

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
February 15, 1968**

The monthly meeting of the State Highway Commission of Virginia was held at the Central Highway Office Building in Richmond, Virginia, on February 15, 1968 at 10 A.M. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Chilton, Duckworth, Fitzpatrick, Landrith, McWane, Sclater, and Weaver.

On motion of Mr. Sclater, seconded by Mr. Landrith, minutes of the meeting of January 18, 1968, were approved.

Motion was made by Mr. Sclater, seconded by Mr. Landrith, that permits issued from January 18, 1968 to February 14, 1968, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Mr. Landrith, cancellation of permits from January 18, 1968 to February 14, 1968, inclusive, as shown by records of the Department, was approved.

Moved by Mr. Solater, seconded by Mr. Landrith,
that the Commission confirm letter ballot action on bids received January 24, 1968,
on the following projects.

Route 07, Project 0007-029-105, C501, B804, B805; 6007-053-108, C502

4.188 Mi. S. Fairfax - Loudoun CL - 0.285 Mi. N. Fairfax - Loudoun CL, Fairfax
and Loudoun Counties. Award of contract to low bidder, Richard F. Kline, Inc.,
Frederick, Maryland.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,300,112.08	\$3,910.00
10% for engineering and additional work	130,011.20	391.00
Work by State Forces	8,052.00	
Amount chargeable to project	1,442,500.00	
\$707,715.00 to be provided for in 1968-69 Primary Construction Allocation		

Routes 29 & 1001, Project 0029-062-104, C507, B810; 1001-062-111, C501

3.104 Mi. N. Int. 56 & 158-1.138 Mi. N. Lovington & Int. 29 - 0.046 Mi. W. Int.
29, Nelson County. Award of contract to low bidder, English Construction Co.,
Inc., Altavista, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$872,961.44	\$20,603.40
10% for engineering and additional work	87,296.14	2,060.34
Work by State Forces	10,828.00	
Right of Way (Primary Only)	339,970.00	
Utilities (Primary Only)	24,650.00	
Amount chargeable to project	1,358,350.00 *	
\$899,481.00 to be provided for in 1968-69 Primary Construction Allocation.		
\$2,000.00 to be provided for in County's 1968-69 & Subsequent Years Secondary Budgets.		
*Primary Allocation	\$1,362,500.00	
Secondary Alloc	5,850.00	

Route 58, Project 0058-058-113, C502, C503, B608

0.104 Mi. E. Int. 85 - 1.243 Mi. W. Brunswick CL, Mecklenburg County. Award of contract to low bidder, H. A. Nunn Construction Co., Inc., Virginia, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$780,658.63	\$1,395.00
10% for engineering and additional work	78,065.66	139.50
Work by State Forces	17,698.00	
Right of Way	122,168.00	
Utilities	14,700.00	
Flagging	2,640.00	
Amount chargeable to project	1,017,450.00	

Acct. Rec. Town of LaCrosse - \$381.85

\$207,480.16 to be provided for in 1968-69 Primary Construction Allocation.

Route 58, Project 0058-113-102, C501

0.289 Mi. E. WCL Galax - 0.013 Mi. W. Int. Main St. (Rt. 89), City of Galax. Award of contract to low bidder, L. A. Reynolds Co., Winston-Salem, N. C.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$780,204.97	\$49.00
10% for engineering and additional work	78,020.49	4.80
Work by State Forces	4,086.00	
Amount chargeable to project	862,350.00	

Acct. Rec. City of Galax \$129,741.90

\$338,608.10 to be provided for in Future Urban Construction Allocation Funds.

Route 85, Project 0085-012-101, P407; 0085-026-101, P401, P402

1.217 Mi. S. Brunswick-Dinwiddie CL - 8.056 Mi. N. Int. 40, Brunswick & Dinwiddie Counties. Award of contract to low bidder, Claussen-Lawrence Construction Co., Augusta, Ga.

Bid	\$3,750,084.13
10% for engineering and additional work	375,006.41
Work by State Forces	7,200.00
Amount chargeable to project	4,132,250.00

\$958,967.00 to be provided for from Richmond District's Interstate Construction Reserve Fund.

Route 480, Project 0480-092-103, C501, B611, B612, FS-701

4.688 Mi. E. Buchanan-Tazewell CL - 0.683 Mi. E. WCL Richlands, Tazewell County. Award of contract to low bidder, McDowell-Purcell, Inc., Nashville, Tenn.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,533,460.06	\$26.00
10% for engineering and additional work	153,348.00	2.60
Work by State Forces	8,839.00	
Right of Way	254,295.00	
Utilities	23,750.00	
Railroad	53,838.00	
Flashing Light	8,800.00	
Flagging	2,374.00	
Amount chargeable to project	2,038,750.00	
Acct. Rec. Norfolk & Western R. R. \$980.00		
Includes \$1,070,894.00 Federal APD Funds.		

Route 480, Project 0480-036-116, C502, B804, B806

0.720 Mi. E. W. Virginia State Line - 0.089 Mi. E. W. Virginia State Line, Giles County. Award of contract to low bidder, McDowell & Wood, Inc., Salem, Va.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$1,319,788.89	\$6.00
10% for engineering and additional work	131,978.83	.60
Work by State Forces	1,874.00	
Right of Way	4,463,974.00	
Utilities	30,500.00	
Amount chargeable to project	5,948,100.00	
Includes \$3,870,255.00 Federal APD Funds. Limits of Right of Way Authorization: From: 0.50 Mi. E. Rt. 61 (Narrows) To: West Va. State Line.		

Route 601, Project 0601-081-121, C501, B603, B607

Bridge & Approaches Little Calf Pasture River, Rockbridge County. Award of contract to low bidder, Chas W. Barger & Son Constr. Co., Inc., Lexington, Va.

Bid ALTERNATE	\$127,246.40
10% for engineering and additional work	12,724.54
Work by State Forces	194.00
Amount chargeable to project	140,150.00
\$48,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.	

Route 609, Project 0609-091-116, B609

Drainage Str. Poplar Swamp, Sussex County. Award of contract to low bidder, Luke Construction Co., Inc., Norfolk, Virginia.

Bid	REGULAR	\$45,561.20
10% for engineering and additional work		4,556.12
Amount chargeable to project		50,100.00

\$38,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

Route 623, Project 0623-087-131, C501, B617

Br. & Approaches over Seacock Swamp, Southampton County. Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Va.

Bid	ALTERNATE	\$118,467.84
10% for engineering and additional work		11,846.76
Amount chargeable to project		130,300.00

\$50,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

Route 624, Project 0624-022-107, C501

0.118 Mi. W Rt. 626 - 0.016 Mi. E. Rt. 625, Craig County. Award of contract to low bidder, Farrier Paving Company, Staunton, Virginia.

Bid		\$116,219.70
10% for engineering and additional work		11,621.97
Amount chargeable to project		127,850.00

\$27,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

Route 651, Project 0651-092-121, C501, B617

Int. 1B & 460 - Int. 650, Tazewell County. Award of contract to low bidder, Appalachian Construction Co., Inc., Wise, Virginia.

Bid		\$157,510.42
10% for engineering and additional work		15,751.04
Work by State Forces		194.00
Amount chargeable to project		173,450.00

\$82,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets

Route 682, 659 & 654, Project 0654-041-127, C501

Int. 360 (W. of Halifax) - NCL South Boston, Halifax County. Award of contract to low bidder, H. A. Nunn Construction Co., Inc., Virginia, Virginia.

Bid	\$283,235.65
10% for engineering and additional work	23,323.56
Work by State Forces	194.00
Amount chargeable to project	258,750.00

\$90,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

Route 675, Project 0675-069-117, C501, B608

Bridge & Approaches Shenandoah River, Page County. Award of contract to low bidder, Garrett, Moon & Pool, Inc. Blackstone, Virginia.

