of developing a plan which will coordinate the location, construction, maintenance and operation of both projects and whereby to the greatest extent the rights, needs, and interests of both parties can be accommodated;

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NOW, THEREFORE, in consideration of the foregoing, be it resolved by the State Highway and Transportation Commission that the Commissioner be authorized to execute an agreement in this regard dated December 29, 1975, on behalf of the Commission pursuant to Chapter 237 of the Acts of Assembly of 1971, approved March 31, 1971.

MOTION CARRIED

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

WHEREAS, the construction of the Arterial Routes results in a combination of systems, in the performance of maintenance operations at interchanges and grade separation structures; and

WHEREAS, under authority of Section 33.1-27 of the Code, the Highway and Transportation Commission is authorized, at its discretion to assume the maintenance and control of any extension of the arterial network of highways within a municipality of 3,500 or more population, when such extension has been constructed without contribution by the municipality and such action is deemed by the Commission to be in the best interest of the Commonwealth; and

WHEREAS, maintenance payments will not be paid to any city or town for street or road mileage maintained by the Arterial System;

NOW, THEREFORE, BE IT RESOLVED, that the following section of Route 7 Business within the controlled access limits of the interchange with Arterial Route 7 in the Town of Leesburg be dropped from maintenance payments under Section 33.1-41 of the Code of Virginia, as amended, effective January 1, 1976:

Primary Extension Deletion

Old Route 7 - From W.C.L. Leesburg East to Catocin Circle 0.12 Mile
(Market Street)

This deletion of 0.12 mile will decrease the total Primary Extension mileage from 3.62 miles to 3.50 miles effective January 1, 1976, for the quarterly payment due after March 31, 1976; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-43 of the Code of Virginia, as amended, mileage adjustments for the addition and deletions subject to payments on "Other Streets" in the Town of Leesburg, due to Primary Extension changes, be approved as follows; effective January 1, 1976, for the quarterly payment due after March 31, 1976:

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"Other Streets" Addition

Dry Mill Road - From 0.09 Mile West of Anne Street to W.C.L. 0.15 Mile
Leesburg

"Other Streets" Deletions

Wirt Street - From Business Route 15 to Davis Street 0.08 Mile
Valley View Avenue - From Business Route 15 to 0.03 Mile North 0.03 Mile
Dry Mill Road - From 0.09 Mile West of Anne Street to 0.15 Mile
W.C.L. Leesburg

This addition of 0.15 mile and deletions of 0.26 mile, for a net deletion of 0.11 mile, will decrease the "Other Streets" mileage in the Town of Leesburg from 18.57 miles to 18.45 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, with PPM 20-8, a location and design public hearing was held in the Yellow Branch Elementary School on August 28, 1974, at 7:00 p.m. for the purpose of considering the proposed improvement of Route 24 from the intersection of Route 29 south of Lynchburg to 0.691 mile west of the intersection of Route 501 in Campbell County; State Project 0024-015-104, C-501; and

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

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

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

MOTION CARRIED

1-15-76

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

WHEREAS, under authority of Section 33.1-34 of the 1950 Code of Virginia, as amended, the Highway and Transportation Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways, not to exceed fifty miles during any one year; and

WHEREAS, that pursuant to said section of the code the Downtown Expressway Extension in the City of Richmond, State Project 0088-127-701, RW-201, from the end of Interstate Route 195 near McCloy Street to 0.014 mile east of the intersection of Meadow Street, length approximately 0.9 mile, was added to the Primary System of Highways by this Commission at its meeting of February 15, 1973; and

WHEREAS, with respect to the forthcoming completion of construction of the Downtown Expressway in the City of Richmond it is deemed necessary to add this facility to the Primary System of Highways and establish the route marker designation preparatory for signing;

NOW, THEREFORE, BE IT RESOLVED, that the Downtown Expressway in the City of Richmond, from 0.014 mile east of the intersection of Meadow Street to the intersection of Interstate Route 95, length 2.35 miles, be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that the Downtown Expressway and extension shall be designated as State Route 195 from the end of Interstate Route 195 near McCloy Street to the intersection of Interstate Route 95, length 3.25 miles.

MOTION CARRIED

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

WHEREAS, under authority of Section 33.1-34 of the 1950 Code of Virginia, as amended, the Highway and Transportation Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways, not to exceed fifty miles during any one year and

WHEREAS, with respect to the forthcoming completion of construction of the connector route between the Downtown Expressway, State Route 195, and the Powhite Parkway in the City of Richmond it is deemed necessary to add this facility to the Primary System of Highways and establish the route designation;

1-15-76

NOW, THEREFORE, BE IT RESOLVED, that said connector route as heretofore described, length 0.59 mile, be added to the Primary System of Highways and designated as State Route 146.

