

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
MARCH 23, 1967

The monthly meeting of the State Highway Commission was held at the Central Highway Building in Richmond, Virginia, on March 23, 1967, at 10 A.M. The chairman, Douglas B. Fugate, presided.

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

On motion of Mr. Sclater, Seconded by Mr. McWane, minutes of the meeting of February 16, 1967, were approved.

Motion was made by Mr. Sclater, Seconded by Mr. McWane, that permits issued from February 15, 1967, to March 22, 1967, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, Seconded by Mr. McWane, cancellation of permits from February 15, 1967, to March 22, 1967, inclusive, as shown by records of the Department, was approved.

Moved by Mr. Sclater, Seconded by Mr. McWane,
that the Commission confirm letter ballot action on bids received February 8,
1967, on the following project:

Route 44, Project 0044-134-101, C505

Toll booths and canopy on Route 44 east of Interchange 3, Ramp A, City of Virginia
Beach. Award of contract to low bidder, E. C. Ernst, Inc., Chesapeake, Va.

Bid	ALTERNATE "A"	\$119,131.00
10% for engineering and additional work		11,913.10
Amount chargeable to project		131,050.00

\$131,050.00 to be financed from Revenue Bond Funds.

MOTION CARRIED.

Moved by Mr. Sclater, Seconded by Mr. McWane,
that the Commission confirm letter ballot action on bids received March 8, 1967,
on the following projects:

Route 1, Project 0001-043-104, C502

0.283 Mi. N. Int. 73 (Dover Avenue) - 0.577 Mi. N. Int. 73 (Dover Avenue).
Henrico County. Award of contract to low bidder, L. S. Abernathy and Company, Inc.,
Glen Allen, Virginia.

Bid	\$59,081.70
10% for engineering and additional work	5,908.17
Work by State Forces	2,750.00
Right of Way	14,725.00
Utilities	3,283.00
Amount chargeable to project	85,750.00

\$37,612.00 to be provided for in 1967-68 Primary Construction Allocation.

Route Alt. 1, Project 7001-111-102, C501

N. Int. Rt. 1 & Alt. Rt. 1, City of Fredericksburg. Award of contract to low bidder, American Asphalt Paving, Inc., Woodbridge, Virginia.

Bid	\$49,022.75
10% for engineering and additional work	4,902.27
Work by State Forces	2,170.80
Amount chargeable to project	56,100.00
Accts. Rec. City of Fredericksburg	8,414.30

Route 15, Project 0015-144-101, C501;
45, 0045-144-101, C501

0.207 Mi. S. Int. 460 (Robeson Street) - 0.148 Mi. N. Int. 460 (Depot Street); Town of Farmville. Award of contract to low bidder, T. E. Brown Construction Co., Inc., Morehead City, North Carolina.

Bid	\$202,803.30
10% for engineering and additional work	20,280.33
Work by State Forces	4,148.10
Amount chargeable to project	226,700.00
Accts. Rec. Town of Farmville	34,002.26

Route 231, Project 0231-056-702, M600

Box Culvert, 1.3 Mi. S. Rappahannock CL over Poppan Run. Madison County. Award of contract to low bidder, Donald H. Selvage, Inc., Amherst, Virginia.

Bid	\$38,562.00
10% for engineering and additional work	1,856.20
Work by State Forces	10,700.00
Amount chargeable to project	26,900.00
Project 0231-056-702, M600 Authorized May 14, 1966.	
Supplemental No. 1 Authorized December 21, 1966.	

Route 58, Project 0058-012-106, C501, C502, B512; 0058-058-112, C501

2.185 Mi. E. ECL Brodnax - 1.243 Mi. W. Brunswick - Mecklenburg County Line, Brunswick and Mecklenburg Counties. Award of contract to low bidder, Burton P. Short and Son, Inc., Petersburg, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$689,025.10	\$36,034.27
10% for engineering and additional work	66,902.51	9,603.42
Work by State Forces	17,476.00	
Right of Way	352,175.00	
Utilities	20,898.00	
Railroad	2,860.00	
Flagging	838.00	
Amount chargeable to project	1,169,900.00	
\$437,494.00 to be provided for in 1967-68 Primary Construction Allocation.		
Accts. Rec. Town of Brodnax	30,799.18	

Route 64, Project 0064-054-102, B614, B615; 0064-037-103, B615, B616, B618

1.732 Mi. W. Int. 522 (Goochland - Louisa CL) - 8.464 Mi. W. Henrico CL (Near Oilville); Louisa and Goochland Counties. Award of contract to low bidder, E. F. Blankenship Company, Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$550,683.90	\$7,800.00
10% for engineering and additional work	55,068.39	780.00
Work by State Forces	326.00	
Culpeper Dist.	\$316,750.00	
Richmond Dist.	297,900.00	
Amount chargeable to project	\$614,650.00	614,650.00
\$308,170.00 to be provided for in 1967-68 Interstate Construction Allocation.		
Accts. Rec. C & P Telephone Company	4,290.00	

Route 85, Project 0085-012-101, G302, G303, G304, G305, G306, B636, B640;
48, 0046-012-101, C601

6.121 Miles N. Mecklenburg - Brunswick County Line - 1.217 Mile S. Brunswick - Dinwiddie County Line. Brunswick County. Award of contract to low bidder, E. V. Williams Company, Inc., Norfolk, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$4,687,325.83	\$235.00
10% for engineering and additional work	469,732.58	23.60
Work by State Forces	7,136.00	
Flagging	3,564.00	
Interstate	\$5,115,700.00	
Primary	<u>62,300.00</u>	
Amount chargeable to project	\$5,178,000.00	5,178,000.00

\$1,645,228.00 to be provided from Richmond District Interstate Construction Reserve, includes \$62,300.00 from Interstate State Matching Funds.

Route 85, Project 0085-012-101, B631, B633, B634; 0085-026-101, B601,
B602, B603, B604, B631

5.796 Mi. S. Brunswick - Dinwiddie CL - 8.056 Mi. N. Int. 40, Brunswick and Dinwiddie Counties. Award of contract to low bidder, E. F. Blankenship Co., Salem, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$958,868.72	\$11,500.00
10% for engineering and additional work	95,888.87	1,150.00
Work by State Forces	326.00	
Amount chargeable to project	1,067,700.00	

Route 244, Project 0244-028-102, C501

0.007 Mi. W. Int. 7 - 1.871 Mi. W. Int. 7, Fairfax County. Award of contract to low bidder, Arlington Asphalt Company, Arlington, Virginia.

Bid	\$580,666.58
10% for engineering and additional work	58,066.65
Work by State Forces	6,110.00
Right of Way	1,135.00
Utilities	6,838.00
Amount chargeable to project	651,800.00

Route 308, Project 0308-000-101, B601

Drainage structure on W. Branch Little Summit Run, 0.160 Mi. E. Arlington - Fairfax County Line. Arlington County. Award of contract to low bidder, Miller Brothers of Arlington, Inc., Arlington, Virginia.