Bid ALTERNATE	\$261,484.47
10% for engineering and additional work	28,148.44
Work by State Forces	2,119.00
Amount chargeable to project	289,750.00

\$146,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

Route 692, Project 0692-070-140, C501, B612

Int. 721 - Int. 650, Patrick County. Award of Contract to low bidder, McDowall & Wood, Inc., Salem, Virginia.

Bid	\$224,487.47
10% for engineering and additional work	22,448.74
Work by State Forces	194.00
Amount chargeable to project	247,150.00

\$40,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

Route 728, Project 0728-086-147, C501, B607

Br. & Approaches N. Fork Shenandoah Rv. (W. of New Market), Shenandoah County. Award of contract to low bidder, Garrett, Moon & Pool, Inc., Blackstone, Virginia.

Bid ALTERNATE	\$188,405.37
10% for engineering and additional work	16,840.53
Work by State Forces	194.00
Amount chargeable to project	185,450.00

\$43,000.00 to be provided for in County's 1968-69 & Subsequent Years Budgets.

MOTION CARRIED.

Moved by Mr. Sclater, seconded by Mr. McWane,
that,

WHEREAS, the City of South Boston, at its meeting on Monday, January 8, 1968, and the Board of Supervisors of Halifax County, at its meeting on Tuesday, January 2, 1968, passed resolutions requesting the State Highway Commission to name the Bridge over Dan River on Route 501 in memory of the late Tucker C. Watkins, Jr., who served for many years as the Highway Commissioner of the Lynchburg District, and

WHEREAS, through his efforts and foresight the highways of this area were greatly improved, and

WHEREAS, the City of South Boston and the County of Halifax agree to pay the cost of erecting such plaque; one-half each, now, therefore,

BE IT RESOLVED, that the Bridge over Dan River on Route 501 be named, the Tucker C. Watkins, Jr. Memorial Bridge.

MOTION CARRIED.

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

WHEREAS, Route 201 in Lancaster County has been altered and reconstructed as shown on plans for Project 0201-051-101, C-501; 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, 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 33-76.5 of the Code of Virginia of 1950, as amended, 0.48 mile of the old location of Route 201 shown in blue and designated as Sections 1 and 4 on the plat dated April 18, 1968, Project 0201-051-101, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.20 mile of the old location of Route 201, shown in yellow and designated as Section 5 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 33-27 of the Code of Virginia of 1950, as amended, 0.57 mile of the old location of Route 201, shown in red and designated as Section 2 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. Baughan, seconded by Mr. Fitzpatrick,
that,

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

WHEREAS, two sections of the old road 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 33-76.1 of the Code of Virginia of 1950, as amended, 0.26 mile of the old location of Route 257, Project 0257-082-103, C-501, shown in yellow and designated as Sections 1 and 2 on the plat dated December 4, 1967, be discontinued as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-36.4 of the Code of Virginia 1950, as amended, request is made by the Town of Leesburg for payment at the rate of \$1,000 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$1,000 per mile annually be made to the Town of Leesburg on additional streets, totaling 0.31 mile and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1968 for the quarterly payment due after March 31, 1968. The additional mileage eligible for payment, described as follows:

Catoctin Circle	-	From Dry Mill Road to Bradley Circle	-	0.25 Mile
Bradley Circle	-	From Catoctin Circle to Prospect Drive	-	0.06 Mile

The above additions totaling 0.31 mile will increase the total mileage in the Town of Leesburg from 14.18 miles to 14.49 miles of approved streets.

MOTION CARRIED.

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

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

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

WHEREAS, due to annexation by the City of Portsmouth on January 1, 1968, it is necessary to include additional streets heretofore located in the city of Chesapeake (formerly Norfolk County) and eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-35.2 of the Code of Virginia of 1950, as amended, quarterly payments at the annual rate of \$10,000 per mile on 2.67 miles of Primary Route extensions within the area annexed by the City of Portsmouth be included in the City's mileage for maintenance payments, as follows:

Route 17 - From the east end of Churchland Bridge northwesterly
to the W. C. L. Portsmouth - 2.67 Mile

The mileage for the City of Portsmouth due to annexation of the above Primary Route extension, increases by 2.67 miles to a new total of 26.61 miles eligible for maintenance payments at the rate of \$10,000 per mile annually, effective January 1, 1968 for the quarterly payment due after March 31, 1968.

BE IT FURTHER RESOLVED, that pursuant to Section 33-35.4 of the Code of Virginia, 1950, as amended, quarterly payments at the rate of \$1,000 per mile annually be made to the City of Portsmouth on addition of annexed "other streets", totaling 58.09 miles and meeting standards required by this section of the Code, effective beginning January 1, 1968 for the quarterly payment due after March 31, 1968. The additional mileage of streets eligible for payment described as listed in a tabulation dated January 1, 1968.

These street additions totaling 58.09 miles will increase the total mileage of "other streets" in the City of Portsmouth from 277.00 miles to 335.09 miles of approved streets.

MOTION CARRIED.

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

January 1, 1968

MUNICIPALITY Zortsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED ~~2.30~~ 2.67

Submitted by the City or Town (Date November 16, 1967) Checked by Dept. of Highways Engineer (Date _____)

NAME OF STREET	FROM (If within vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
RT. 17	East end Shurobland Bridge	West to City Limits	var	22' 20' 28'	12.144 2.30 2.67	Asph.	Asph.	In State system prior to 1965.

R. E. ...
 Dept. of Highways Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,300
SECTION 33-33.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

January 1, 1968

MUNICIPALITY FREDERICKSBURG, VIRGINIA

TOTAL ADDITIONAL MILEAGE REQUESTED ~~11.967~~ 52.09

11-16-67
SUBMITTED BY THE CITY OR TOWN (Date ~~1-16-68~~) 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 FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Duke Drive	Western Branch Blvd. - Acres Rd.		30'	18'	77 77	0.00 0.00	Asph.	Asph.	In State System Prior to Annexation
Smirley Road	Wake Forest Rd. - Norman Road		30'	18'	16 16	0.00 0.00	Asph.	Asph.	
Acres Road	Western Branch Blvd. - Starling Pt. Drive		30'	22'	400 400	0.00 0.00	Asph.	Asph.	
Gannon Road	Acres Road - Manchester Road		30'	18'	312 312	0.00 0.00	Asph.	Asph.	
Manchester Road	Gannon Road - Dead end .066 E. of Faigle Road		30'	18'	20 20	0.00 0.00	Asph.	Asph.	
Gannon Road	Acres Road - Western Branch Blvd		30'	18'	36 36	0.00 0.00	Asph.	Asph.	
Hyde Road	Manchester Road - Faber Road		30'	18'	048 048	0.00 0.00	Asph.	Asph.	
Faber Road	Hyde Road - Faigle Road		30'	18'	18 18	0.00 0.00	Asph.	Asph.	
Faigle Road	Faber Road - Western Branch Blvd		30'	18'	638 638	0.00 0.00	Asph.	Asph.	
Western Branch Blvd	(Off W. of Garney) Dead End - Carney Road		40'	18'	616 616	0.00 0.00	Asph.	Asph.	
Western Branch Blvd.	Carney - Duke Drive		40'	30'	19 19	0.00 0.00	Asph.	Asph.	
Garney Road	Western Branch Blvd. - Faigle Rd		30'	18'	29 29	0.00 0.00	Asph.	Asph.	
Emilston Road	Duke Drive - Norman Road		30'	18'	138 138	0.00 0.00	Asph.	Asph.	

SIGNED R. E. Raulb Jr
Dept. of Highways' Eng.