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Central Highway Office Building, 1221 East Broad Street, Richmond, Virginia, on July 19, 1972, at 7:30 p.m., for the purpose of considering the proposed design of Route 295 from the intersection of Routes 301 and 1 (South of Richmond) to the intersection of Route 64 (West of Richmond), in Chesterfield, Henrico and Hanover Counties, State Projects 0295-020-101, PE-101; 0295-043-101, PE-101, PE-102; 0295-043-102, PE-101; 0295-043-103, PE-102, PE-103; 0295-042-101, PE-101, PE-102, PE-103; 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; and

WHEREAS, since the public hearing the routing of Route 95 was changed to traverse a portion of this route; and

WHEREAS, this required a re-evaluation of the interchange complex of Route 295(95) with Routes 60/64; and

WHEREAS, this evaluation has been accomplished;

NOW, THEREFORE, BE IT RESOLVED, that the major design features of the segment from 1.0 mile north of Route 64 to 1.0 mile south of Route 64 and the relocation of Route 60 from 1.613 miles west of Route 95 to 2.118 miles east of Route 95 (portions of newly designated project numbers 0095-043-105, PE-102; 0095-043-106, PE-101 and 0060-043-102, C-5D1) be approved in accordance with the plan as proposed and presented at the said design public hearing by the Department's engineers; and

BE IT FURTHER RESOLVED, that the relocation of Route 60 be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1960 Code of Virginia, as amended, and in accordance with Highway and Transportation Commission Policy.

MOTION CARRIED

1-15-76

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

WHEREAS, it has been determined by the Department of Highways and Transportation and the Consulting Engineers that \$450,000 now on deposit in the State of Virginia 1965 Toll Project's Construction Fund is not needed for payment of any remaining part of the cost of initial construction of the project; and

WHEREAS, according to provisions of Section 410 of the Trust Indenture, the Consulting Engineers have approved the transfer of \$450,000 from the Construction Fund to the Reserve Account;

NOW, THEREFORE, BE IT RESOLVED, that the Trustee be directed to make this transfer from the Construction Fund to the Reserve Account.

MOTION CARRIED

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

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 George Washington High School Auditorium, Danville, Virginia, on December 17, 1975, at 7:30 p.m., for the purpose of considering the proposed design of Route 265 - Danville Bypass from 0.491 mile south of the Virginia-North Carolina State Line to 0.082 mile north of the intersection of Route 58 (East of Danville) in Pittsylvania County, State Project 6265-071-101, C-501, C-502, C-504; Federal Project RF-013-1(20); and

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

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

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

MOTION CARRIED

1-15-76

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

WHEREAS, there currently is in effect a Commission policy which provides for the orderly addition of properly constructed subdivision streets to the Secondary System; and

WHEREAS, such subdivision streets developed in the course of private enterprise for private profit should not pose any liable burden to the public; and

WHEREAS, satisfactory drainage, including necessary easements, is a vital element of all highway facilities; and

WHEREAS, drainage easements have been the source of much controversy and concern to the Department; and

WHEREAS, drainage easements to natural watercourses for subdivision streets are a requirement of the Department; and

WHEREAS, the Department has been receiving requests for the waiver of this requirement; and

WHEREAS, the Commissioner appointed a Commission subcommittee to study the problem; and

WHEREAS, the subcommittee has completed its study and reported to the Commissioner; and

WHEREAS, the subcommittee recommended no change in the current drainage easement requirements; and

WHEREAS, the Department would be susceptible to many and varied claims unless protected by adequate drainage easements; and

WHEREAS, the Department's administrative procedure provides for a satisfactory alternative wherein local governing bodies can, through agreement, assume these responsibilities;

NOW, THEREFORE, BE IT RESOLVED, that the recommendation of the subcommittee be accepted and that drainage easements to natural watercourses, or an executed agreement with the appropriate governing body, continue to be a requirement for the acceptance of subdivision streets to the Secondary System.

MOTION CARRIED

1-15-76

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

WHEREAS, traffic volume using the existing two tunnels across the Eastern Branch of the Elizabeth River continues to grow at an unusually high annual rate; and

WHEREAS, traffic congestion at peak hours is now occurring on the approaches to both tunnels to the inconvenience of motorists and the impediment of the flow of commercial activity in the metropolitan area; and

WHEREAS, the 1971 session of the General Assembly authorized a study of a third tunnel crossing of the Eastern Branch of the Elizabeth River and also created the Elizabeth River Vehicular Connections Study Commission to determine an ultimate method of financing the new facility; and

WHEREAS, these studies both confirmed the immediate need for a third crossing and have narrowed the possibilities of financing to inclusion of the Downtown Tunnel and the Berkley Bridge in the Interstate system, if possible, or financing with toll revenue bonds; and

WHEREAS, the State Highway and Transportation Commission, vigorously supported by local authorities and Virginia's congressional delegation, has made determined efforts to have the 1.4-mile gap between I-264 in Portsmouth and I-264 in Norfolk included in the Interstate system and will continue to press for such authorization; and