Bid	\$58,280.52
10% for engineering and additional work	5,928.05
Amount chargeable to project	65,200.00

\$30,200.00 to be provided for in 1967-68 Primary Construction Allocation.

Route 381, Project 0381-103-101, C501; 102, C501

0.004 Mi. N. Tenn. - Va. State Line (State St.) - 0.585 Mi. N. Tenn. - Va. State Line (State St.). City of Bristol. Award of contract to low bidder, R. G. Pope Construction, Inc., Bristol, Virginia.

	<u>Construction</u>	<u>Right of Way</u>
Bid	\$367,507.54	\$1,495.00
10% for engineering and additional work	36,750.75	149.50
Work by State Forces	5,890.00	
Flagging	284.00	
Railroad (Part.)	11,000.00	
Railroad (Non - Part.)	2,594.00	
Amount chargeable to project	425,750.00	
Accts. Rec. City of Bristol	72,436.87	

Route 602, Project 0602-030-141, B612;
603, 0603-030-142, B613;

Two bridges on Route 602 at Auburn and 1.2 Mile N. of Int. 28 on Route 603, Fauquier County. Award of contract to low bidder, Wilkins Construction Company, Inc., Amherst, Virginia.

Bid (ALTERNATE)	\$73,545.90
10% for engineering and additional work	7,354.59
Amount chargeable to project	80,900.00

\$80,900.00 to be provided for in County's 1967 - 68 and subsequent years budgets.

Route 604, Project 0604-066-115, C501, B602

Drainage Structure and approaches to Crabbe Mill Creek, Northumberland County. Award of contract to low bidder, L. S. Abernathy and Company, Inc., Glen Allen, Virginia

Bid	\$51,965.16
10% for engineering and additional work	6,196.51
Amount chargeable to project	57,150.00

\$29,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 606, Project 0606-058-115, C501

0.100 Mi. W. Int. 605 - 1.444 Mi. W Int. 605, Madison County. Award of contract to low bidder, M. E. Humphries, Stuarts Draft, Virginia.

Bid	\$65,761.80
10% for engineering and additional work	6,576.18
Amount chargeable to project	72,350.00

\$64,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 614, Project 0614-087-125, B614

Drainage Structure Round Hill Swamp, Southampton County. Award of contract to low bidder, J. Lawson Jones Construction Company, Inc., Clarksville, Virginia

Bid (ALTERNATE)	\$76,013.35
10% for engineering and additional work	7,601.33
Amount chargeable to project	83,600.00

\$18,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 628, Project 0628-055-114, C501, B609;
685, 0685-055-103, B604

Int. 688 - 0.024 Mi. S. Int. 685 & 0.232 Mi. N. W. Int. 688 on Rte. 685. Lunenburg County. Award of contract to low bidder, Evans and Nash Construction Co., Appomattox, Virginia.

Bid	\$137,763.60
10% for engineering and additional work	13,776.36
Amount chargeable to project	151,550.00

\$130,000.00 to be provided for in County's 1967-68 and subsequent years budgets.

Route 638, Project 0638-096-102, C501.
1102 1102-199-104, C501;

0.117 Mi. S. Int. 637 - 0.003 Mi. S. Int. 3 (Oak Grove) & Int. 1103 in Colonial Beach - Int. 205Y in Colonial Beach, Westmoreland County. Award of contract to low bidder, Burton P. Short and Son, Inc., Petersburg, Virginia.

Bid	\$267,000.52
10% for engineering and additional work	25,700.05
Amount chargeable to project	282,700.00
\$79,000.00 to be provided for in County's 1967-68 and subsequent years budgets.	
Accts. Rec. - Town of Colonial Beach	3,518.16

MOTION CARRIED.

Moved by Mr. Solater, Seconded by Mr. McWane, that the Commission confirm letter ballot action rejecting bids received March 8, 1967, on the following project and authorizing readvertisement of this project.

Route 501, Project 0501-009-101, B601

Bridge over C&O Railway and James River near Snowden; Bedford and Amherst Counties. Low bid - 58.1% over estimate.

MOTION CARRIED.

Moved by Mr. Baughan, Seconded by Mr. Holland, that the Commission reject bids received March 8, 1967, on the following project and authorize readvertisement of this project.

Stamton District, Sch. BR-1-67

Patching and epoxy surfacing of bridge decks. Due to telegraphic changes requested and no adequate provision restricting same, the bids on this project are rejected and the project will be readvertised.

MOTION CARRIED.

Moved by Mr. Solater, Seconded by Mr. McWane,
that the Commission confirm letter ballot action concurring in the awarding of
contract on the following project.

Route 66, Project 0066-000-103, B635
BFR: DC - Va. - I-66-1(303)81

Guardrail - Theodore Roosevelt Bridge.

Bid	\$284,212.50
10% for engineering and additional work	28,421.00
Amount chargeable to project	113,450.00
State Funds	11,350.00
Federal Funds	102,100.00

\$102,100.00 Federal Funds to be provided by District of Columbia Division Office.

MOTION CARRIED.

Moved by Mr. Baughan, Seconded by Mr. McWane, that

WHEREAS, in accordance with the provisions of § 128 of Title 23 -
Highways, United States Code, a public hearing was held in the American Legion
Community Building, Berryville, Virginia, at 10:30 a. m., on December 15, 1965,
concerning the proposed construction of Route 7 from the intersection of Route 81
(Winchester) to 1.3 miles west of the West Corporate Limits of Berryville and from
1.4 miles east of the East Corporate Limits of Berryville to the Loudoun County Line
in Frederick and Clarke Counties, State Projects 0007-021-101, 0007-021-102,
0007-021-105, 0007-021-106, 0007-021-107, and

WHEREAS, the section referred to as the Berryville By-pass was
also considered at the above mentioned public hearing but is to be excluded from any
action of the Highway Commission at this time, 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.

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 with minor modifications to reduce property damage. This proposed improvement generally consists of the addition of parallel lanes to expand the existing two - lane facility to four lanes, with the exception of a short relocation to the south of the existing road along the mountain slope approaching the Loudoun County Line. The relocation is necessary to improve both horizontal and vertical alignments.

BE IT FURTHER RESOLVED, that the Berryville By-pass is excluded from this action of the Commission.

MOTION CARRIED.

Moved by Mr. Baughan, Seconded by Mr. Holland, that

WHEREAS, in accordance with the provisions of § 128 of Title 23 - Highways, United States Code, a public hearing was held in the auditorium of the Turner Ashby High School, Dayton, Virginia, at 10:00 a. m., on January 4, 1967, concerning the proposed construction of Route 42 from 0.4 mile south of the South Corporate Limits of Dayton to the South Corporate Limits of Harrisonburg, in Hockingham County and the Town of Dayton, State Projects 0042-082-M4, and 0042-082-105, and Federal Project S - 32(), 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,

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 consists of expanding the existing facility to four lanes, with the exception of a short relocation along the Chesapeake and Western Railway through the Town of Dayton. MOTION CARRIED.

