

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
LEXINGTON, VIRGINIA  
October 29, 1970

The monthly meeting of the State Highway Commission was held in Lexington, Virginia, on October 29, 1970, at 2 p. m. The chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughan, Eakin, Fitzpatrick, Glass, Hairston, Jamney, and Weaver.

Absent: Mr. Duckworth.

On motion of Judge Weaver, seconded by Mr. Baughan, minutes of the meeting of September 17, 1970, were approved.

Motion was made by Judge Weaver, seconded by Mr. Baughan, that permits issued from September 17, 1970, to October 28, 1970, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Baughan, cancellation of permits from September 17, 1970, to October 28, 1970, inclusive, as shown by records of the Department, was approved.

Moved by Judge Weaver, seconded by Mr. Baughan,  
that the Commission confirm letter ballot action on bids received August 13,  
1970, on the following project:

Route 33, Project 0048-039-101, C501

Federal Project No. 1-1D1, Bridge over Rt. U. S. 33 - Shenandoah National  
Park, Swift Run Gap Interchange, Rockingham and Greene Counties. Award  
of contract by the National Park Service to the Robert A. Smith Co., Inc.,  
and Central Contracting Co., Inc., Farmville, Va.

Bid	\$1,391,155.00	
10% for engineering and additional work	125,000.00	
Amount chargeable to project	1,516,155.00(\$	29,524-Culpeper Dist.)
		( 68,889-Staunton Dist.)
		( 98,413-State of Va.)
		( 1,417,742-Nat. Pk. Sv.)
		(\$1,516,155-Total)

\$29,524.00 to be provided for in Culpeper District's 1971-72 Primary Construction  
Allocation.

MOTION CARRIED.

Moved by Judge Weaver, seconded by Mr. Baughan,  
that the Commission confirm letter ballot action on bids received September 23,  
1970, on the following projects:

Route 64, Project 0064-037-101, L805

EBL 1.8 Mi. E. of Rt. 617 (Near Oilville) - WBL 1.0 Mi. E. of Rt. 617 (Near  
Oilville), Goochland County. Award of contract to low bidder, Hendrick  
Construction Co., Inc., Richmond, Va.

Bid	\$446,277.00	
10% for engineering and additional work	44,627.70	
Work by State Forces	326.00	
Amount chargeable to project	491,231.00	

Route 81, Project 0081-085-102, L802

0.64 Mi. N. Int. 653 - 0.030 Mi. S. Shenandoah-Warren CL, Shenandoah County. Award of contract to low bidder, The Gilmore Plant & Bulb Co., Inc., Julian, N. C.

Bid	\$60,302.50
10% for engineering and additional work	6,030.25
Work by State Forces	326.00
Amount chargeable to project	66,659.00

Route 81, Project 0081-085-103, L802; 102, L801

3.378 Mi. S. Int. 675 - 0.64 Mi. N. Int. 653, Shenandoah County. Award of contract to low bidder, The Gilmore Plant & Bulb Co., Inc., Julian, N. C.

Bid	\$87,822.50
10% for engineering and additional work	8,782.25
Work by State Forces	326.00
Amount chargeable to project	96,931.00

Route 95, Project 0095-964-101, C501; 102, C501; 0095-966-101, C501; 0095-967-101, C501

5.387 Mi. S. Henrico-Hanover CL - 1.528 Mi. N. Prince William-Fairfax CL, Henrico, Hanover, Caroline, Spotsylvania, Stafford, Prince William & Fairfax Counties. Award of contract to low bidder, Hinkle Contracting Corp., Paris, Ky.

Bid	\$594,670.40
10% for engineering and additional work	59,467.04
Work by State Forces	27,052.00
Amount chargeable to project	681,189.00 (\$224,348 - Richmond Dist. (\$297,481 - Fredericksburg Dist.) (\$169,360 - Culpeper Dist.)

\$456,841.00 to be provided from future Interstate Construction Allocations.