WHEREAS, a recent updating of the consulting engineer's study made in 1972, together with a financial study recently made by Wheat, First Securities, Inc., confirmed that the location of the new crossing should be parallel to the Downtown Tunnel and the present Berkley Bridge and estimates the cost of the tunnel facility financed with revenue bonds guaranteed with the full faith and credit of the state to be approximately \$105 million and the cost of the parallel Berkley Bridge to be financed with normal highway funds to be approximately \$25 million; and

WHEREAS, the present bond issue is expected to be retired late in 1978 or early in 1979 with a consequent removal of the tolls, unless steps are taken to provide otherwise, increasing the traffic by approximately 50 percent; and

WHEREAS, a period of 2 years is estimated as a minimum time for the completion of the design plans and a minimum of 3 1/2 years is estimated for construction, making the completion and opening to traffic of the new facility impossible regardless of the method of financing before mid-1981, assuming an immediate beginning on the design plans; and

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WHEREAS, the report of the consultants and the financial advisors recommends two alternate courses of action by the 1976 session of the General Assembly to enable the Highway and Transportation Commission to begin to make an immediate start on preparation of the design plans;

NOW, THEREFORE, BE IT RESOLVED, that the Highway and Transportation Commission does strongly urge the Governor and the 1976 General Assembly to take appropriate action to insure that financing at the proper time be provided for the construction of a third tunnel parallel to the existing Downtown Tunnel so that the Commission may make an immediate start on the design plans for the facility.

MOTION CARRIED

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

WHEREAS, the Federal government is planning for an expected influx of visitors to the Nation's Capital in connection with the Bicentennial celebration during the summer of 1976; and

WHEREAS, in connection with this celebration and projected influx of visitors, it is desired to establish parking lots outside of the central area so that visitors may park and board shuttle buses to and from the government area; and

WHEREAS, the Washington Metropolitan Area Transit Authority has been assigned the task of providing these parking lots and shuttle bus services; and

WHEREAS, one such lot is located in Virginia in the vicinity of the Pentagon and adjacent to Route 110 (Jefferson Davis Highway); and

WHEREAS, the main access to this lot would be from Route 110; and

WHEREAS, the Virginia Department of Highways and Transportation acquired this road and right of way from the Federal government with complete control of access; and

WHEREAS, in order to provide this entrance to and from the parking area, it will be necessary to construct temporary entrances across the limited access line;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission authorizes the staff to work with the Washington Metropolitan Area Transit Authority in establishing temporary entrances, and does authorize the Department to issue temporary permits for such entrances across the limited access right of way, with the understanding that said permits are to extend only to January 1, 1977.

MOTION CARRIED

1/15/76

Moved by Mr. Beaton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 809, State Highway Project 0809-082-132, C-501, the Commonwealth acquired certain land from John D. Geil and Kathleen K. Geil by Certificate dated October 17, 1973, which has been settled by agreement, as recorded in Deed Book 428, Page 518 in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, a portion of Route 809 was relocated in a southwestern direction, serving the same citizens as the old location; and

WHEREAS, the old location was abandoned by resolution passed by the Board of Supervisors of Rockingham County at its meeting of September 29, 1975 from a point opposite Station 36+50 (centerline Route 809) to a point opposite Station 39+00 (centerline Route 809); and

WHEREAS, in order to more fully develop their property, the adjoining landowners have requested that we convey to them the excess land lying between the north proposed right of way line of Route 809 and the north normal right of way limits of Route 809; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the north proposed right of way line of Route 809 and the north normal right of way limits of Route 809 from a point 35 feet opposite Station 36+50 (survey centerline) to a point 42 feet opposite Station 39+00 (survey centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the secondary system of State Highways.

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

Motion carried.

1/15/76

Moved by Mr. Beeton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 154, State Highway Project 0154-107-101, RW-201 the Commonwealth acquired certain lands, a portion of which lies outside the proposed right of way line, from Gladys McMullen and Lacy A. McMullen by Certificate No. C-17517, settled by an Agreement after Certificate, and recorded in Deed Book 192, Page 466 in the Office of the Clerk of the Circuit Court of Allegheny County; and

WHEREAS, by Ordinance No. O-75-17 duly enacted by the Council of the City of Covington on December 11, 1975 and recorded in Deed Book 216, Page 404 in the Office of the Clerk of the Circuit Court of Allegheny County, the City vacated certain streets and avenues including the portions of Sunnymede Street and Fort Avenue adjacent to the residue property owned by the Commonwealth; therefore, the Commonwealth acquired title to one-half of the said street and avenue; and