Moved by Mr. Landrith, Seconded by Mr. Solter, that

WHEREAS, § 33-136.1 of the Code of Virginia provides a fund for fiscal 1966-67 of \$1,500,000 to "... be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the City Council of the City of Alexandria has requested the use of industrial access funds to assist in the extension of Wheeler Avenue in the city of Alexandria to serve the Clermont Industrial Park and the eight industries now located therein, estimated to cost \$85,000; and

WHEREAS, the City of Alexandria desires to build a pavement width in excess of that needed for the industrial traffic, i. e. 30', in lieu of 24', so that in the future it may receive maintenance payments on this street; and

WHEREAS, it appears that participation by industrial access funds in an amount equal to four-fifths of the construction cost of the project, estimated to be \$70,000, will fall within the intent of § 33-136.1 and will comply with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that four - fifths of the cost of construction of the extension of Wheeler Avenue in the city of Alexandria, Project 9999-100-101, C501, not exceeding \$70,000, be allocated from the industrial access fund for 1966-67 to provide access to the Clermont Industrial Park and the eight industries located therein, contingent upon (1) the construction being performed in accordance with plans and specifications prepared by the City of Alexandria and approved by the Highway Department, (2) the construction being performed in an acceptable manner and open to inspection by the Highway Department's engineers at all times during the construction, (3) the Department's engineers joining with the City and its engineers in a final inspection of the project upon completion and approving the construction as completed, and (4) the City furnishing the Department a certificate setting forth the construction costs, excluding right of way and adjustment of utilities.

MOTION CARRIED.

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

WHEREAS, Route 17 in Fauquier County has been altered and reconstructed as shown on plans for Project 0017-030-101, 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 § 33-76.6 of the Code of Virginia of 1950, as amended, 0.15 mile of the old location of Route 17, shown in blue and designated as § 2 on the plat dated February 11, 1966, Project 0017-030-101, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.11 mile of the old location of Route 17, shown in yellow and designated as § 1 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED.

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

WHEREAS, Route 28 in Prince William County has been altered and reconstructed as shown on plans for Project 0028-076-102, C-502; and

WHEREAS, three 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, and two sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.26 mile of old Route 28, shown in yellow and designated as Sections 2, 3 and 5 on the plat dated July 27, 1966, Project 0028-076-102, C-502, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia, 1950, as amended, 0.40 miles of old Route 28 shown in red and designated as § 1 and 4 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

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

WHEREAS, Route 211 in Rappahannock County has been altered and reconstructed as shown on plans for Project 0211-078-102, 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, and two sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.99 mile of old Route 211, shown in yellow and designated as Section 2 on the plat dated October 5, 1966, Project 0211-078-102, C-501, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia, 1950, as amended, 0.45 miles of old Routes 211 and 522 shown in red and designated as § 1 and 3 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. Chilton, Seconded by Mr. Baughan, that

WHEREAS, Route 208 in Spotsylvania County has been altered and reconstructed as shown on plans for Project 0208-088-102, 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 two sections of the old route are 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 § 33-76.5 of the Code of Virginia of 1950, as amended, 0.34 mile of the old location of Route 208, shown in blue and designated as Sections 1 and 3 on the plat dated January 3, 1967, Project 0208-088-102, C-501, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-76.1 of the Code of Virginia of 1950, as amended, 0.32 mile of the old location of Route 208, shown in yellow and designated as Sections 4 and 5 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia of 1950, as amended, 0.38 mile of the old location of Route 208, 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. Chilton, Seconded by Mr. Baughan,
that

WHEREAS, Route 81 in Rockingham County has been constructed on new location as shown on plans for Project 0081-082-102, P-401; and

WHEREAS, the construction of Interstate Route 81 necessitates alteration on sections of U. S. Route 11 and Route 259; one section of the old location of U. S. Route 11 is no longer necessary as a public road, the new road serving the same citizens as the old road, and one section of the old road is to be transferred to the Secondary System; three sections of the old location of Route 259 are no longer necessary as a public road, the new road serving the same citizens as the old road, and one section of the old road is to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-76.5 of the Code of Virginia of 1960, as amended, 0.82 mile of the old location of Routes U. S. 11 and 259, shown in blue and designated as § 1, 3, 4 and 5 on the plat dated June 23, 1966, Project 0081-082-102, P-401, be abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to § 33-27 of the Code of Virginia of 1950, as amended, 0.35 mile of the old location of Routes U. S. 11 and 259, shown in red and designated as § 2 and 6 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. Sclater, Seconded by Mr. Fitzpatrick,

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 Galax for such payment; and

WHEREAS, due to annexation by the City of Galax on January 1, 1967, it is necessary to include additional streets eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-35.2 of the Code of Virginia of 1950, as amended, quarterly payments at the base rate of \$10,000 per mile on 3.88 miles of Primary Route extensions within the annexed area of the City of Galax be included in the City's mileage for maintenance payments. The additional mileage eligible for payment described as follows:

Route 58	From old E. C. L. to New E. C. L. Galax	1.90 Miles
Route 58	From Old N. C. L. to New N. C. L. Galax	0.22 Miles
Route 89	From old S. C. L. to New S. C. L. Galax	1.65 Miles
Route 97	From Route 89 to New E. C. L. Galax	0.11 Mile

The mileage for the city of Galax, due to annexation of the above Primary Route extensions, increases by 3.88 miles to a new total of 8.41 miles eligible for maintenance payments at the base rate of \$10,000 per mile annually, effective January 1, 1967, for the quarterly payment due after March 31, 1967.

BE IT FURTHER RESOLVED, that pursuant to § 33-35.4 of the Code of Virginia, 1950, as amended, quarterly payments at the base rate of \$1,000 per mile annually be made to the City of Galax on addition of annexed "other streets", totaling 8.24 miles and meeting standards required by this section of the Code, effective beginning January 1, 1967, for the quarterly payment due after March 31, 1967. The additional mileage of streets eligible for payment, described as follows:

Route 683	From old ECL to new ECL Galax	0.12 Mile
Route 722	From Route 897 to Route 58	0.24 Mile
Route 722	From Route 58 to 0.3 mile S. Route 58	0.30 Mile
Route 827	From old ECL to Route 58	0.25 Mile
Route 827	From Route 58 to Route 910	0.19 Mile
Route 887	From old ECL to new ECL Galax	0.89 Mile
Route 897	From old ECL to new ECL Galax	0.20 Mile
Route 910	From Route 827 to Route 911	0.22 Mile
Route 910	From Route 911 to 0.12 mile E. Route 911	0.12 Mile
Route 911	From 910 to Route 827	0.05 Mile