Route 801, Project 0601-080-146, B629

Bridge over Tinker Creek, 0.1 Mi. N. Roanoke City Limits, Roanoke County.  
Award of contract to low bidder, Vecellio & Associates, Inc., Salem, Va.

Bid	\$60,405.20
10% for engineering and additional work	6,040.52
Amount chargeable to project	66,446.00

Route 627, Project 0627-028-129, C501

0.427 Mi. W. Int. 717 (Near Mt. Landing) - 2.093 Mi. E. Int. 716 (Near Mt. Landing), Essex County. Award of contract to low bidder, Haley Construction Co., Inc., Ashland, Va., and C. J. Haley, Jr., Ashland, Va.

Bid	\$179,953.79
10% for engineering and additional work	17,995.37
Work by State Forces	194.00
Amount chargeable to project	198,143.00

\$141,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 627, Project 0627-055-117, C501; 118, B610; 0627-067-115, C501

0.228 Mi. S. Int. 686 - 0.255 Mi. N. Int. 615, Lunenburg & Nottoway Counties.  
Award of contract to low bidder, W. W. Warsing, Inc., Crewe, Va.

Bid (ALTERNATE PAVEMENT) (REGULAR RAILING)	\$169,008.25
10% for engineering and additional work	16,900.82
Work by State Forces	194.00
Amount chargeable to project	186,103.00 (\$96,343 - Lunenburg Co.) (\$89,760 - Nottoway Co.)

\$26,089.00 to be provided for in Lunenburg County's 1971-72 & Subsequent Years Budgets.

\$34,947.00 to be provided for in Nottoway County's 1971-72 & Subsequent Years Budgets.

Route 646, Project 0646-033-132, C501, B609

Bridge & Approaches Pigg River, Franklin County. Award of contract to low bidder, Edwin O'Dell & Company, Pulaski, Va.

Bid	\$222,386.90
10% for engineering and additional work	22,238.69
Work by State Forces	194.00
Amount chargeable to project	244,820.00

\$73,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.

Route 692, Project 0692-231-132, C501, F8703

0.001 Mi. W. Int. 698 - 0.638 Mi. E. Int. 693, Town of Hallwood. Award of contract to low bidder, Lance J. Eller, Inc., Tasley, Va.

Bid (REGULAR)	\$197,962.25
10% for engineering and additional work	19,796.22
Work by State Forces	2,970.00
Railroad	17,560.40
Amount chargeable to project	238,289.00
Acct. Rec. Town of Hallwood	\$10,102.18
\$194,142.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.	

Route 1101, Project 1101-003-119, C501, B811

Bridge & Approaches Jackson River, Alleghany County. Award of contract to low bidder, B & F Company, Salem, Va.

Bid (REGULAR)	\$251,140.00
10% for engineering and additional work	25,114.00
Amount chargeable to project	276,254.00
\$146,000.00 to be provided for in County's 1971-72 & Subsequent Years Budgets.	

Routes 72, 91, 18, 21, 58, 88 & 480, Project GR-11-70

Furnishing & Erecting Steel Beam Guardrail, Bristol District. Award of contract to low bidder, Guard Rail of Roanoke, Inc., Roanoke, Va.

Bid	\$26,145.00
10% for engineering and additional work	2,614.50
Amount chargeable to project	28,760.00
\$28,900.00 to be financed from Bristol District-wide Guardrail Fund.	
\$1,860.00 to be financed from Bristol District Discretionary Fund.	

Routes 11, 40, 100, 220 & 501, Project GR-12-70

Furnishing & Erecting Steel Beam Guardrail, Salem District. Award of contract to low bidder, Guard Rail of Roanoke, Inc., Roanoke, Va.

Bid	\$19,510.60
10% for engineering and additional work	1,951.06
Amount chargeable to project	21,462.00
\$21,462.00 to be financed from Salem District-wide Guardrail Fund.	