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

MUNICIPALITY Forsyth, Virginia
TOTAL ADDITIONAL MILEAGE REQUESTED 57.947 58.09

* SUBMITTED BY THE CITY OR TOWN (Date 11-16-64) 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 FEET MILES	TYPE OF BASE	REMARKS
Norman Road	Duke Drive	- Cannon Rd.	30'	18'	.57 .568	Asph.	In State System Prior to Annexation
Acres Circle	Acres Road	- Complete Circle	30'	17'	.07 .067	Asph.	" "
Kemp Road	Duke Drive	- Shirley Drive	30'	18'	.134	Asph.	" "
Seagrave Road	Western Branch Blvd.	- High Pt.	30'	18'	.144	Asph.	" "
High Point Road	Seagrave Rd.	- Western Branch Blvd.	30'	18'	.106	Asph.	" "
Wake Forest Road	High Point Rd.	- Winston Road	50' / 40'	18'	.45 .445	Asph.	" "
Winston Road	Western Branch Road-Wake Forest		50'	18'	.448	Asph.	" "
Sterling Pt. Drive	W. Branch Blvd.	- Sterling Pt. Dr.	30'	20'	1.87 1.868	Asph.	" "
Werner Avenue	Sterling Pt. Rd.	- Crocker Ave.	60'	18'	.224	Asph.	" "
Crocker Avenue	Sterling Pt. Rd.	- Lake Circle Dr.	50'	19'	.228	Asph.	" "
Widgoud Drive	Lake Circle Dr.	- Sterling Pt. Dr.	50'	19'	.328	Asph.	" "
Wolen Drive	Sterling Pt. Dr.	- Hanley Ave.	30'	18'	.17 .168	Asph.	" "
Wake Forest Road	W/ from Winston Rd.	- Wake Forest	40' / 50'	18'	.19 .189	Asph.	" "

SIGNED R. S. Reed, Jr.
Dept. of Highways Engineer

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

MUNICIPALITY Zwetsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED ~~57.267~~ 58.09

SUBMITTED BY THE CITY OR TOWN (Date 11-16-65) 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 FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
<u>Bauley Avenue</u>	<u>Rolan Dr. - Sterling Pt. Dr.</u>		30'	21'	.102	Asph.	Asph.	In State System Prior to Annexation
<u>Verne Avenue</u>	<u>Eanley Ave. - Lake Circle Dr.</u>		50'	30'	.334	Asph.	Asph.	" "
<u>Lake Circle Drive</u>	<u>Sterling Pt. Dr. - Sterling Pt. Dr.</u>		60'	19'	.524	Asph.	Asph.	" "
<u>Gothill Avenue</u>	<u>Sterling Pt. Dr. - Sterling Pt. Dr.</u>		50'	19'	.207	Asph.	Asph.	" "
<u>Poble Avenue</u>	<u>Sterling Pt. Dr. - Sterling Pt. Dr.</u>		50'	18'	.16 .155	Asph.	Asph.	" "
<u>Monlit Avenue</u>	<u>Poble Ave. - Sterling Pt. Dr.</u>		60'	18'	.08 .077	Asph.	Asph.	" "
<u>Replica Lane</u>	<u>Sterling Pt. Dr. - Cul-de-Sac</u>		50'	30'	.27 .266	Asph.	Asph.	Sept. 17, 1965 M.B. 65 - Pg. 125
<u>Replica Ct.</u>	<u>Replica Lane - Cul-de-sac</u>		50'	30'	.025	Asph.	Asph.	" "
<u>Fendis Drive</u>	<u>Sterling Pt. Dr. - Lake Circle Dr.</u>		50'	21'	.09 .086	Asph.	Asph.	In State System Prior to Annexation
<u>Bridges Avenue</u>	<u>Fendis Dr. - Sterling Pt. Dr.</u>		50'	19'	.09 .086	Asph.	Asph.	" "
<u>Laurel Lane</u>	<u>Western Branch Blvd. - Vine St.</u>		40'	15'	.114	Asph.	Asph.	" "
<u>Honeyuckle Lane</u>	<u>Vine Street - Western Branch Blvd.</u>	41.7'		15'	.09 .086	Asph.	Asph.	" "
<u>Garland Drive</u>	<u>Western Branch Blvd. - Vine St.</u>		50'	15'	.144	Asph.	Asph.	" "

SIGNED P. C. [Signature]
Dept. of Highways' Engineer

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

MUNICIPALITY Northampton, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 57.967 58.09

*SUBMITTED BY THE CITY OR TOWN (Date 11-16-67) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (if widening vary list each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Wide Street	Garland Drive - Honeyauckie Ln.		30'	15'	.114		Asph.		In State System Prior to Annexation
Randolph Drive	W of Sweetbriar Cir. Ferguson - Dead end .03		50'	18'	.18 .176		Asph.		" "
Sweetbriar Circle	Randolph Dr. - Randolph Drive		50'	19'	.42		Asph.		" "
Abernat Drive	Ferguson Dr. - W. Branch Blvd.		50'	18'	.23		Asph.		" "
Ferguson Drive	W. Branch Blvd. - Dead end		50'	18'	.18 .177		Asph.		" "
Keese Drive	W. Branch Blvd. - Leslie Dr.		50'	20'	.08 .077		Asph.		" "
Leslie Drive	Cul-de-sac - Cedar Lane		50'	19'	.14		Asph.		" "
Leslie Ct.	Leslie Lane - Cul-de-sac		50'	20'	.04		Asph.		" "
Clintwood Drive	Cedar Lane - Haywood Drive		50'	26'	.39 .389		Asph.		" "
Haywood Drive	Hatton Pt. Rd. - Madden Terrace		50'	18'	.34 .337		Asph.		" "
Viola Terrace	Madden Terrace - Haywood Dr.		30'	20'	.20 .197		Asph.		" "
Madden Terrace	Hatton Pt. Rd. - Granada Road		50'	22'	.27 .266		Asph.		" "
Granada Road	Madden Terrace - Hatton Pt. Road		50'	23.5'	.25 .248		Asph.		" "

SIGNED R. C. Rankin
Dep't. of Highways Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 11-31.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Portsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 57.967 58.09

• SUBMITTED BY THE CITY OR TOWNS (Date 11-16-62) 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 FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Suburban Drive	Granada Road -	Clintwood Drive	50'	22'	.17 .17	Asph.	Asph.	In State System Prior to Annexation
Hutton Pt. Road	Cedar Lane -	Dead end	30'	19'	1.078	Asph.	Asph.	" "
Riveredge Drive	Hutton Pt. Rd. -	Wheley Road	30'	18'	.45 .45	S.T.	S.T.	" "
Zward Road	Wheley Road -	Riveredge Road	30'	19'	.108	S.T.	S.T.	Nov. 10, 1952 M.B. 35 page 10
Wheley Road	Nice Road -	Dead end	30'	20'	.238	S.T.	S.T.	" "
Pine Road	Wheley Road -	Riveredge Road	30'	19'	.098	S.T.	S.T.	In State System Prior to Annexation
Courtney Road	Hutton Pt. Road -	Dead end	30'	18'	.19 .19	S.T.	S.T.	" "
Griffin Road	Hutton Pt. Road -	Dead end	30'	16'	.058	S.T.	S.T.	" "
Shoreline Drive	Hutton Pt. Road	120' SE Buckingham Dr. Dead end	50'	30.5'	.618	Asph.	Asph.	" "
Buckingham Drive	Shoreline Dr. -	Shoreline Dr.	50'	31'	.19 .19	Asph.	Asph.	" "
Glencove Drive	Shoreline Dr. -	Shoreline Dr.	50'	30'	.15 .15	Asph.	Asph.	" "
Heritage Drive	Shoreline Dr. -	Glencove Dr.	50'	30'	.13 .13	Asph.	Asph.	" "
Regent Drive	Shoreline Dr. -	Cul-de-Sac	50'	30'	.088	Asph.	Asph.	" "