WHEREAS, the owner of the adjoining lands in order to more fully develop her property has requested that the land lying east of the east proposed right of way line be conveyed to her; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying east of and adjacent to the east proposed right of way line from a point 40 feet opposite approximate survey Station 149+94 (Construction Centerline Route 154) to a point 40 feet opposite survey Station 150+76 (Construction Centerline Route 154), including one-half of Sunnymede Street and one-half of Fort Avenue adjacent to the residue of the McMullen property, 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 quitclaim deed conveying same to the adjoining landowner, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

1/15/76

Moved by Mr. Beeton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 621, State Highway Project 0621-008-109, C-501, the Commonwealth acquired certain lands from Eugene G. Schear, Trustee and Doris Schear, his wife, by deed dated October 2, 1967 as recorded in Deed Book 79, Page 210 in the Office of the Clerk of the Circuit Court of Bath County; and

WHEREAS, a section of Route 621 was relocated in a southern direction from approximate Station 96+40 to approximate Station 116+00, and the old location was abandoned by action of the Board of Supervisors of Bath County at its meeting of October 14, 1969; and

WHEREAS, the adjoining landowners are interested in acquiring the land lying between the north normal right of way line of Route 621 and the center of old Route 621 in order that they may more fully develop their properties; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the north revised proposed right of way line of Route 621 and the center of old Route 621 from a point 40 feet opposite Station 98+86.29 (field revised centerline) to a point 30 feet opposite approximate Station 111+70 (field revised centerline) and from a point 30 feet opposite approximate Station 112+30 (field revised centerline) to a point 30 feet opposite Station 115+85 (field revised centerline) 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 land, so certified, to the adjoining landowners of record in accordance with the provisions of Section 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 or deeds, without warranty, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions and conditions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 645, State Highway Project 0645-096-116, C-501, the Commonwealth acquired certain lands, a portion of

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which lies outside the proposed right of way line, from Julian DeWitt Sanford, Jr. and Joyce S. Sanford by deed dated July 30, 1973 and recorded in Deed Book 240, Page 335 in the Office of the Clerk of the Circuit Court of Westmoreland County; and

WHEREAS, the connection to Route 648 was relocated in an eastern direction and serves the same citizens as the old location; and

WHEREAS, at a regular meeting of the Board of Supervisors of Westmoreland County held on May 14, 1975, a resolution was passed abandoning as a public road the old section of Route 648; and

WHEREAS, Norene S. Davis, the adjacent landowner, has agreed to execute an Agreement after Certificate for the land required from her in partial exchange for the residue of the Sanford property and the land comprising the old location of old Route 648; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising the right of way of the old section of Route 648 and the residue of the land acquired from the Sanfords from a point 30 feet opposite approximate survey Station 70+90 (centerline Route 645) to a point 25 feet opposite approximate survey Station 11+60 (centerline Route 648) 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, in accordance with the provisions of Section 33.1-154 of the 1950 Code of Virginia, as amended, the conveyance of the said land, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed of quitclaim to the adjoining landowner, in partial exchange for an Agreement after Certificate, for the land required and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Fralin,

that

WHEREAS, the Commonwealth is the apparent owner of a 10 foot wide drainage easement along the southern side of Lot 1, Pagan Point between Pagan Road (Route 1123) and the Pagan River, in Isle of Wight County; and

WHEREAS, this easement has never been used and the owner of the lot, in order to develop the land, has requested that the easement be conveyed to him; and

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WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the 10 foot wide drainage easement lying along the southern side of Lot 1, from Pagan Road (Route 1123) to the Pagan River, as shown on plat entitled, PLAT SHOWING SURVEY OF A PART OF LOT 1, PAGAN POINT AND LOT 5, PAGAN POINT, SECTION TWO, NEWPORT MAGISTERIAL DISTRICT, ISLE OF WIGHT COUNTY, VIRGINIA DATED SEPTEMBER 15, 1975 PREPARED BY BALDWIN AND GREGG, LTD. ENGINEERS-SURVEYORS-PLANNERS, PORTSMOUTH, VIRGINIA 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 drainage easement 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 quit-claim deed to the owner of the land for a consideration satisfactory to the State Right of Way Engineer.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 609, State Highway Project 0609-063-108, C-501, the Commonwealth acquired certain lands from Franklin P. Williams and Elise W. Williams by Certificate No. C-16926 dated October 27, 1969, case for which has been completed, and recorded in Deed Book 60, Page 100; and from the Heirs at Law of R. E. Richardson by Certificate No. C-16923 dated October 27, 1969, case for which has been completed, and recorded in Deed Book 60, Page 51. Both of these instruments are recorded in the Office of the Clerk of the Circuit Court of New Kent County; and

WHEREAS, a section of Route 609 was relocated in a southern direction from a point opposite Station 47+80 (centerline Route 609) to a point opposite Station 56+25 (centerline Route 609) and the new location serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the County Board of Supervisors of New Kent County held on February 14, 1972, a resolution was passed abandoning as a public road the old location of Route 609; and