Route 606	From old NCL to N. Route 607	0.89 Mile
Route 606	From N. Route 607 to New NCL	0.26 Mile
Route 607	From Route 58 to Route 800	0.77 Mile
Route 607	From Route 800 to S. Route 606	1.10 Miles
Route 607	From N. Route 606 to New NCL Galax	0.13 Mile
Route 630	From Route 819 to new SCL Galax	0.40 Miles
Route 640	From Rt. 607 to New NCL Galax	0.10 Mile
Route 819	From new SCL Galax to Route 89	1.72 Miles
Route 820	From Route 89 to Route 819	0.09 Mile
Route 824	From Route 606 to new NCL Galax	0.03 Mile
Route 860	From Route 89 to old SCL Galax	0.18 Mile

The above additions totaling 8.24 miles will increase the total mileage of "other streets" in the City of Galax from 28.28 miles to 36.52 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, under authority of § 33-35.4 of the 1950 Code of Virginia, as amended, the Highway Commission is authorized to make certain maintenance payments to cities and towns for maintenance of eligible streets; and

WHEREAS, as a result of recent inspection of streets in the City of Norton, it has been determined that the City is being paid on 0.07 mile of Henry Street which was duplicated by an addition of 0.20 mile on Henry Street, from Murphy Street to Spruce Street, which was approved effective July 1, 1963, thus overlapping a previous addition of 0.07 mile on Henry Street between Spruce Street and Ridge Avenue;

THEREFORE, BE IT RESOLVED, that the 0.07 mile duplicated on Henry Street be deleted from the present allocation of mileage subject to payment to the City of Norton at the annual rate of \$1,000 per mile, effective January 1, 1967, for the quarterly payment due after March 31, 1967, as follows:

Henry Street	From Spruce Street to Ridge Avenue	0.07 Mile
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The deletion of 0.07 mile decreases the total mileage in the City of Norton from 9.53 miles to 9.46 miles of approved streets.

MOTION CARRIED.

Moved by Mr. Salater, Seconded by Mr. Fitzpatrick,
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 Town of Salem for such payment; and

WHEREAS, due to annexation by the Town of Salem on January 1, 1967, it is necessary to include additional streets eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to § 33-35.2 of the Code of Virginia of 1950, as amended, quarterly payments at the annual rate of \$10,000 per mile on 2.56 miles of Primary Route extensions within the area annexed by the Town of Salem be included in the Town's mileage for maintenance payments. The additional mileage eligible for payments described as follows:

West Main Street (U. S. 11 and 460)	From old WCL Salem to new WCL Salem	1.24 Miles
Interstate Conn. (Route 112)	From U. S. Route 11 & 460 to Int. 81	0.41 Miles
Craig Avenue (Route 311)	From NCL Salem to Int. 81	0.91 Mile

The mileage for the Town of Salem due to annexation of the above Primary Route extensions, increases by 2.56 miles to a new total of 15.82 miles eligible for maintenance payments at the rate of \$10,000 per mile annually, effective January 1, 1967 for the quarterly payment due after March 31, 1967.

BE IT FURTHER RESOLVED, that pursuant to § 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 Town of Salem on addition of annexed "other streets", totaling 28.71 miles and meeting standards required by this section of the Code, effective beginning January 1, 1967, for the quarterly payment due after March 31, 1967. The additional mileage of streets eligible for payment described as follows:

McVitty Road (Route 1362)	From old SCL to new SCL (Rt. 1362)	0.34 Mile
Fairway Forest Drive (Rts. 1359 & 1360)	From Route 685 to west end	0.47 Mile
Homestead Drive (Rt. 603)	From SCL to Route 790	0.10 Mile
Upland Drive (Rt. 790)	From E. of Dead End to Route 1432	0.88 Mile
Diamond Road (Rt. 881)	From Route 803 to Route 790	1.00 Mile
Paragon Avenue (Rt. 1438)	From Route 881 to East End	0.18 Mile
Homestead Dr. (Rt. 1436)	From Route 881 to Route 1437	0.22 Mile
Earl Drive (Rt. 1437)	From Route 881 to Route 1435	0.14 Mile
Westcluh Drive (Rt. 1432)	From Route 790 to Route 1155	0.52 Mile
Fore Drive (Rt. 1433)	From Route 1432 to Route 1434	0.13 Mile
Golf Colony Drive Links Manor Drive (Rt. 1434)	From Route 1433 around loop	0.62 Mile
Fore Drive New Street (Rt. 1156)	From Route 1432 W. to Golf Colony Dr.	0.07 Mile
Golf Colony Drive New Street (Rt. 1156)	From Rt. 1434 west & 0.02 Mi. N. Rt. 1156	0.37 Mile
Franklin Street (Rt. 693)	From old SCL to new SCL	0.80 Mile
Twelve O'clock Knob Rd. (Rt. 694)	From old SCL to new SCL	0.57 Mile
Riverside Drive (Rt. 639)	From old WCL to new WCL	1.40 Miles
Mill Lane (Rt. 636)	From old SCL to Cloyd Street	0.80 Mile
Cloyd Street (Rt. 636)	From Mill Lane to Route 1124	0.18 Mile
Mountain Avenue (Rt. 751)	From Route 639 to SCL	0.31 Mile
Penley Blvd. (Rt. 773)	From WCL to Route 636	0.32 Mile
Bruce Avenue (Rt. 1125)	From Route 773 to Route 1126	0.18 Mile

Stevens Street (Rt. 1126)	From Route 1126 to Route 1124	0.07 Mile
Ellison Avenue (Rt. 1124)	From Route 773 to South End	0.51 Mile
Antrim Street (Rt. 1142)	From Route 636 to Route 1124	0.20 Mile
Stevens Street (Rt. 1143)	From Route 636 to Route 1124	0.15 Mile
Deacon Street (Rt. 1140)	From Route 1124 to West End	0.10 Mile
Carolyn Road (Rt. 1154)	From Route 636 to West End	0.06 Mile
Diuglds Lane (Rt. 760)	From U. S. Route 11 & 460 to new SCL	0.09 Mile
Butt Hollow Road (Rt. 640)	From U. S. Route 11 & 460 to Int. 81	0.68 Mile
Howard Drive (Rt. 1116)	From Route 640 to Route 1115	0.92 Mile
Westland Street (Rt. 1117)	From Route 1116 to West and East	0.25 Mile
Parkwood Avenue (Rt. 1121)	From Route 1116 to South End	0.33 Mile
Kessling Avenue (Rt. 1114)	From U. S. Route 11 & 460 to N. End	0.65 Mile
Randolph Avenue (Rt. 1116)	From Route 1119 to Jackson Drive	0.20 Mile
Macon Street (Rt. 1119)	From Route 1114 - East	0.17 Mile
Clover Street (Rt. 1120)	From Route 1114 to Route 1116	0.10 Mile
Leemount Street (Rt. 1115)	From Route 1114 - East	0.18 Mile
Jackson Drive (Rt. 1117)	From Route 641 to Route 1117	0.32 Mile
Texas Hollow Road (Rt. 641)	From U. S. Route 11 and 460 to Int. 81	0.70 Mile
Rollingwood Drive (Rt. 1152)	From Route 641 to Route 1115	0.26 Mile
Heatherwood Lane (Rt. 1153)	From Rollingwood Drive to West End	0.11 Mile
Macon Street (Rt. 1119)	From Rollingwood Drive - West	0.05 Mile
Leemount Street (Rt. 1115)	From Rollingwood Drive - East & West	0.07 Mile