SIGNED

R. E. Rowley, Jr.

Dep't. of Highways, Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-31.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Purcellmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 52.967 58.09

SUBMITTED BY THE CITY OR TOWN (Date 1-16-67) 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 FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Wakefield Drive	Hatton Pt. Road - Templar Dr.		80' / 50'	30'	168		Asph.	Asph.	Inv. 26, 1962 M.P. 43 P.S. 48-51
Churchill Drive	Templar Drive - Templar Dr.		50'	30'	148		Asph.	Asph.	" "
Templar Ct.	Templar Drive - Cul-de-Sac		50'	30'	.068		Asph.	Asph.	" "
Templar Drive	Centerbury Drive - Freemason Dr.		50'	30'	.32		Asph.	Asph.	" "
Freemason Drive	Templar Drive - Midfield Pkwy		50'	30'	.13		Asph.	Asph.	" "
Midfield Pkwy.	Cedar Lane - Centerbury Dr.		100'	55'	.186		Asph.	Asph.	" "
Centerbury Dr.	Midfield Pkwy - Templar Drive		50'	30'	.12		Asph.	Asph.	" "
Wishfire Road	Templar Drive - Midfield Pkwy		50'	30'	.18		Asph.	Asph.	" "
Minor Avenue	Cedar Lane - Carney Street		60'	20'	.38		Asph.	Asph.	In State System Prior to Annexation
Carney Street	Manor Avenue - Thornwood Dr.		50'	20'	.128		Asph.	Asph.	" "
Thornwood Drive	Carney Street - Manor Ave.		50'	26'	.138		Asph.	Asph.	" "
Fortune Lane	Manor Ave. - Briarwood Lane		50'	20'	.18		Asph.	Asph.	" "
Colonial Lane	Thornwood Dr. - Cul-de-Sac		50'	20'	.18		Asph.	Asph.	" "

[Signature]
SIGNED S. J. Dwyer

Dept. of Highways Engineer

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

MUNICIPALITY Pertsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 57.067 58.09

*SUBMITTED BY THE CITY OR TOWN (Dard 11-16-62) 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 FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Briarwood Lane	Pine Road	Thru Cedar Lane - back to Cedar Ln	50'	20'	.73 .130	Asph.	Asph.	In State System Prior to Amendment
Holly Road	Briarwood Lane	Pine Road	60'	25'	.368	Asph.	"	"
Shannon Road	Holly Road	Wycliff Road	50'	25'	.488	Asph.	"	"
Wycliff Road	Shannon Road	Marro Blvd.	50'	25'	.391	Asph.	"	"
Marro Blvd.	Holly Road	Shannon Rd.	50'	26'	.26 .257	Asph.	"	"
Nolan Drive	Shannon Road	Marro Blvd.	50'	25'	.18 .179	Asph.	"	"
Westcott Road	Marro Blvd.	Milan Drive	50'	25'	.10 .098	Asph.	"	"
Orleans Drive	Wycliff Road	Shannon Road	50'	25'	.36 .358	Asph.	"	"
Saxon Road	Marro Blvd.	West Norfolk Rd.	60'	25'	.16 .158	Asph.	"	"
Goose Bay Drive	West Norfolk Rd.	Hunter Pt. Dr.	60'	40'	.238	Asph.	Asph.	March 11, 1965 M.B. 45 Pg. 48
Hunter Pt. Drive	Goose Bay Dr.	Mallard	30'	30'	.088	Asph.	Asph.	"
Mallard Cres.	Hunter Pt. Dr.	Goose Bay Dr.	50'	30'	.20 .197	Asph.	Asph.	"
Widgeon Circle	Mallard Cres.	Dead end	100'	60'	.018	Asph.	Asph.	"

SIGNED

R. E. Paulsen

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
SECTION 33-31.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

MUNICIPALITY Pertsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 57.267 58.09

SUBMITTED BY THE CITY OR TOWN (Date 11-16-67) 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 FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Avocet Court	Mallard	- Cul-de-Sac	50'	29'	0.58		Asph.	Asph.	March 11, 1965 M.B. 45 Pg. 48 In State System Prior to Annexation
Dogwood Tr.	Cedar Lane	- Cul-de-Sac	50'	20'	.164		Asph.	Asph.	
Greenfield Dr.	Cedar Lane	- Greenfield Dr.	60'	35'	.05		Asph.	Asph.	
Greenfield Dr. N.	Greenfield Dr.	- Carter Road	60'	25'	.408		Asph.	Asph.	
Greenfield Dr. S.	Carter Road	- Greenfield Dr.	60'	25'	.428		Asph.	Asph.	
Spencer Road	Springwood Dr.	- Greenfield Dr. S.	50'	25'	.20		Asph.	Asph.	
Shelton Road	Greenfield Dr. S.	- Greenfield Dr. N.	50'	25'	.154		Asph.	Asph.	
Boert Road	Greenfield Dr. N.	- Greenfield Dr. S.	50'	25'	.148		Asph.	Asph.	
Marilyn Road	Greenfield Dr. S.	- Greenfield Dr. N.	50'	25'	.15		Asph.	Asph.	
Pine Road	Lilac Drive	- Cedar Lane	50'	25'	.31		Asph.	Asph.	
Lilac Drive	Pine Road	- Dogwood Dr.	50'	33'	.258		Asph.	Asph.	
Colony Road	Pine Road	- Peake Lane	60'	16'	.36		Asph.	Asph.	
Peake Lane	Cedar Lane	- West Norfolk Rd	50'	17'	.284		Asph.	Asph.	

SIGNED

R. E. Rouse

Dept. of Highways' Engineer

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

MUNICIPALITY Portsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 57.947 58.02

- SUBMITTED BY THE CITY OR TOWN (Date 11-16-67) 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 FEET	MILES	TYPE OF BASE	REMARKS
Dogwood Drive	West Norfolk Rd. -	Western Branch Blvd.	50'	20'	584		Asph.	In State System Prior to Annexation
Garter Road	Lilac Drive -	Bingham Drive	50'	25'	40 395		Asph.	" "
Sagewood Dr.	Bingham Dr. -	Springwood Dr.	50'	25'	134		Asph.	September 27, 1962 H.B. 43 Pp. 34
Brookwood Drive	Springwood Dr. -	Bingham Drive	50'	25'	134		Asph.	" "
Springwood Drive	Garter Road -	Briarwood Lane	50'	25'	384		Asph.	" "
Bingham Drive	Briarwood Lane -	Stamford Road	50'	25'	804		Asph.	In State System Prior to Annexation
Raylaine Dr.	Stamford Road -	Dead end	50'	31'	054		Asph.	March 15, 1967 H.B. 39 Pp. 68
Stamford Road	Churchland Blvd. -	Bingham Dr.	50'	36'	284		Asph.	In State System Prior to Annexation
Gemelle Drive	Bingham Drive -	Lilac Drive	50'	20'	334		Asph.	" "
Danvers Road	Lilac Drive -	Stamford Rd.	50'	27'	134		Asph.	" "
Danvers Court	Danvers Road -	Cal-de-Sac	50'	27'	03 087		Asph.	" "
Bailey Drive	Lilac Drive -	Carter Rd.	50'	22'	19 185		Asph.	" "
Lilac Drive	Dogwood Drive -	Cattle Road	50'/60'	30'	34		Asph.	" "

SIGNED P. E. Rowland
Dept. of Highways Engineer

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

MUNICIPALITY Portsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 52.967 ~~58.09~~