WHEREAS, in order to more fully develop his land, the adjoining landowner of record has requested that the land lying between the northeast proposed right of way line of Route 609 and the northeast normal right of way line of Route 609 be conveyed to him; and

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WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the northeast proposed right of way line of Route 609 and the northeast normal right of way line of Route 609 from a point 40 feet opposite approximate Station 50+25 (centerline Route 609) to a point 40 feet opposite approximate Station 56+14 (centerline Route 609) 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 Section 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, without warranty, to the adjoining landowner of record at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 29, State Highway Project 6029-023-103, RW-201, the Commonwealth acquired certain lands from Guy B. Oldaker, et al by Certificate No. C-16137 dated March 18, 1969, which case has been settled by Agreement, as recorded in Deed Book 201, Page 432 in the Office of the Clerk of the Circuit Court of Culpeper County; and

WHEREAS, a portion of the land so acquired lies outside the normal right of way and the adjoining landowners are interested in purchasing same in order that they may more fully develop their property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southeast of and adjacent to the southeast normal right of way line of Route 703, which is a service road adjacent to Route 29, from a point 30 feet opposite Station 30+30 (centerline Route 703) to a point 35 feet opposite Station 32+60 (centerline Route 703) 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, in accordance with the provisions of Section 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, conveying same to the adjoining landowners of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

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Moved by Mr. Beaton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 50, State Highway Project 21 AR-1 (now Project 0017-034-101, RW-201), the Commonwealth acquired certain lands from Earl W. Carper and Susan B. Carper by deed dated November 20, 1934 and recorded in Deed Book 169, Page 53 in the Office of the Clerk of the Circuit Court of Frederick County; and

WHEREAS, the adjoining landowner has requested that we convey to him the excess land lying between the north existing right of way line of old Route 655 and the south existing right of way line of old Route 655; and

WHEREAS, the old section of Route 655 was abandoned under Project 0050-034-102, C-501 from a point opposite approximate Station 106+60 to the new connection of Route 655 opposite approximate Station 113+50 by action of the Board of Supervisors of Frederick County on August 13, 1975 and was confirmed by the State Highway and Transportation Commission on September 8, 1975; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying northeast of and adjacent to the northeast proposed revised right of way line (10-9-75) of Route 17 and 50 from a point 30 feet opposite Station 106+80 (survey and W.B.L. centerline Route 17 and 50) to a point 50 feet opposite Station 108+55 (survey and W.B.L. centerline Route 17 and 50) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Beaton, seconded by Mr. Frahn.

that

WHEREAS, in connection with Route 601, State Highway Project 0601-002-102, C-501, the Commonwealth acquired certain land from G. Leonard Johnson, Jr. and Margaret G. Johnson by deed dated June 21, 1961 as recorded

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in Deed Book 376, Page 490 in the Office of the Clerk of the Circuit Court of Albemarle County; and

WHEREAS, a section of Route 601 was relocated in a southwestern direction from approximate Station 40+50 to approximate Station 58+85, and the old location was abandoned by action of the Board of Supervisors of Albemarle County on October 16, 1975; and

WHEREAS, in arriving at a settlement with Evelyn M. Burrus and Hugh M. Burrus, Jr. for certain land required from them on the aforesaid project, we agreed to recommend to the State Highway and Transportation Commission that certain excess right of way be conveyed to them in exchange; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the northeast proposed right of way line of Route 601 and the center of old Route 601 from a point 25 feet opposite Station 42+00 (centerline Route 601) to a point approximately 35 feet opposite approximate Station 58+40 (centerline Route 601) 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 land, so certified, in accordance with the provisions of Section 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 a deed in the name of the Commonwealth conveying same, without warranty, to the adjoining landowners of record in exchange for an Agreement after Certificate for certain lands required from them, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Deaton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 617, State Highway Project 0617-082-126, C-501 the Commonwealth acquired certain lands from M. Otto Zigler by deed dated February 13, 1968 and recorded in Deed Book 358, Page 99 and from I. Frank Miller, et al by deed dated February 13, 1968 and recorded in Deed Book 358, Page 554. These deeds are recorded in the Office of the Clerk of the Circuit Court of Rockingham County; and

WHEREAS, under the aforesaid project, Route 617 was relocated in a northeasterly direction and serves the same citizens as the old location; and

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WHEREAS, at the regular meeting of the Board of Supervisors of Rockingham County held on the 23rd day of July, 1975 a resolution was passed abandoning as a public road the old section of Route 617 from Station 47+00 to Station 63+75; and