Fort Lewis Blvd. Valleydale Road (Rt. 759)	From U. S. Route 11 & 460 to Route 641	0.61 Mile
Bonavista Road (Rt. 766)	From Route 759 to Route 759	0.42 Mile
Fort Lewis Blvd. (Rt. 855)	From Route 759 to Int. 81	0.23 Mile
Mitchell Road (Rt. 1112)	From Route 855 to Int. 81	0.08 Mile
Lee Mitchell Subd. (Rt. 1113)	From Route 819 to Int. 81	0.62 Mile
Windsor Avenue (Rt. 830)	From Route 819 to Route 1129	0.15 Mile
Orchard Street (Rt. 1129)	From Route 830 - North and South	0.12 Mile
Horners Lane (Rt. 819)	From U. S. Route 11 & 460 to Int. 81	0.38 Mile
Burma Road (Rt. 897)	From Route 112 to Route 1151	0.55 Mile
Kiska Road (Rt. 897)	From Route 112 to Route 1127	0.09 Mile
Route 897	From Route 1127 to East End	0.11 Mile
Kiska Road (Rt. 1127)	From Route 897 to East End	0.30 Mile
Route 1145	From Route 1151 to West End	0.12 Mile
Turner Road (Rt. 1151)	From NCL to Route 897	0.14 Mile
Turner Road (Rt. 1151)	From Route 897 to Int. 81	0.13 Mile
Brushy Mountain Drive (Rt. 780)	From Route 1151 to East End	0.39 Mile
Carrollton Avenue (Rt. 1141)	From Route 1132 to East End	0.19 Mile
Narcissus Street (Rt. 1134)	From Route 1132 to East End	0.20 Mile
Azalea Street (Rt. 1135)	From Route 1132 to East End	0.20 Mile
Poplar Drive (Rt. 1132)	From N. C. L. to Route 780	0.28 Mile
Harriett Ann Drive (Rt. 1133)	From N. C. L. to Route 780	0.21 Mile
Goodwin Avenue (Rt. 635)	From N. C. L. to Int. 81	0.32 Mile

Valleyview Avenue (Rt. 880)	From Route 635 to East End	0.08 Mile
N. Bruffley Street (Rt. 854)	From N. C. L. to North End	0.13 Mile
Ash Bottom Road (Rt. 619)	From N. C. L. to Int. 81	0.25 Mile
Stonagate Drive (Rt. 1038)	From Route 619 to Around Circle	0.58 Mile
Bartley Drive (Rt. 1038)	From Route 1038 to Route 1038	0.10 Mile
Red Lane (Rt. 706)	From N. C. L. to Int. 81	0.15 Mile
High Street (Rt. 752)	From N. C. L. to Int. 81	0.63 Mile
Easy Street (Rt. 1703)	From Route 311 to West End	0.12 Mile
Access Road (Rt. 914)	From Route 311 to East End	0.46 Mile
North Mill Road (Rt. 631)	From Route 311 to N. C. L.	0.94 Mile
Route 771	From Route 631 to North End	0.44 Mile
Woodside Drive (Rt. 1489)	From Route 631 to North End	0.15 Mile
Kesler Mill Road (Rt. 630)	From N. C. L. to Int. 81	0.70 Mile
Pine Bluff Drive (Rt. 1701)	From Route 630 to Route 1702	0.16 Mile
Sycamore Drive (Rt. 1702)	From Route 1701 - East and West	0.09 Mile
Locke Street (Rt. 1704)	From N. C. L. to East End	0.20 Mile
Maylin Drive	From McVitty Road W. and around circle	0.36 Mile
Carrollton Avenue	From Dry Branch to West End	0.24 Mile
Highfield Road	From Carrollton Ave. - North & South	0.06 Mile
Shanks Street	From Carrollton Ave. - South	0.02 Mile
Bainbridge Drive	From Hemlock Road to East End	0.32 Mile
Catlett Drive	From Hemlock Road to Citadel Lane	0.16 Mile
Dominion Lane	From Bainbridge Drive to Catlett Dr.	0.16 Mile
Ingleside Lane	From Bainbridge Drive to Catlett Dr.	0.13 Mile
Citadel Lane	From Roanoke Blvd. to North End	0.19 Mile
Gatling Lane	From Bainbridge Drive to North End	0.07 Mile
Flanders Lane	From Bainbridge Drive to North End	0.04 Mile
Newman Drive	From Chamberlain Lane - West	0.03 Mile

Ellison Avenue	Extension south end	0.08 Mile
Filson Street	Ellison Avenue - West End	0.10 Mile
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Total "Other Streets" additions		28.71 Miles

These street additions totaling 28.71 miles will increase the total mileage of "other streets" in the Town of Salem from 65.01 miles to 93.72 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Williamsburg for payment at the rate of \$1,000 per mile annually on additional streets meeting required standards; also for deletion of street mileage no longer eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$1,000 per mile annually be made to the City of Williamsburg on additional streets totaling 1.14 miles that have been constructed to meet required standards, and a deletion of 0.06 mile obliterated due to new construction and no longer eligible for payment, effective beginning January 1, 1967, with the first quarterly payment due after March 31, 1967.

Additional mileage of streets eligible for payment described as follows:

Lafayette Street	From 142' E. of Wythe Ave. to N. Boundary St.	0.49 Mi.
Lafayette Street	From 116' W. of Bacon Ave. to Richmond Rd.	0.19 Mi.
Matoaka Court	From 826' W. of Richmond Rd. W. to End	0.19 Mi.
Tazewell Hall Ave.	From S. Henry St. to S. Boundary St.	0.07 Mi.
Ridings Cove	From Hunting Cove to James City County Line	0.07 Mi.
Hunting Cove	From College Landing to Dead End	0.22 Mi.

Deletion of mileage on a street no longer eligible for payment described as follows:

S. England St.	From Duke of Gloucester St. to Francis St.	0.06 Mi.
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The street additions, totaling 1.14 miles and deletion of 0.06 mile to a net addition of 1.08 miles, increases the total mileage in the City of Williamsburg from 22.65 miles to 23.73 miles of approved streets. **MOTION CARRIED.**

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

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

WHEREAS, on May 23, 1962, the Highway Commission adopted a policy for the maintenance of interchanges and grade separation structures in connection with the Interstate System within the controlled access limits of said interchange; and

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

BE IT RESOLVED, that the following section of the primary route extension within the controlled access limits of an interchange with Interstate Route 81 in the City of Winchester be dropped from maintenance payment at the rate of \$10,000 per mile under § 33-35.2 of the Code, effective April 1, 1967.