* SUBMITTED BY THE CITY OR TOWN (Date 11-16-69) 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 FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Gentle Road	Lilac Drive	- Lilac Dr.	50'	30.5'	304		Asph.	Asph.	In State System Prior to Annexation
Charkspur Road	Lilac Drive	- Dead end .033 E. Gentle Rd	50'	30'	104		Asph.	Asph.	" "
Moore Road	W. Norfolk Road.	- Kingman Rd.	30'	18'	404		Asph.	Asph.	" "
Kingman Road	Moore Road	- Wright Road	30'	18'	884		Asph.	Asph.	" "
Wright Road	Kingman Road	- W. Norfolk Rd.	30'	18'	444		Asph.	Asph.	" "
Capelle Road	Moore Road	- Wright Rd.	30'	18'	074		Asph.	Asph.	" "
Fifth Street	Tyre Neck Road	- .075 E of RR Culvert	30'	21'	194		S.T.	S.T.	" "
Tyre Neck Road	S of Pumping Sta.	- Academy Ave.	30' / 50'	22'	874		Asph.	Asph.	" "
Academy Avenue	Dead end .078 E Tyre Neck Rd.	"C" Street	30'	19'	354		S.T.	S.T.	" "
"C" Street	Dead end .030 W of Academy	- .086 E Tyre Neck Road	30'	16'	234		S.T.	S.T.	" "
"D" Street	Dead end .095 E Tyre Neck Rd.	- Academy Ave.	30'	16'	214		S.T.	S.T.	" "
Broadway Street	Academy Ave.	- Fig Pt. Road	30'	21'	234		S.T.	S.T.	" "
Lincoln Avenue	Fig Pt. Road	- Academy Ave.	30'	14'	294		S.T.	S.T.	" "

SIGNED

R. C. Rowland, Jr.
Dept. of Highways' Engineer

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

MUNICIPALITY Bertsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 57.507 58.09

• SUBMITTED BY THE CITY OR TOWN (Date 11-16-67) 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 FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Mapin Street	Hillwood Street -	Magnolia Drive	50'	20'	11.107	Asph.	Asph.	September 28 1961 Section 1 M.B. 42 Pg. 51
Ear Street	Magnolia Drive -	Yaupon Street	50'	20.5'	.154	Asph.	Asph.	" "
First Street	Churchland Blvd. -	Academy Street	50'	18'	.084	Asph.	Asph.	In State System Prior to Annexation
Academy Street	Churchland Blvd. -	Dead end	50'	18'	.124	S.T.	S.T.	" "
Twain Pine Road	Fig Point Road -	Rivershore Dr	30'	20'	1.994	S.T.	S.T.	" "
Rivershore Dr.	Cedar Lane -	Complete Cir.	50'	20'	2.18 2.177	Asph.	Asph.	" Merrifields Section 1-2-3 M.B. 43 Pg. 30
Greenbrook Dr.	Cedar Lane -	Merrifield Blvd	50'	31'	.60 595	Asph.	Asph.	"
Merrifield Blvd.	25' N.E. Greenbrook Dr. -	Rivershore	60'	30.5'	.45 448	Asph.	Asph.	"
Map Street	Dead end .089 E Tyre Neck Rd. -	Academy Ave.	30'	18'	.18 177	S.T.	S.T.	In State System Prior to Annexation
Map Street	Dead end .088 E Tyre Neck Rd. -	099 W Tyre Neck Road	30'	18'	9 887	S.T.	S.T.	"
Map Street	Dead end .095 E Tyre Neck Rd. -	104 W Tyre Neck Road	30'	16'	.20 197	S.T.	S.T.	"
Marrison Street	Broadway Street -	Lincoln Street	30'	16'	.074	S.T.	S.T.	"

SIGNED

R. E. Roubin

Dept. of Highway Engineer

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

MUNICIPALITY Portsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED ~~57.17~~ 58.09

SUBMITTED BY THE CITY OR TOWN (Date 11-16-66) 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 FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Pine Street	Broadway Street	Lincoln St.	30'	13'	.074		S.T.		In State System Prior to Annexation
Cleveland Street	Lincoln St.	.076 S. of Broadway	30'	18'	.15		S.T.		" "
Pig Point Road	300' N. Churchland Blvd.	Nansemond Co. Line	30'	20'	1.074		Asph.		" "
Yaupon Street	Pig Point Road	Magnolia Drive	50'	21'	.174		Asph.		September 28, 1961 Sec. 1-M.B. 42 Pg. 51
Magnolia Drive	Fir Street	Bamboo Road	50'	20'	.574		Asph.		" "
Bamboo Road	Magnolia Drive	Pig Point Road	50'	30'	.144		Asph.		March 2, 1966 Sec. 3-M.B. 44 Pg. 55
Brim Court	Bamboo	Cul-de-Sac	50'	30'	.04		Asph.		" "
Hillwood Street	Yaupon	Magnolia Dr.	50'	21'	.16		Asph.		September 28, 1961 Sec. 1-M.B. 42 Pg. 51
Pecan Street	Magnolia Drive	Hillwood St.	50'	21'	.09		Asph.		" "
Oakhurst Road	Rivershore Dr.	Greenbrook Dr.	50'	25'	.174		Asph.		In State System Prior to Annexation
Hyndybrov Dr.	Greenbrook Dr.	Merrifields Blvd.	50'	25'	.02		Asph.		" "
Wyanoke Drive	Greenbrook Dr.	Merrifields Blvd.	50'	30'	.254		Asph.		" "
Windyville Dr.	Greenbrook Dr.	Merrifields Blvd.	50'	30'	.194		Asph.		" "

SIGNED

R. E. Newland, Jr.

Dept. of Highways' Engineer

ADDITIONS TO OTHER STREETS MILEAGES
 CITIES AND TOWNS WITH POPULATIONS IN EXCESS OF 3,500
 SECTION 33-34.4 OF THE CODE OF VIRGINIA, 1964 AMENDMENT

Municipality Norfolk, Virginia

MUNICIPALITY

TOTAL ADDITIONAL MILEAGE REQUESTED 57.967 - 58.09

SUBMITTED BY THE CITY OR TOWN (Date 11-16-67) 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 FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Forest Hill Dr.	.026 E. of Greenbrook Dr. - Merrifields		50'	30'	.20 .194	Asph.		Merrifields Sect. 3 - M.B. 47 Pg. 1
Wendwood Drive	Greenbrook Dr. - Merrifields		50'	30'	.18 .187	Asph.		Merrifields Sect. 3 - M.B. 47 Pg. 1
Wimberland Dr.	Greenbrook Dr. - Merrifields		50'	29'	.134	Asph.		Merrifields Sect. 3 - M.B. 47 Pg. 1
Womersley Dr.	Weyanoke Dr. - Merrifields Blvd.		50'	30'	.21 .206	Asph.		In State System Prior to Annexation
Wraybrook Lane	Rivershore Road - Quince Road		50'	20.5'	.344	Asph.		" "
Quince Road	Cranebrook Lane - Barberry La.		50'	20.5'	.264	Asph.		" "
Barberry Lane	Twin Pine Road - Rivershore Rd		50'	20.5'	.374	Asph.		" "
Hawthorne Lane	Rivershore Rd. - Twin Pine Rd		50'	20'	.38 .377	Asph.		" "
Hedgegrove Lane	Twin Pine Road - Rivershore Rd		50'	20.5'	.38 .377	Asph.		" "
Hedgegrove Lane	Rivershore Dr. - 135 W/Silverstone Road		50'	13'	.14 .135	Asph.		" "
Beech Road	Hedgegrove La. - Hawthorne Lane		50'	20.5'	.064	Asph.		" "
Weather Lane	Hawthorne Lane - Cranebrook La.		50'	21'	.37 .366	Asph.		" "
Weld Road	Quince Road - Twin Pine Road		50'	20.5'	.06 .057	Asph.		" "