Routes 43, 58, 60, 623, 656 & 841, Project GR-13-70

Furnishing & Erecting Steel Beam Guardrail, Lynchburg District. Award of contract to low bidder, Webster & Webster, Inc., East Hartford, Conn.

Bid	\$33,136.81
10% for engineering and additional work	3,318.68
Amount chargeable to project	36,450.00

\$30,550.00 to be financed from Lynchburg District-wide Guardrail Fund.

\$5,900.00 to be provided from Secondary System Maintenance Budget Fund.

Route 360, Project GR-14-70

Furnishing & Erecting Steel Beam Guardrail, Richmond District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$27,381.50
10% for engineering and additional work	2,738.16
Amount chargeable to project	30,120.00

\$24,678.12 to be financed from Richmond District-wide Guardrail Fund.

\$5,441.88 to be financed from Richmond District 10% Primary Maintenance Reserve Fund.

Routes 58, 60, 189, 195, 258 & 301, Project GR-15-70

Furnishing & Erecting Steel Beam Guardrail, Suffolk District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$21,235.00
10% for engineering and additional work	2,123.50
Amount chargeable to project	23,359.00

\$23,359.00 to be financed from Suffolk District-wide Guardrail Fund.

Routes 301 & 1, Project GR-16-70

Furnishing & Erecting Steel Beam Guardrail, Fredericksburg District. Award of contract to low bidder, Webster & Webster, Inc., East Hartford, Conn.

Bid	\$24,189.58
10% for engineering and additional work	2,418.95
Amount chargeable to project	26,609.00

\$26,609.00 to be financed from Fredericksburg District-wide Guardrail Fund.

Routes 9, 29/211, 234 & 309, Project GR-17-70

Furnishing & Erecting Steel Beam Guardrail, Culpeper District. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Va.

Bid	\$19,741.00
10% for engineering and additional work	1,974.10
Amount chargeable to project	21,715.00

\$21,715.00 to be financed from Culpeper District-wide Guardrail Fund.

Routes 39, 60, 84, 250, 257, 259, 635, 642, 818, 820 & 865, Project GR-18-70

Furnishing & Erecting Steel Beam Guardrail, Staunton District. Award of contract to low bidder, Makco, Incorporated, Charlottesville, Va.

Bid	\$38,586.55
10% for engineering and additional work	3,656.65
Amount chargeable to project	40,223.00

To be financed as follows:  
\$17,175.00 Staunton District-wide Guardrail Fund.  
\$9,050.00 Staunton District Secondary System Maintenance Budget Fund.  
\$13,998.00 Route 257, Project 0257-082-105, C501, Authorized 11-29-68.

Route 11, Project P-5-70

Cleaning & Painting Bridge Structural Steel, Bridge Route 11 over New River & N&W RR, Montgomery & Pulaski Counties. Award of contract to low bidder, Burgess Bros. Painting Contractors, Inc., Portsmouth, Va.

Bid	\$41,987.00
10% for engineering and additional work	4,198.70
Amount chargeable to project	46,186.00

\$46,186.00 to be financed from Salem District 1970-71 Primary System Maintenance Budget Fund.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a second location public hearing was held in the auditorium of the Loudoun County High School, Leesburg, Virginia, on April 8, 1970, at 10 a. m., concerning the proposed location of Route 7 from 0.85 mile east of the intersection of Route 287 (Purcellville) to 0.33 mile west of the intersection of Route 15 (south of Leesburg) in Loudoun County, State Project 6007-053-110-PE101, 0007-053-107, PE101, 6007-053-111-PE101, and

WHEREAS public hearings were previously held on May 3, 1962 and September 18, 1967, concerning the proposed location of said section of Route 7, 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 improvement under consideration, and their statements being duly recorded, and

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

WHEREAS on April 23, 1970, the Highway Commission reaffirmed its previous actions of May 23, 1962 and July 16, 1964, approving Line A as the location corridor for Route 7 from the intersection of Route 9 at Clarkes Gap to 0.33 mile west of the intersection of Route 15 (south of Leesburg), now, therefore,

BE IT RESOLVED, that this Commission now reaffirms its previous actions of May 23, 1962, July 16, 1964, and April 25, 1968, approving Line A as the location corridor for Route 7 from 0.85 mile east of the intersection of Route 287 (Purcellville) to the intersection of Route 9 at Clarkes Gap, with modifications within this corridor to place the exact location of the route as far north of Hamilton as found to be feasible and in the best interest of the total project.