State Route 7 (Berryville Avenue)
From : East Corporate Limits (Station 460 + 80 +)
To : West End of the Raised Median (Station 469 + 33)
South of Route I - 81
Length : 0.16 Mile

The above deletion of 0.16 mile will decrease the total approved primary extension mileage in the City of Winchester from 7.13 miles to 6.97 miles.

MOTION CARRIED.

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

WHEREAS, under authority of § 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Wytheville 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 Wytheville on additional streets, totaling 0.22 mile and meeting standards required by this section of the Code, effective beginning April 1, 1987, for the quarterly payment due after June 30, 1987.

The additional mileage eligible for payment, described as follows:

Service Road	From E. Main Street east to ECL	0.17 Mile
East 11 Crossover	From E. Main Street to Chapman Road	0.05 Mile

The above additions totaling 0.22 mile will increase the total mileage in the Town of Wytheville from 40.44 miles to 40.66 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, by proper resolutions, the Board 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 § 38-76.7 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date.

POWHATAN COUNTY	Section 2 of old location Route 628, from Station 50 + 55 to Station 57 + 00, Project 0628-072-110, C-501,	0.07 Mile
	Section 4 of old location Route 614, from old Route 628 to new connection, Project 0628-072-110, C-501,	0.04 Mile
ROCKINGHAM COUNTY	Section 6 of old location Route 793, from Station 145 + 50 west 0.17 mile, Project 0081-062-102, P-402	0.17 Mile

MOTION CARRIED.

Moved by Mr. Holland, Seconded by Mr. Landrith, that

WHEREAS, in connection with Interstate Route 64, State Highway Project 0064-122-070, RW-202, in the City of Norfolk the Commonwealth did acquire all of Lots 13 and 14, Block B, Replat of Avenue A Lots between Auburn and Newman Avenues from H. D. Martin by Deed recorded in the office of the clerk of courts in Norfolk in Deed Book 898; Page 555, in order to provide for the extension of Wellington Street between the two streets aforesaid as made necessary by the construction of said Interstate Route 64; and

WHEREAS, the adjoining and surrounding lands have now been acquired by the Norfolk Redevelopment and Housing Authority in connection with its urban renewal program; and

WHEREAS, the City Council of the City of Norfolk has closed Auburn and Newman Avenues by resolution adopted December 8, 1966; and

WHEREAS, the said Authority and the City of Norfolk have requested that the land owned by the Commonwealth but now no longer needed for street purposes be conveyed to the Authority at its present market value; and

WHEREAS, the State Highway Commissioner has certified in writing that the said land does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia, as amended, the sale and conveyance of the said land to the Norfolk Redevelopment and Housing Authority for a consideration satisfactory to the State Right of Way Engineer is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed accordingly conveying said land to the said Authority without warranty.

MOTION CARRIED.

Moved by Mr. Holland, Seconded by Mr. Landrith, that

WHEREAS, in connection with Interstate Route 264, State Highway Project 0264-124-071, RW-201, the Commonwealth did acquire certain lands in the City of Portsmouth, in part because the acquisition of the remainder was deemed to be in the public interest and in part in order to construct a connection between Griffin Street and Chestnut Street; and

WHEREAS, the entire area surrounding lands so acquired has been acquired by the Portsmouth Redevelopment and Housing Authority and is being rebuilt in accordance with a master plan by said Authority, so that the City of Portsmouth has closed or is closing all streets in the vicinity, including Chestnut and Griffin Streets; and

WHEREAS, the said Authority, with the concurrence and recommendation of the City of Portsmouth, has requested that the two said parcels of land so acquired be conveyed to it at their fair market value in order that they may be used in connection with its master plan for redevelopment of the area; and

WHEREAS, the State Highway Commissioner has certified in writing that the said two parcels of land, one located at the corner of Clifford Street and Ramp HN and the other located at the intersection of Griffin Street and Chestnut Street, do not constitute a section of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia as amended, the sale and conveyance of the two said parcels so certified to the Portsmouth Redevelopment and Housing Authority for such consideration as may be deemed adequate by the State Right of Way Engineer, is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same to the said Authority without warranty.

MOTION CARRIED.

Moved by Mr. Holland, Seconded by Mr. Landrith, that

WHEREAS, in connection with Route 13, State Highway Project 0013-005-102, RW-201, in Northampton County, the Commonwealth did acquire a certain strip or parcel of land along the east side of Route 13 and along the north side of Route 1701 in order to construct thereon a certain drainage ditch; and

WHEREAS, during the construction of the project aforesaid the ditch was actually located so as not to make use of a portion of the said strip or parcel of land immediately adjacent to Route 13, so that a portion of said strip or parcel has not been used for the purpose for which it was originally acquired; and

WHEREAS, the owner of the adjoining land from whom the said strip or parcel was acquired has requested that the unused portion of same be reconveyed to him in order to provide for the proper development of his adjoining property; and

WHEREAS, the State Highway Commissioner has certified in writing that that portion of the said strip or parcel so acquired which lies adjacent to the east right of way line of said Route and Project from a point opposite survey Station 859 + 25 to a point opposite survey Station 861 + 04 does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia as amended, the sale and conveyance of the said strip or parcel so certified to the owner or owners of record of the adjoining lands for such consideration as may be deemed adequate by the State Right of Way Engineer is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same without warranty accordingly.

MOTION CARRIED.

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

The section of U. S. Route 29, the Lovingson By-pass in Nelson County, beginning at a point south of Lovingson, said point being shown on the plans for State Project 0028-062-104, PE-102, RW-207, right of Station 269 + 50 and left of Station 269 + 00 and extending in a northerly direction to a point north of Lovingson, said point being shown on the aforementioned plans right of Station 321 + 00 and left of Station 322 + 50, the Stationing being based on the southbound lane, including any necessary relocations, interchanges, ramps, connections, etc., as shown on the plans be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended.

At-grade points of access permitted under this resolution are located at the intersection of State Route 1001, right of Station 296 + 40.72 (NBL) and left of Station 296 + 50 (SBL) and at a connection to existing U. S. Route 29, right of Station 312 + 00 (NBL).

These points are to be made a part of the right of way transaction and record.

MOTION CARRIED.

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

The proposed by-pass of the Town of Bedford, in Bedford County, including any necessary relocations, interchanges, ramps, connections, etc., as shown on the plans for State Project 7460-009-101, PE-101, RW-201, and attached general layout sketch, be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended, being described as follows:

Line 1, beginning at a point on existing Route 460 east of the West Corporate Limits of Bedford and being shown on the plans for State Project 7460-009-101, PE-101, RW-201, right of station 34 + 50 (EBL) and extending in an easterly direction to a point on existing Route 297, east of the East Corporate Limits of Bedford and being shown on the aforementioned plans right of Station 216 + 97 (EBL).