R. L. Roubin, Jr.

SIGNED

Dept. of Highways' Engineer

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

Municipality Portsmouth, Virginia

Municipality

TOTAL ADDITIONAL MILEAGE REQUESTED ~~47.26~~ 58.09

*SUBMITTED BY THE CITY OR TOWN (Date 1-16-67) 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 FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Brookmere Lane	Quince Road	Rivershore Dr	50'	20.5'	32	.32	Asph.	Asph.	In State System Prior to Annexation
Tristie Drive	Cranebrook La. - Brookmere La.		50'	20.5'	244	.244	Asph.	Asph.	" "
Summerset Dr.	Brookmere La. - Cranebrook La.		50'	20.5'	23	.23	Asph.	Asph.	" "
Barnham Dr.	Cranebrook La. - Brookmere La.		50'	20.5'	19	.19	Asph.	Asph.	" "
Oedar Lane	Craney Island Terminal - Western Branch Blvd.		30'	22'	223	.223	Asph.	Asph.	" "
Jo-Ann Drive	W. Norfolk Rd. - W. Norfolk Rd.		50'	24'	19	.19	Asph.	Asph.	" "
Martha Ave.	Jo-Ann Drive	NF & D RR	50'	24'	65	.05	S.T.	S.T.	" "
Evelyn Street	Jo-Ann Drive	NF & D RR	50'	24'	82	.082	S.T.	S.T.	" "
Geoffrude Street	W. Norfolk Rd.	N.F. & D. RR	30'	24.5'	66	.066	S.T.	S.T.	" "
Portrest Raven La.	300' N. Rte 17 - End Hard Surface		50'	15'	88	.088	Asph.	Asph.	April 2, 1952 M.E. 34- Pp. 12
Kilkenny Ct.	Kilkenny	Dead End	100'	80'	81	.081	Asph.	Asph.	July 19, 1963 M.E. 45- Pp. 96
Kilkenny	300' N. Rte 17 - End Hard Surf.		60'	40'	17	.17	Asph.	Asph.	" "
Churchland Blvd.	Culvert 300' E. Pie Pt. Rd. - Branch Blvd.	Western Branch Blvd.	140'	22'	58	.58	Asph.	Asph.	In State System Prior to Annexation

SIGNED

R. E. [Signature]

Dept. of Highways' Engineer

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

MUNICIPALITY Pertsmouth, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED ~~52.987~~ 58.09

*SUBMITTED BY THE CITY OR TOWN (Date 11-16-68) 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 FEET MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
W. Norfolk Road	Churchland Blvd.	Old City Line	30'	19'	3.734	Asph.		In State System Prior to Annexation
Washington St.	Third Ave.	.035 W. 5th Ave.	80'	18'	.194	S.T.		" "
Fifth Avenue	Washington St.	W. Norfolk Rd.	50'	19'	.28 .27	S.T.		" "
Monroe Street	W. Norfolk Rd.	3rd. Ave.	60'	14'	.14 .13	S.T.		" "
Jackson Street	3rd. Avenue	Sunnyside Ave	80'	19'	.20 .19	S.T.		" "
Sunnyside Ave.	Jackson St.	West Norfolk Rd.	30'	18'	.11 .105	S.T.		" "
Van Buren St.	West Norfolk Rd.	Third Ave.	30'	11'	.154	S.T.		" "
Third Ave.	Van Buren St.	N.F. & D RR	80'	17'	.254	S.T.		" "
Jefferson St.	Third Ave.	Virginia Ave.	60'	30'	.04 .03	S.T.		" "
Jefferson St.	W. Norfolk Rd.	Fifth Ave.	60'	17'	.08 .07	S.T.		In State System Prior to Annexation
Virginia Ave.	Fourth Ave.	Jefferson St.	30'	21'	.05 .045	S.T.		" "
Madison St.	.045 E. of Third Ave.	Fourth Av.	80'	26'	.124	S.T.		" "
Fourth Avenue	Van Buren St.	Washington St.	60'	16'	.384	S.T.		" "

SIGNED

R. E. Baul
Dept. of Highways' Engineer

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

MUNICIPALITY Berkeley, Virginia

TOTAL ADDITIONAL MILEAGE REQUESTED 5-1-67 58.09

SUBMITTED BY THE CITY OR TOWN (Date 11-16-67) CHECKED BY DEPT. OF HIGHWAYS ENGINEER (Date _____)

NAME OF STREET	FROM (If widths vary fill each change)	TO	R/W WIDTH	HARD SURFACE WIDTH	LENGTH FEET	MILES	TYPE OF BASE	TYPE OF BASE	REMARKS
Adams Street	Third Avenue	Dead End	50'	16'	165 165	.46 .46		S.T.	In State System Prior to Annexation
Broadway St.	Third Ave.	Dead End	30'	18'	30 30	.31 .31		S.T.	" "

SIGNED R. E. Rowland, Jr.
Dept. of Highways' Engineer

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

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

WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the City of Portsmouth for such payments; and

WHEREAS, the annexation of the West Norfolk area of the City of Chesapeake by the City of Portsmouth, effective January 1, 1968, renders it necessary to amend the selection of such streets,

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-35.2 of the Code of Virginia, as amended, that section of Primary Route 17 extension, from the east end of the Churchland Bridge, northwesterly to the new West Corporate Limits of Portsmouth, 2.87 miles in length, (formerly within the Corporate Limits of Chesapeake) be deleted from the City of Chesapeake's maintenance payment at the rate of \$10,000 per mile per year, effective January 1, 1968; and

BE IT FURTHER RESOLVED, that pursuant to Section 33-35.4 of the Code of Virginia, as amended, the 58.09 miles of "other streets" listed in a tabulation dated January 1, 1968*, as additions to the "other streets" mileage of the City of Portsmouth, be deleted from the "other street" maintenance payment to the City of Chesapeake at the rate of \$1,000 per mile per year, effective January 1, 1968.

These street deletions will decrease the Primary Route extension mileage from a total of 105.08 to a new total of 102.41 miles, and the "other street" mileage from a total of 476.49 to a new total of 418.40 miles in the City of Chesapeake.

MOTION CARRIED.

*Pages 253-269

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

WHEREAS, by proper resolutions, the Boards of Supervisors of several counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.7 of the Code of Virginia of 1960, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

Appomattox County	- Rte. 616 beginning at a point 0.80 MI. N. of Rte. 682 and extending N. 0.10 MI. to Buckingham County Line	0.10MI.
Appomattox County	- Rte. 9022 which serves the Old Stonewall High School having a length of 0.10 Mile	0.10MI.
Augusta County	- Route 874 from 0.04 MI. No. Rte. 624 to 0.14 MI. N. Rte. 624	0.10MI.
Caroline County	- Sections 1 and 2 of old location Rte. 671 west of Rte. 603	0.70MI.
Dickenson County	- Route 621 from Route 631 to 2.81 MI. N. Route 83	0.09MI.
Fauquier County	- Section 1A of old location Rte. 616 from Sta. 12 + 00 southeasterly 0.05 MI., Proj. 0616-030-140, C-501	0.05MI.
Fauquier County	- Sections 1 & 2 of old location Rte. 602 from Sta. 75 + 00 northerly 0.17 MI., Proj. 0602-030-117, C-501	0.17MI.
Franklin County	- Route 915 from Int. Rte. 837 to Int. Rte. 648	0.17MI.
Franklin County	-Route 607 from Int. Rte. 40 to 0.20 MI. N. Rte. 40	0.20MI.
Franklin County	- Route 724 from Int. Rte. 758 to N. Rte. 608	2.80MI.
Frederick County	- Section 1 of old location Rte. 628 and Section 2 of old location Rte. 622 from Sta. 150 + 50 to Sta. 160 + 00, Proj. 0628-034-105, C-501	0.18MI.