WHEREAS, the adjoining landowners have requested that we convey to them the excess land and old right of way lying between the southwest proposed right of way line of Route 617 and the southwest revised proposed right of way line (9-30-75) of Route 617 in order that they may more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land and old right of way lying between the southwest proposed right of way line of Route 617 and the southwest revised proposed right of way line (9-30-75) of Route 617 from a point 35 feet opposite approximate Station 51+25 (centerline Route 617) to a point 40 feet opposite Station 63+00 (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, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, the conveyance of the land and old right of way, so certified, is hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed, without warranty, to the adjoining landowners for a consideration acceptable to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 288, State Highway Project 0288-020-101, RW-202 the Commonwealth acquired certain lands from Pelem P. Kiser and Bonnie Kiser by deed dated December 20, 1973 and recorded in Deed Book 1109, Page 651 in the Office of the Clerk of the Circuit Court of Chesterfield County; and

WHEREAS, due to the construction of the aforesaid Project, Route 651 is to be relocated in a southwestern direction and the new location will serve the same citizens as the old location; and

WHEREAS, in acquiring right of way for the relocation of Route 651, it became necessary to file Certificate No. C-25191, dated August 29, 1974 and recorded in Deed Book 1130, Page 778 in the Office of the Clerk of

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the Circuit Court of said County, to acquire certain lands from Walter C. Link and Donna S. Link; and

WHEREAS, the Links have now signed an Agreement after Certificate in exchange for a deed conveying a section of old Route 651 and the excess land adjacent thereto; and

WHEREAS, the Board of Supervisors of Chesterfield County at their regular meeting of December 10, 1975 passed a resolution abandoning as a public road a section of old Route 651 from a point opposite approximate Station 14+80 (centerline relocated Route 651) to a point opposite approximate Station 16+64 (centerline relocated Route 651) to be effective upon the acceptance of the relocated Route 651; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land and the section of old Route 651 lying between the east original proposed right of way line of relocated Route 651 and the east revised proposed right of way line (11-14-75) of relocated Route 651 from a point approximately 50 feet opposite approximate Station 14+80 (centerline relocated Route 651) to a point 62 feet opposite Station 16+64 (centerline relocated Route 651) 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 upon acceptance of relocated Route 651.

NOW, THEREFORE, the conveyance of the excess land and old right of way, so certified, in accordance with the provisions of § 33.1-154 of the 1950 Code of Virginia, as amended, is approved upon acceptance of relocated Route 651 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 said Links in exchange for an Agreement after Certificate for the land being acquired from them and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 460, State Highway Projects 0460-080-101, RW-201 and 0460-011-101, RW-201, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way from Billy M. Murray and Ruth A. Murray by deed dated January 7, 1965 and recorded in Deed Book 167, Page 504; from Lora Rogers by Certificate No. C-9129, case for which has been concluded, and recorded in Deed Book 167, Page 373; and from Claudine M. Rader and O. T. Rader by Certificate No. C-9118,

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settled by an Agreement after Certificate, and recorded in Deed Book 167, Page 330. These instruments are of record in the Office of the Clerk of the Circuit Court of Botetourt County. The Commonwealth also acquired certain lands, a portion of which lies outside the proposed right of way line, from R. O. McGuffin and Lois S. McGuffin by Certificate No. C-9506, settled by Agreement after Certificate, and recorded in Deed Book 770, Page 41 in the Office of the Clerk of the Circuit Court of Roanoke County and in Deed Book 168, Page 595 in the Office of the Clerk of the Circuit Court of Botetourt County; and

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

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the northwest side of and adjacent to the northwest proposed and/or revised proposed right of way line from a point approximately 158 feet opposite survey Station 224+10 (centerline W.B.L.) to a point 100 feet opposite survey Station 233+68 (centerline W.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 hereby approved and the State Highway and Transportation Commissioner is authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, to the adjoining landowner of record at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton; seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 58, State Highway Projects 587-CR 1 and 0058-041-103, C-502, the Commonwealth acquired certain lands by instruments recorded in the Office of the Clerk of the Circuit Court of Halifax County from the following persons: Ida P. Pool by deed dated March 19, 1942 as recorded in Deed Book 164, Page 313; F. W. Sizemore and Louise P. Sizemore by deed dated March 19, 1942 as recorded in Deed Book 164, Page 318; and from James Ellis Royster by deed dated May 2, 1973 as recorded in Deed Book 388, Page 586; and

WHEREAS, under Project 0058-041-103, C-502, the connection of Route 732 with Route 58 was shifted in a western direction, serving the

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same citizens as the old location, and the old location has been abandoned by action of the Board of Supervisors of Halifax County at its meeting of August 4, 1975; and

WHEREAS, the adjoining landowners, in order to more fully develop their adjoining lands, are interested in purchasing certain excess portions of old Route 732 which lie outside the normal right of way requirements for the present connection at Route 58; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying east of the connection of Route 732 with Route 58 from a point approximately 40 feet opposite approximate Station 12+70 (centerline Route 732) to a point approximately 65 feet opposite approximate Station 542+00 (proposed E.B.L. and survey centerline Route 58) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land, so certified, to the adjoining landowners of record is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute deeds, without warranty, for considerations acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 19, State Highway Project 518-AS-1, now State Highway Project 0019-095-102, RW-202, the Commonwealth acquired certain lands from Mary Jane Lilly, et al by deed dated November 9, 1945 and recorded in Deed Book 210, Page 69 in the Office of the Clerk of the Circuit Court of Washington County; and