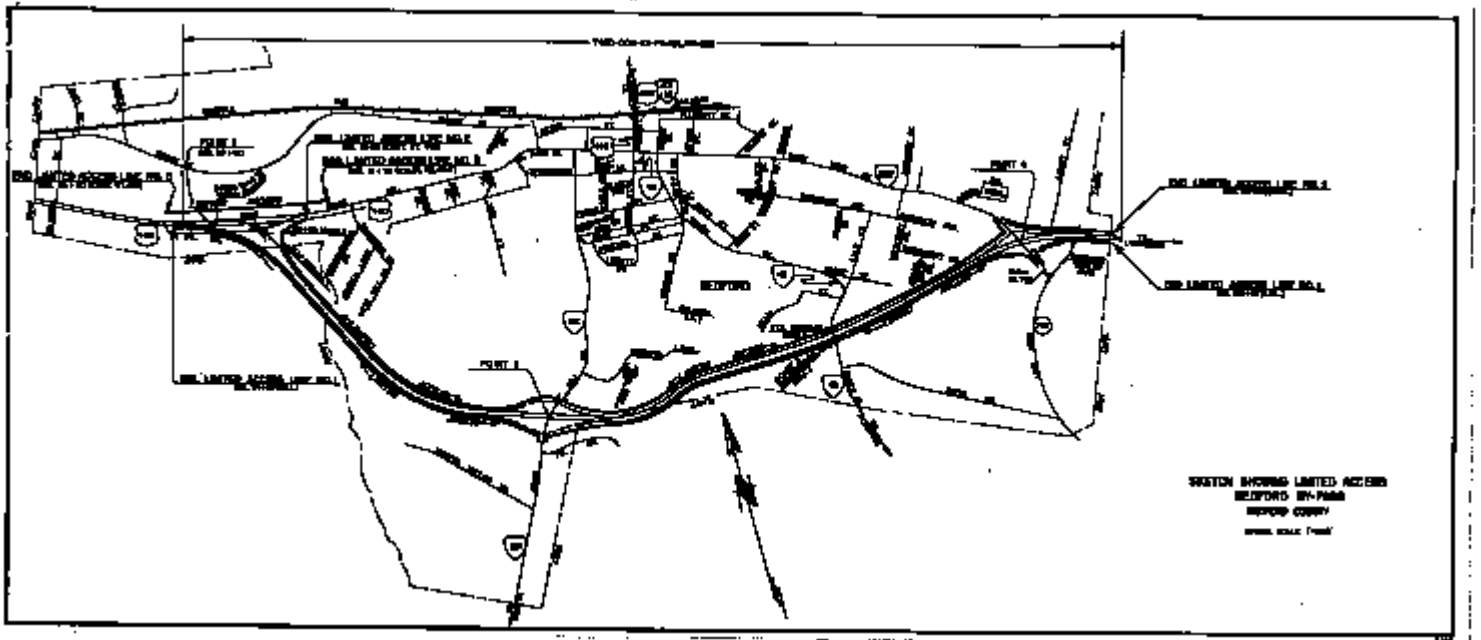
Line 2, beginning at a point on existing Route 460 East of the West Corporate Limits of Bedford and being shown on the plans for State Project 7460-009-101, PE-101, RW-201, left of Station 11 + 00 (Existing EBL Rt. 460) and extending in a westerly direction along the east side of a proposed connection to existing Route 460 EBL to a point on the proposed connection right of Station 66 + 00 (prop. connection) and in a southwesterly direction to a point on the By-Pass left of Station 63 + 25 (WBL) thence in an easterly direction to a point on existing Route 297 east of the East Corporate Limits of Bedford and being shown on the aforementioned plans left of Station 217 + 40 (WBL).

Line 3, beginning at a point on existing Route 460 East of the West Corporate Limits of Bedford and being shown on the plans for State Project 7460-009-101, PE-101, RW-201, right of Station 9 + 75 (Existing WBL Rt. 460) and extending in a westerly direction along the north side of existing Route 460 to a point on said route East of the West Corporate Limits of Bedford and being shown on the aforementioned plans right of Station 35 + 00 (Existing WBL Rt. 460).

At-grade points of access are located at:

- Point 1, Shields Property access road Right of Station 30 + 00 (Existing Rt. 460)
- Point 2, Intersection of Route 122 with the Bedford By-pass.
- Point 3, Intersection of Route 43, right of Station 168 + 20.76 (EBL) and left of Station 168 + 26.43 (WBL).
- Point 4, Intersection of State Route 720 Relocated with the Bedford By-Pass (W. of ECL Bedford)

Ultimate design of grade separations and interchanges has been shown on the plans which will eliminate at grade points 2 and 4, when constructed. Access



DASHED SHOWING LIMITED ACCESS
SOLID SHOWING BY-PASS
SOLID SHOWING CARRY
DASHED SHOWING FERRY

at grade will be permitted until such time as these facilities have been completed.

The above described at-grade points of access are to be made a part of the right of way transaction and record.

MOTION CARRIED.

Moved by Mr. Holland, Seconded by Mr. Chilton, that

WHEREAS, Senate Joint Resolution No. 42 was adopted by the 1966 General Assembly endorsing the recommendations of the State Revenue Bond Act Study Commission, Senate Document No. 10 dated December 3, 1965, requesting that highway funds be allocated for the maintenance of the toll facilities financed under the State Revenue Bond Act in three phases, commencing July 1, 1966, and

WHEREAS, the State Highway Commission expressed its desire to cooperate, to the extent that state funds could be made available, by adopting a resolution at its meeting on April 21, 1966, to allocate state funds for Phase I, Maintenance of Approach Roads to these facilities, effective July 1, 1966, as recommended by the Study Commission, as a result of which approximately \$200,000 was allocated for the purpose from 1966-67 Suffolk District Interstate and Primary Systems Maintenance funds, and

WHEREAS, the Study Commission recommended that Phase II, Maintenance of Bridges on those toll revenue facilities, be financed from state funds commencing July 1, 1967, and it is now the desire of the State Highway Commission to continue to assist, to the extent that state funds may be made available, to hasten the retirement of outstanding toll revenue bonds on those projects, now therefore,

BE IT RESOLVED, by the State Highway Commission that, effective July 1, 1967, the following bridges, previously maintained from toll revenue collected on these Revenue Bonds Act facilities, be transferred to the Primary road system for maintenance, including draw tender's salaries, roadway lighting and normal repairs, a sum sufficient, estimated at \$160,000 the first year, to be allocated from 1967-68 Suffolk District Primary Maintenance funds:

Route 17	James River Bridge between the City of Newport News and Isle of Wight Co.	4.8 miles
Route 17	George P. Coleman Memorial Bridge across the York River between Yorktown and Gloucester Point	0.7 mile
Route 17	Robert O. Norris, Jr., Bridge across the Rappahannock River between Middlesex and Lancaster Counties	1.9 mile

MOTION CARRIED.