Rappahannock County	- Section 1 & 4 of old location Rte. 729 between Sta. 17 + 10 and Sta. 34 + 20, Proj. 0729-078-107, C-501, B-603	0.17MI.
Washington County	- Section 1 of Rte. 775 from Sta. 247 + 60, 0.11 Mi. northwest, Proj. 0019-095-102, C-501	0.11MI.
Washington County	- Sections 2, 3, 4, 5, 6 and 7 of old location Routes 682, 848, 766 and 633 between N. C. L. Abingdon and Sta. 190 + 00, Proj. 0019-095, 102, C-501	0.28MI.
Wythe County	- Section 1 of old location Rte. 607 from Sta. 23 + 50 to Sta. 43 + 00, Proj. 0607-098-121, C-501 B-607	0.33MI.

MOTION CARRIED.

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

WHEREAS, the Federal-Aid Highway Act of 1962 amended Section 9(a), Chapter 1 of Title 23, United States Code by adding Section 134, Transportation Planning in certain urban areas to develop "long-range highway plans and programs which are properly coordinated with plans for improvements in other affected forms of transportation and which are formulated with due consideration to their probable effect on the future development of urban areas of more than fifty thousand population. After July 1, 1965, the Secretary (of Commerce) shall not approve under Section 105 of this title any program for projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing comprehensive transportation planning process carried on cooperatively by States and local communities in conformance with the objectives stated in this section." and

WHEREAS, the initial transportation plan identified as the Major Thoroughfare Plan has been developed for the Lynchburg Area and

WHEREAS, the Major Thoroughfare Plan has been officially adopted by the governing bodies of the City of Lynchburg and the Counties of Amherst, Bedford and Campbell.

NOW, THEREFORE, BE IT RESOLVED that the aforescribed plan or as the plan may be revised subsequently by cooperative action of the City of Lynchburg and the Counties of Amherst, Bedford and Campbell, and the Department, is hereby adopted by the State Highway Commission as a guide in the development of arterials and freeways incorporated in the plan as funds become available for this purpose.

MOTION CARRIED.

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

The proposed U. S. Route 58 and State Route 32 and 10 interchange area on the west side of Route 32 and 10, being a section of the Suffolk By-Pass in Nansemond County and shown on the plans for State Project 6058-061-106-RW-201, including any necessary relocations, ramps, connections, etc., as shown on the aforementioned plans be designated as a limited access in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended.

At-grade access will not be permitted under this resolution.

MOTION CARRIED.

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

WHEREAS, Route 354 in Lancaster County has been altered and reconstructed as shown on plans for Project 0354-051-103, C-501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.24 mile of the old location of Route 354, between Routes 711 and 680, shown in blue and designated as Section 6 on the plat dated December 15, 1967, Project 0354-051-103, C-501, be abandoned as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS, in accordance with provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held on January 10, 1968, at 10:00 a. m. , in the Groveton High School Auditorium, Groveton, Virginia, concerning the proposed improvement of Route 1 from 0.1 mile south of the intersection of Route 235 to the intersection of Route 1402 in Fairfax County, State Project 0001-029-101, C503 and Federal Project F-048-1() 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement generally follows the existing Route 1 alignment and consists of expanding the existing forty foot pavement to a six-lane facility.

MOTION CARRIED.

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

WHEREAS, in accordance with provisions of Section 125 of Title 23 - Highways, United States Code, a Public Hearing was held on December 22, 1967, at 10:00 a. m., in the Elkton High School, Elkton, Virginia, concerning the proposed construction of Route 33 from 0.538 mile east of the East corporate limits of Elkton to 0.331 mile east of the intersection of Route 628, in Rockingham County, State Project 6033-082-106, C501 and Federal Project F-016-1 (12) 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement generally consists of the addition of parallel lanes to expand the existing two-lane facility to four lanes.

MOTION CARRIED.

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

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1967-68 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed" and

WHEREAS, the Board of Supervisors of Lancaster County has by proper resolution requested the use of industrial access funds to construct an access road to the Bre-Co., Incorporated plant located just south of Lively in Lancaster County, estimated to cost \$2,500; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$2,500 from the industrial access fund for 1967-68 be allocated for the purpose of constructing an access road to the Bre-Co., Incorporated facility just west of Route 3 and south of Lively in Lancaster County, Project 0779-051-115, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

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

WHEREAS, after a duly held public hearing on April 6, 1967, Project 0154-107-101, on Route 154, from the intersection of Riverside Street to Liberty Street, in Covington, Virginia, was subsequently approved by City Council resolution of July 11, 1967, and by the State Highway Commission on October 26, 1967; and

WHEREAS, a newly elected City Council rescinded the previous Council's action of July 11, 1967, by resolution dated November 14, 1967, and the State Highway Commission, at the request of the City, rescinded its action of October 26, 1967, by letter ballot dated December 18, 1967; and

WHEREAS, the new City Council of Covington, Virginia, by resolution adopted on January 9, 1968, has requested the Highway Department to proceed with a project from Chestnut Street to Liberty Street along the alignment presented at the public hearing on April 6, 1967, such project to be approximately one half the length of the original project;

NOW, THEREFORE, BE IT RESOLVED, that the construction of Project 0154-107-101, from Chestnut Street to Liberty Street, along the alignment presented at the public hearing on April 6, 1967, is approved as requested by the City of Covington.

MOTION CARRIED.

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

WHEREAS, a cash balance of approximately \$239,000 currently exists in the Reserve Maintenance Fund, State of Virginia Toll Revenue Bonds (Series 1954) account with the Virginia National Bank, Trustee, and

WHEREAS, it is estimated that \$150,000 of this cash balance will not be needed for reserve maintenance expenditure within the next two years, now therefore,

BE IT RESOLVED, by the State Highway Commission that the Trustee be instructed to invest the said \$150,000 of the above cash balance in U. S. Securities as may be found available by the Trustee, these securities to mature within approximately two years from date of this investment, as provided by Section 602 of the Trust Indenture and subject to approval by the Consulting Engineers.

MOTION CARRIED.

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

WHEREAS, in accordance with the provisions of Section 128 of Title 28 - Highways, United States Code, a Public Hearing was held in the Bon Air Elementary School, Bon Air, Virginia, at 9:30 a.m., on October 12, 1967, concerning the proposed construction of Route 147 from the south end of the bridge over James River to 0.4 mile south of the intersection of Route 878, in Chesterfield County, State Project 0147-020-101, C501 and Federal Project F-124, 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 development as planned and their statements being duly recorded, and

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

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement generally consists of expanding the existing two-lane facility to four lanes symmetrically about the present center-line. The proposed construction will be confined to the existing right of way wherever practical to do so.

MOTION CARRIED,

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

WHEREAS, on December 14, 1967 the Commission approved a resolution disqualifying the Atlantic Bitulithic Company, a Division of Warren Brothers, Richmond, Virginia from bidding on all State Highway Department work effective December 14, 1967 and continuing for a period of ninety days following the date of the actual completion of the project on Route 64, described therein, and the acceptance thereof by the Department, and

WHEREAS, this action was taken because the Commission felt the contractor was not making the necessary effort to prosecute the work, and his progress was most unsatisfactory, and

WHEREAS, since the action of the Commission on December 14, 1967, progress has improved considerably and all pay items of work were completed on January 31, 1968, and

WHEREAS, the purpose of the Commission action on December 14, 1967 was to insure the early completion of the project, therefore be it

RESOLVED, that the Atlantic Bitulithic Company, a Division of Warren Brothers, is hereby reinstated on the list of qualified bidders effective March 1, 1968, and on that date qualified for bidding on State Highway Department work.

MOTION CARRIED.