MOTION CARRIED.

On motion of Mr. Fitzpatrick, seconded by Mr. Hairston, the Commission adopted Rules and Regulations governing movement of traffic through Big Walker and East River Mountain Tunnels, on Route I-77, as attached.

On motion of Mr. Janney, seconded by Mr. Eakin, the Commission approved preliminary budget for the calendar year 1971 for the Norfolk-Virginia Beach Toll Road, as attached.

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

WHEREAS in accordance with Section 128 of Title 23 - Highways, United States Code and PPM 20-8, a combined location and design public hearing was held in the auditorium of the Public Works Building Lynchburg, Virginia, on August 11, 1970, concerning the improvement of the interchange between Main Street and Route 29 (Lynchburg Expressway) in the City of Lynchburg, Virginia, designated as State Project 6029-118-102, RW201, C501; 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 improvement as planned, and their statements being duly recorded; and

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

BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented at said combined location and design public hearing by the Department engineers, except that the limited access Right of Way line be moved from the southwest to the northeast side of Elm Street.

MOTION CARRIED.

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

WHEREAS by virtue of Chapter 263 of the Acts of Assembly of 1932, roads within grounds of state institutions were included in the Primary System of Highways; and

WHEREAS under authority of Section 33.1-34 of the 1960 Code of Virginia, as amended, the Highway Commission may add such additional roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS request is made by the Department of Community Colleges that recently constructed access roads totaling 0.72 mile within the grounds of the Virginia Highlands Community College in Washington County, be added to the Primary System of Highways; and

WHEREAS upon inspection by our highway engineers, the requested road additions have been constructed to conform with standards required for acceptance for maintenance as a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the requested road additions totaling 0.72 mile, within the grounds of the Virginia Highlands Community College, as shown on the layout plat dated August 18, 1970, be added to Primary System of Highways and designated as new Virginia State Route 372.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Berkeley Junior High School Auditorium, in James City County, Virginia, on July 8, 1970, at 1:30 p. m., for the purpose of considering the proposed design of Route 199 (Proposed Williamsburg Artery) from the intersection of Route 6 to the intersection of Route 60, in James City and York Counties and the City of Williamsburg, State Projects 0199-047 101, PE101; 0199-099-101, PE101; and 0199-137-101, PE101, and

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





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

MOTION CARRIED.

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

WHEREAS Route 460 in Tazewell County has been altered and reconstructed as shown on plans for Project 0460-092-103, C501; and

WHEREAS one section of the old road is no longer necessary for purposes of the State Highway System, and one section of the old road is to be transferred to the Secondary System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.07 mile of the old location of Route 460 shown in yellow and designated as Section 1 on the plat dated August 20, 1970, Project 0460-092-103, C501, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 0.26 mile of the old location of Route 460, 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 Judge Weaver, seconded by Mr. Glass,  
that

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a design public hearing was held in the Midway School on Route 460 in Dinwiddie County, Virginia, on August 19, 1970, at 10 a.m., for the purpose of considering the proposed design of Route 460 from 4.460 miles west of the intersection of Route 226 to 11.290 miles east of the Dinwiddie-Nottoway County Line in Dinwiddie County, State Project 6480-026-104, C506, PE103, Federal Project F-04-2 ( ), and

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

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

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

BE IT FURTHER RESOLVED, that this project be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33, of the 1950 Code of Virginia, as amended, and in accordance with Highway Commission policy.

MOTION CARRIED.