Moved by Mr. Landrith, Seconded by Mr. Holland, that

WHEREAS, a bid was submitted to the State Highway Commission for the construction in connection with project 0495-029-104, C501; 105, C501, on Route 495 in Fairfax County by the firm of Anchor Post Products, Inc., on December 14, 1966; and

WHEREAS, the submitted bid was evaluated and found to be low and acceptable; and

WHEREAS, the Highway Commission gave approval to the awarding of this contract accordingly on January 3, 1967; and

WHEREAS, the Department has found it necessary to make substantial changes in the work involved in this contract; and

WHEREAS, the contract has not yet been signed by the Highway Commissioner; and

WHEREAS, such substantial increase in contract items would change the original contract to such a degree that it would be in the best interest of the State to reject all bids and readvertise this project.

NOW, THEREFORE, BE IT RESOLVED: That the action of the Commission on January 3, 1967, awarding this project be rescinded and the project readvertised as soon as practical with the additions as necessary.

MOTION CARRIED.

Moved by Mr. Holland, Seconded by Mr. Landrith,
that

WHEREAS, on or about the 1st day of September, 1966, Dal-Ray Contractors, Incorporated entered into a contract with the State Highway Commission for the construction in connection with Project No. 0611-057-104, C601, on State Secondary Route 611 in Mathews County; and

WHEREAS, on this project it was necessary to raise the grade approximately 1.5 feet throughout the entire project due to the high water table and poor soil encountered on the project which in turn required an extraordinary amount of borrow material necessitating the overrun of the contract in the amount of approximately forty-four percent (44%); and

WHEREAS, a work order has or will be issued which will increase the scope of the contract beyond twenty - five percent (25%) of the original contract; and

WHEREAS, § 104.03 of the Virginia Department of Highways Road and Bridge Specifications requires a supplemental agreement when the original contract is increased by more than twenty-five percent (25%); and

WHEREAS, the above mentioned contractor has indicated that he is willing to make the necessary changes at the contract unit prices set forth in the original contract.

NOW, THEREFORE, BE IT RESOLVED: That the State Highway Commissioner is hereby authorized to enter into on behalf of this Commission a supplemental agreement with Dal - Ray Contractors, Incorporated on the above mentioned project for the necessary additional regular excavation and borrow excavation at the unit prices set forth in the original contract at an approximate cost of \$40,000.00.

MOTION CARRIED.

Mr. George Cheadle, Executive Director of the Richmond Metropolitan Authority, presented the proposed location of the Richmond Metropolitan Expressway, and upon recommendation of Mr. J. E. Harwood, Highway Department Chief Engineer, the Commission adopted the following resolution:

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

WHEREAS, the General Assembly of Virginia heretofore amended the Code of Virginia by adding in Chapter 3 of Title 33 a new Article numbered 11.2 which created a political subdivision and public body corporate of the Commonwealth of Virginia known as the Richmond Metropolitan Authority with the powers set forth in such Article; and

WHEREAS, such Article provides that the Authority may not construct a limited access toll highway without the approval of the State Highway Commission and further makes the exercise of certain of its powers subject to the approval of this Commission; and

WHEREAS, the Authority has approved a plan for a Richmond Expressway System as shown in an Engineering Report prepared for the Committee on Trafficways, Richmond, Virginia, by Howard, Needles, Tammen & Bergendoff dated October 1966, but as modified in the manner shown on a Drawing likewise prepared by Howard, Needles, Tammen & Bergendoff dated December 5, 1966, copies of both of which, along with other papers and drawings in connection therewith, have heretofore been delivered to this Commission; and

WHEREAS, the Authority has now requested the approval of this Commission to the construction of said Expressway System and the approval of the exercise of certain of the powers given to it by said Article, and the Commission now desires to act upon such request; and

WHEREAS, § 33-255.40 of the Code of Virginia specifies that the State Highway Commission may not construct or consent to the construction of any limited access express highways or super highway competing with the Richmond - Petersburg Turnpike and located within a distance of 25 miles of any part thereof, until a study by independent consulting engineers, selected by the Commission with the approval of the Richmond - Petersburg Turnpike Authority, shall determine that the construction of such highway will not result in a substantial reduction of the traffic over the Richmond - Petersburg Turnpike, and

WHEREAS, the State Highway Commission, with the approval of the Richmond - Petersburg Turnpike Authority, employed the firm of De Leuw, Cather and Associates, Engineers, to make such a study, and

WHEREAS, a report of the Consulting Engineers, dated March 13, 1967, states that "It is our opinion that the construction of the Richmond Metropolitan Authority Toll Roads would not result in a substantial reduction of traffic volumes and toll revenue received from these traffic volumes by the Richmond - Petersburg Turnpike but would probably cause a slight increase in Turnpike traffic and revenues," and

WHEREAS, the engineers of the Department of Highways, after reviewing the proposed plan for the Richmond Metropolitan Area Expressway System, have determined that the plan will complement and aid the State Highway System and in no way injure the same, and recommend the adoption of such plan; now, therefore, be it

RESOLVED:

1. That the State Highway Commission hereby approves, as required by Section 33-255.44:29 of the Code of Virginia, the construction of the limited access toll highways shown in the said engineering report dated October, 1966, prepared by Howard, Needles, Tammen and Bergendoff, as modified in the said Drawing dated December 5, 1966 likewise prepared by Howard, Needles, Tammen and Bergendoff;
2. That the State Highway Commission hereby approves, as required by § 33-255.44:13(g) of the said Article, the location of the controlled access express highways to be constructed by the Authority as shown in the said Engineering Report as modified by the said Drawing;
3. That the State Highway Commission hereby approves, as required by § 33-255.44:13(h) of the said Article, the designation by the Authority of the location in the City of Richmond and in the Counties of Henrico and Chesterfield of the points of ingress to and egress from the said limited access highways as shown in the said Engineering Report as modified by the said Drawing, and all other matters with respect to such points of ingress and egress which such Section requires to be approved by this Commission, but reserves for further action by this Commission the connection of the said limited access highways with Interstate Route #64, and also reserves for further action by this Commission approval of the connection of said limited access highways with The Richmond - Petersburg Turnpike as required by subparagraph (i) of § 33-255.44:13 of said Article.

MOTION CARRIED.

Mr. John F. Chilton, Acting Principal Planning Engineer for Fairfax County, appeared before the Commission to present an alternate plan for the widening of Route 7 as it relates to the Kenmore Subdivision west of Tyson's Corner. Mr. Fugate said the Commission had considered previous recommendations by the county and definitely adopted a location, which had been established as a project and acquisition of right of way practically completed, and that the project was scheduled for advertisement in April or May. He said the Fairfax County Board of Supervisors was not entirely satisfied with the decision of the Commission and had asked permission for Mr. Chilton to appear and present an alternate plan.

A letter of March 20, 1967, from Mr. Chilton to the Commission members was presented and a copy filed with the Department. Following the presentation, Mr. Fugate said the plan presented had been previously submitted to the Highway Department and was considered in reaching a final decision.

The Chairman called attention to the next meeting of the Commission, scheduled at Natural Bridge on April 20, in conjunction with the Highway Department Spring Conference, to be held there on April 20 - 21, and urged that members of the Commission attend all sessions of the conference.

The meeting was adjourned at 11 A. M.

Approved:


Chairman

Attested:


Secretary