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

WHEREAS, on December 14, 1967, the Commission approved a resolution disqualifying Alfred H. Smith, Branchville, Maryland, from bidding on all State Highway Department work effective December 14, 1967 and continuing for a period of ninety days following the date of the actual completion of the projects on Route 64, described therein, and the acceptance thereof by the Department, and

WHEREAS, this action was taken because the Commission felt the contractor was not making the necessary effort to prosecute the work, and his progress was most unsatisfactory, and

WHEREAS, since the action of the Commission on December 14, 1967, progress has improved considerably and all pay items of work were completed on the two projects on February 2, and February 6, 1968, and

WHEREAS, the purpose of the Commission action on December 14, 1967 was to insure the early completion of the projects, therefore be it

RESOLVED, that the contractor, Alfred H. Smith, is hereby reinstated on the list of qualified bidders effective March 1, 1968, and on that date qualified for bidding on State Highway Department work.

MOTION CARRIED.

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

WHEREAS, on December 14, 1967 the Commission approved a resolution disqualifying E. G. Bowles, Contractor, Richmond, Virginia, from bidding on all State Highway Department work effective December 14, 1967 and continuing for a period of ninety days following the date of the actual completion of the project on Route 64, described therein, and the acceptance thereof by the Department, and

WHEREAS, this action was taken because the Commission felt the contractor was not making the necessary effort to prosecute the work, and his progress was most unsatisfactory, and

WHEREAS, since the action of the Commission on December 14, 1967, this firm now seems to be making satisfactory progress, and the work remaining to be done is of such nature that it is hindered by the winter weather and it does not appear possible to complete all pay items before March 1, 1968, and

WHEREAS, the purpose of the Commission action on December 14, 1967 was to insure the early completion of the project, be it

RESOLVED, that when all pay items are completed and the project is in condition for preliminary acceptance, E. G. Bowles, Contractor, be reinstated, effective March 1, 1968 if the work is completed on or prior to that date, and effective April 1, 1968 if the work is completed after March 1, 1968 and before April 1, 1968, and

RESOLVED FURTHER, that upon the effective date, E. G. Bowles, Contractor, be qualified for bidding on all State Highway Department work.

MOTION CARRIED.

Moved by Mr. Chilton, seconded by Judge Weaver, that the Commission award contract on bid received on January 24, 1968, on the following project.

Route 301, Project 7301-016-101, C501, B601

0.002 Mi. S. Int. 2 & 301 - 0.488 Mi. N. of NCL Bowling Green, Caroline County.
Award of contract to low bidder, W. W. Warsing, Inc., Crewe, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$308,491.93	\$10,696.00
10% for engineering and additional work	80,849.19	1,069.60
Work by State Forces	3,284.00	
Right of Way	310,400.00	
Utilities	18,800.00	
Amount chargeable to project	1,233,600.00	

MOTION CARRIED.

On motion of Judge Weaver, seconded by Mr. Fitzpatrick, the Commission concurred in a statement which the chairman had prepared in opposition to House Bill 980, under consideration by the 1968 session of the General Assembly, which would require the return to toll projects not under the control of the Highway Commission of taxes collected on gasoline consumed on such projects.

The Commission, on motion of Mr. Landrith, seconded by Judge Weaver, went on record as supporting the chairman in opposing Senate Bill 303 and proposed Federal legislation which would broaden special permit provisions for the movement of load limits in excess of present legal limits.

The chairman presented the following statement in regard to anticipated revenues:

"The 1966 General Assembly approved the nine-year program, 1966-75, with additional revenues estimated to be sufficient to accomplish the program.

Revenue from the automobile sales tax was the principal source of new revenue; however during the first year of the program the Department received only \$19 million of an estimated \$26 million, and present prospects indicate a shortage of \$6 million in the current year. It seems quite evident that this gap between estimated and actual revenue will continue. Also inflation has had its effect in reducing the mileage of new roadways constructed with available dollars.

Another major factor in the overall plan is the inconsistency in the apportionment and obligation authority of Federal Aid highway funds. In our original planning we estimated a continuing Federal Aid program which would complete the Interstate System by 1972 as originally scheduled by Congress, and that during the 3 year period 1972-1975 about \$300 million in Federal Aid no longer needed for Interstate construction could be used for other highway needs, particularly in the urban areas of the State. In actuality, Federal funds have not been made available at a rate to complete the Interstate System on schedule and cut backs continue to be the order of the day. Just recently a 5% cut back for the current year was announced, which will reduce expected federal aid to Virginia by about \$7 million during this fiscal year and an estimated \$6 million in the first half of the 1968-69 fiscal year.

As a result of the 1968 Interstate System revised cost estimate, Virginia's apportionment factor will be reduced in fiscal year 1970 to the point where funds available for Interstate System construction will be reduced by some \$24 million. This new apportionment factor is based on the need of the several states to complete the System as of January 1, 1967. It is the result of varying rates of accomplishment among the states in completing the Interstate System up to this time. This development will necessitate a further stretch-out of the Interstate program with the inevitable result that Federal funds originally planned to be available for construction on other systems instead of being available in 1972 will not now be available until well after 1975 -- perhaps not until 1978 or 1979.

The net result of all these factors, including the contemplated action by the 1968 General Assembly that \$5 million be added to the Revolving Fund for Advance Right of Way Acquisition, is that funds available for allocations on all systems, other than the Interstate System and Primary System maintenance and replacements, will be reduced in 1968-1969 by \$8 million from 1967-1968. By systems, this reduction will amount to \$4.5 million on Primary; \$2.5 million on Secondary, and \$1 million on Urban.

On the Primary System, the statutes provide that the Arterial Network will be completed by 1975, even if work on other routes must be deferred; therefore, we must allocate approximately the same amount of funds to the Arterial Network as in 1967-68. Our original plan was to expedite this phase of the 1968-1975 program in the early years and to provide increased emphasis on the other systems in the latter years, but this does not seem possible at this moment.

In summary, it would appear that the outlook for completion of the nine-year program on schedule is bleak and unless there is a marked increase in revenue from both State and Federal sources, we will have to contemplate an extended completion date."

Mr. Sclater complimented the Department on the 1968 State Map.

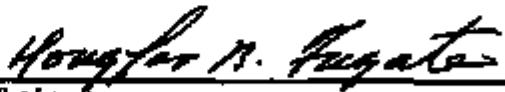
It was decided that the April meeting of the Commission would be changed to Thursday, the 25th, during the Spring Conference at Natural Bridge, and the June meeting to Thursday, the 27th, because the chairman would be out of the state on the third Thursday.

Mr. Fugate advised the Commission that the engineering staff, after due consideration, had recommended that the bid received January 24, 1968, on Project 0064-122-101, G305, B658; 0064-122-070-C501, C509, B610, B662, B601, B602, B643, B644; 0564-122-070, C501, B601, B602, for a section of Interstate Route 64 in the City of Norfolk, be rejected. This was a very large and complex Interstate project and only one bid was received, that being from E. V. Williams Company, Incorporated, and Williams Paving Company, Incorporated, Norfolk, Virginia, in an amount in excess of \$6 million. The bid exceeded the department's engineering estimate by 9.8 per cent. The situation had been discussed by the engineering staff informally with the Bureau of Public Roads, and due to the size and total value of the work, the fact that only one bid was received, and the fact that the bid was almost 10% over the engineering estimate, it was the recommendation of the engineering staff that the bid be rejected and the project readvertised at a later date. The Bureau of Public Roads concurs in this recommendation. In the interim, the plans will be reviewed to see if changes can be made in the plans which might make the bidding more competitive. After due consideration it was moved by Judge Weaver, seconded by Mr. Fitzpatrick, that the Commission reject the bid received on the following project: 0064-122-101-G305, B658; 0064-122-070-C501, C509, B610, B662, B601, B602, B643, B644; 0564-122-070, C501, B601, B602, 0.857 Mi. N. Int. 165 & 170 - 0.126 Mile W. Int. 165 & 0.722 Mi. W. Int. 64 - 0.261 Mi. W. 64 & Comp. of Tidewater Drive Interchange.

MOTION CARRIED.

The meeting was adjourned at 11:08 A.M.

Approved:


Chairman

Attested:


Secretary