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

WHEREAS Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 Chesterfield County has by resolution requested the use of industrial access funds to provide access along Bermuda Drive to the new facility to be built by Adley Express Company, just north of Route 608 and east of Route I-95 in Chesterfield County, estimated to cost \$25,000; 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 \$25,000 from the Industrial access fund for 1970-71 be allocated for the purpose of providing access along Bermuda Drive to the new facility to be built by Adley Express Company,

just north of Route 608 and east of Route I-95 in Chesterfield County, Project 1419-020-165, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED.

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

WHEREAS Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1970-71 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 Chesterfield County has by resolution requested the use of industrial access funds to provide proper access to the new facility to be constructed by Development Company of America, just north of Route 616 and west of the south intersection of Routes 616 and 616 near the Virginia Electric and Power Company's steam power plant, estimated to cost \$125,000; 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 \$125,000 from the industrial access fund for 1970-71 be allocated to provide proper access to the new facility to be constructed by Development Company of America, just north of Route 616 and west of the south intersection of Routes 616 and 616 near the Virginia Electric and Power Company's steam power plant in Chesterfield County, Project 0616-020-164, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and the industry's entering into a firm contract for the construction of its facility.

MOTION CARRIED.

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

WHEREAS under authority of Section 33-36.4 of the Code of Virginia of 1950, as amended, request is made by the Town of Blackstone for maintenance payments at the rate of \$1,100 per mile annually on an additional street meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Blackstone on an additional street totaling 0.08 mile and meeting standards required by the aforementioned section of the Code effective beginning October 1, 1970, for the quarterly payment due after December 31, 1970. The additional street mileage eligible for payment is described as follows:

Railroad Avenue - Mill St. to Lunenburg Ave.----- 0.08 Mile

The above addition, totaling 0.08 mile, will increase the total mileage in the Town of Blackstone from 23.19 miles to 23.27 miles of approved streets.

MOTION CARRIED.

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

WHEREAS in accordance with Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held in the Municipal Court Room of the City Hall, Lexington, Virginia, on December 4, 1969, concerning the construction of Routes 261, Project 0251-117-101, PE101, RW201, C501, from the intersection of Routes 11 and 11A to 0.20 mile south of McCormick Street in the City of Lexington; 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 improvement as planned, and their statements being duly recorded; and

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

BE IT RESOLVED, that the location and major design features of this project be approved in accordance with the plan as proposed and presented

at said combined location and design public hearing by the Department engineers, including a redesign of the intersection of relocated Route 251 and Thornhill Drive.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a combined location and design public hearing was held on September 1, 1970, at 2 p. m., in the Tabb Intermediate School, 70 Yorktown Road, Tabb, Virginia, for the purpose of considering the proposed location and design of Route 800 (Big Bethel Road) from 0.137 mile north of the West Corporate Limits of Hampton, to the intersection of Route 171 (Yorktown Road), in York County, State Project 0600-098-116, C501, and

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

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

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

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Chesterfield County Courthouse, Chesterfield, Virginia, on August 13, 1970, at 10 a. m., for the purpose of considering the proposed location and design of Route 10 from 0.044 mile east of the intersection of Route 145 to 0.373 mile west of the west intersection of Route 144 (Chester) in Chesterfield County, State Project 0010-020-109, PE101-C501, Federal Project F-039-1 ( ), 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 location and design of the project, and their statements being duly recorded, and

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

WHEREAS since the location and design hearing, several requests have been made to consider an east-west bypass route at Chester, and

WHEREAS the traffic studies indicate that an improved facility must be developed to properly serve the traffic in the Chester area, and

WHEREAS such traffic studies do not reveal an immediate need for an east-west bypass, and

WHEREAS the information received since the location and design public hearing has been carefully reviewed, and

WHEREAS the proposed facility between Chesterfield Courthouse and Chester will not influence the development of a future east-west or north-south bypass at Chester, now, therefore,

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

MOTION CARRIED.