WHEREAS, a portion of the land acquired lies outside the existing right of way line and is large enough for independent development; and

WHEREAS, since there appears to be a market for the land, it is to be advertised for sale by the receipt of sealed bids, with the right reserved to reject any and all bids and provided the highest bid received is not satisfactory to this Department, we propose to negotiate a sale with anyone willing to pay a consideration that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the southwest side of and

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adjacent to the southwest existing right of way line from a point 100 feet opposite survey Station 292+30.65 (centerline Route 19) to a point 100 feet opposite survey Station 299+17.00 (centerline Route 19), as shown on Plat R/W File No. 85, 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, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making an offer satisfactory to the Department is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beaton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 119 (now Route 419), State Highway Project 0119-080-102, C-502 (now Project 0419-080-104, RW-201) the Commonwealth acquired certain land, a portion of which lies outside the normal right of way line of Route 419, from P. D. Gravett and Sydney P. Gravett by deed dated August 7, 1963 and recorded in Deed Book 725, Page 93 in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, a section of Route 419 was relocated in a southwestern direction from the center of Route 419 to the intersection of Route 1306 and the old location of Route 419 has been abandoned by the County Board of Supervisors of Roanoke County; and

WHEREAS, because we own the adjoining property, the ownership of the western one-half portion of old Route 419 automatically reverted to the Commonwealth; and

WHEREAS, the adjoining landowners, who own the eastern one-half portion of old Route 419, have requested that we convey to them the western one-half portion of old Route 419 and any excess land acquired in connection with Route 419 in order that they may more fully develop their lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the excess land and old right of way lying between the northeast revised proposed right of way lines (9-2-75) and (8-20-75) of Route 419 and the center of old Route 419 from a point 35 feet opposite

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Station 139+90 (ultimate N.B.L. Route 419) to a point 35 feet opposite Station 142+72 (ultimate N.B.L. Route 419) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed or deeds conveying same to the adjoining landowners of record for a consideration or considerations acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton, seconded by Mr. Fralin,

that

WHEREAS, in connection with Route 635, State Highway Project 0635-054-125, C-501 the Commonwealth acquired certain land from Billie L. Johnson by deed dated May 3, 1972 and recorded in Deed Book 173, Page 548 in the Office of the Clerk of the Circuit Court of Louisa County; and

WHEREAS, a section of Route 635 was relocated in a southwestern direction from a point opposite Station 74+60 (centerline Route 635) to a point opposite Station 80+00 (centerline Route 635) and the new location serves the same citizens as the old location; and

WHEREAS, at the regular meeting of the County Board of Supervisors of Louisa County held on October 17, 1973 a resolution was passed abandoning as a public road the old location of Route 635; and

WHEREAS, in order to more fully develop their land, the adjoining landowners of record have requested that the land lying between the east proposed right of way line of Route 635 and the east normal right of way line of Route 635 be conveyed to them; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the east proposed right of way line of Route 635 and the east normal right of way line of Route 635 from a point 25 feet opposite Station 75+00 (centerline Route 635) to a point 25 feet opposite Station 79+50 (centerline Route 635) 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 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 conveying same, without warranty, to the adjoining landowners of record at a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beeton. seconded by Mr. Fralin,

that

WHEREAS, the Commonwealth acquired certain lands from W. E. Kite and Louise M. Kite by deed dated August 10, 1950 as recorded in Deed Book 224, Page 337 in the Office of the Clerk of the Circuit Court of Rockingham County for the purpose of constructing a truck weighing turnout adjacent to Route 33, east of the Town of Elkton; and

WHEREAS, as a result of Project 0033-082-103, RW-201, a portion of the land, so acquired, is used as the location of an exit ramp at the intersection of Route 33 and Route 340; and

WHEREAS, the remaining land lies outside the north limited access line of Route 33 and is considered large enough for independent development; and

WHEREAS, we propose to advertise the land for the receipt of sealed bids reserving the right to reject any bids; and if the high bid received is unsatisfactory to the Department, we proposed to negotiate a sale with any person or persons willing to pay an amount that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the north limited access line of Route 33 and the southwest existing right of way line of Route 1711 (Service Road "A") from a point approximately 25 feet opposite approximate Station 932+05 (centerline Service Road "A") to a point approximately 25 feet opposite approximate Station 938+05 (centerline Service Road "A") 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 proposed conveyance of the land, so certified, is approved and the State Highway and Transportation

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Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth to the person or persons willing to pay a consideration satisfactory to the State Right of Way Engineer, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Beaton, seconded by Mr. Frahn,

that

WHEREAS, in connection with Route 460, State Highway Project 6297-015-104, RW-201, the Commonwealth acquired certain land from Falwell Well Corporation by deed dated November 21, 1969 and recorded in Deed Book 444, Page 572 in the Office of the Clerk of the Corporation Court of the City of Lynchburg; and

WHEREAS, in order to more fully utilize the remainder of his property the adjoining landowner has requested that any of the lands no longer needed be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying between the southwest proposed right of way and limited access line and the revised southwest proposed right of way and limited access line from a point approximately 72 feet opposite approximate survey Station 37+88. (centerline S.B.L. Route 460) to a point approximately 70 feet opposite approximate survey Station 40+50 (centerline S.B.L. Route 460) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, 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 a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowner for a consideration satisfactory to the Department and subject to such restrictions as may be deemed requisite.

Motion carried.

On motion of Mr. Roos, seconded by Mr. Hall, the Commission adopted the attached report of the Commission Toll Road Committee, which was appointed to study whether the Commission should employ consultants to study the toll rate structure to determine if it would be feasible to establish a computer rate on the Norfolk-Virginia Beach Toll Road.

January 15, 1976

Commission Toll Road Committee
Norfolk-Virginia Beach Toll
Road Commuter Rate

Mr. Douglas B. Fugate, Commissioner
Virginia Department of Highways
and Transportation
1221 E. Broad Street
Richmond, Virginia 23219

Dear Mr. Fugate:

In response to your request ". . . to study whether the Commission should employ consultants to study the toll rate structure to determine if it would be feasible to establish a commuter rate . . ." for the Norfolk-Virginia Beach Toll Road, this committee has reviewed the current financial status of the project and we have met and discussed the feasibility of a reduced commuter rate with Mr. Norman H. Wuestefeld, Wilbur Smith and Associates, consulting engineers for traffic, and Mr. F. A. Hennhan, Howard, Needles, Tammen, and Bergendoff, consulting engineers for maintenance and construction, and Mr. E. H. Orange, Toll Facilities Manager. Also as you will recall, this committee recently studied and reported on the implementation and financing of the improvement program for the Toll Road and recommended that the financing arrangements for that program be continued and the planned expansion of the roadway be completed as soon as possible.

Some of the factors which we considered, and upon which we base our recommendation, included the need to continue and complete as soon as possible the improvement program, the requirement to meet the trust indenture schedule for retirement of bonds, the uncertainty of future traffic and revenue due to the energy situation, the impact a commuter rate would have on toll revenues, the traffic carrying capacity of the existing facility, and the cost of changing the toll collection system to provide for a commuter fare.

After carefully considering all of these factors and the desirability of reducing or eliminating tolls at the earliest possible date, it is our conclusion that it is apparent that no reduction in toll rates should be made at this time. The toll income being produced by the rates now in effect are adequate to meet only the requirements for operating expenses, debt service, and the planned improvement program. Any reduction now, which would produce an appreciable

Mr. Douglas B. Fugate
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savings for the commuter, may jeopardize the long-term solvency of this project and may bring about an even higher toll rate in later years.

Therefore, it is the conclusion of this committee that the employment of a consultant to study the feasibility of establishing a commuter rate is not necessary at this time, would be a needless expenditure of toll revenues and contrary to the best interests of both the commuter users and the bond holders.

Sincerely,



William T. Roos
Member of the Commission, Suffolk District



T. Ray Hassell, III
Member of the Commission, At Large - Urban



Charles S. Hooper, Jr.
Member of the Commission, At-Large - Rural

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On motion of Mr. Hall, seconded by Mr. Hooper, the Commission voted to defer action on signing in Virginia for "Bikecentennial '76," which is a bicycle trail extending from Oregon to the Yorktown area of Virginia, in conjunction with the bicentennial celebration.

Mr. Fugate told the Commission of the Governor's message to the General Assembly and of the continuing need for retrenchment of state government. The Governor spoke favorably of the Highway and Transportation Department's record in this regard. Mr. Fugate said he hopes it will not become necessary to lay off employees, but if this becomes necessary, a formula for evaluation of each employee has been devised.

A factor in this, Mr. Fugate said, is the hope that the General Assembly would provide additional revenue. The Virginia Advisory Legislative Council has not recommended this, although it agreed that the need for money for highway purposes is acute. The Department has not made use of the deficit funding authorization the Governor gave last year, principally because contractors did not progress as fast as scheduled, thus requiring less construction outlay and because of a slight improvement in revenue during the summer and fall.

The next meeting of the Commission will be held in Richmond on February 19, 1976, at 10:00 a.m.

The meeting was adjourned at 12:20 p.m.

Approved:


Chairman

Attested:


Secretary