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

WHEREAS in accordance with recommendations by our Study Committee on route designations, it is recommended that in order to improve continuity on Route 56 in Nelson County, that present Routes 158 and 151-Y, extending southwest from Route 29 near Colleen to Route 151 at a point near Piney River, be renumbered to Route 56; and

WHEREAS the Board of Supervisors of Nelson County has concurred in the renumbering as recommended,

NOW, THEREFORE, BE IT RESOLVED, that all of present Routes 158 and 151-Y, from an intersection with Route 29 near Colleen southwesterly to the intersection of Route 151 near Piney River, be renumbered to carry Route Number 56.

BE IT FURTHER RESOLVED, that the south leg of present Route 158 at Piney River between present Route 151 and Route 151-Y be renumbered to carry Route Number 151-Y.

MOTION CARRIED.

that  
Moved by Mr. Glass,

seconded by Mr. Fitzpatrick,

WHEREAS Sections 131 and 315 of Title 23, United States Code, Section 6(a)(1)(H) of the Department of Transportation Act (Public Law 89-670, 80 Sta. 931), and the delegation of authority contained in Part 1 of the Regulations of the Office of the Secretary of Transportation (49 CFR 1.4(c)), authorized the Federal Highway Administrator to set certain minimum standards for the control of outdoor advertising; and

WHEREAS Section 131 of Title 23, United States Code, includes in its language and meaning the control of directional and other official signs; and

WHEREAS on January 17, 1969, the Federal Highway Administrator promulgated certain minimum standards for the control of directional and other official signs in areas adjacent to the Interstate System and the primary system designated Part 21 of Chapter 1 of Title 23 of the Code of Federal Regulations; and

WHEREAS the Commonwealth of Virginia elects to implement and carry out the provisions of Section 131 of Title 23, United States Code, in order to remain eligible to receive the full amount of all Federal-Aid Highway funds to be apportioned to the various states under Section 104 of Title 23, United States Code; and

WHEREAS the State Highway Commission is the authorized recipient of the power for control and jurisdiction necessary to comply with the provisions of the Federal-Aid Highway Act of 1956 and all acts amendatory or supplementary thereto as well as any statutes, laws or other provisions concerning State or local funds which were or may be appropriated for such purposes by virtue of §§3.1-49 or §§3.1-37 Code of Virginia 1960.

NOW, THEREFORE, BE IT RESOLVED, that the following standards be adopted to apply to directional and other official signs and notices which are erected and maintained within 660 feet of the nearest edge of the right of way of the Interstate and Federal Aid primary system, which are not erected on the highway right of way and which are visible from the main traveled way of the system and that the following definitions shall apply:

- (a) "Sign" means an outdoor sign, light, display, device, figure, painting, drawing, message, placard, poster, billboard, or other thing which is designed, intended, or used to advertise or inform, any part of the advertising or informative contents of which is visible from any place on the main traveled way of the Interstate or Federal-Aid Primary Highway.

- (b) "Main traveled way" means the through traffic lanes of the highway, exclusive of frontage roads, auxiliary lanes, and ramps.
- (c) "Interstate System" means the National System of Interstate and Defense Highways, described in Section 103(d) of Title 23, United States Code.
- (d) "Primary System" means the Federal-Aid Highway System described in Section 103(b) of Title 23, United States Code.
- (e) "Erect" means to construct, build, raise, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish.
- (f) "Maintain" means to allow to exist.
- (g) "Scenic area" means any area of particular scenic beauty or historical significance as determined by the Federal, State, or local officials having jurisdiction thereof, and includes interests in land which have been acquired for the restoration, preservation, and enhancement of scenic beauty.
- (h) "Parkland" means any publicly owned land which is designated or used as a public park, recreation area, wildlife or waterfowl refuge or historic site.
- (i) "Federal or State law" means a Federal or State constitutional provision or statute, or an ordinance, rule or regulation enacted or adopted by a State or Federal agency or a political subdivision of a State pursuant to a Federal or State constitution or statute.
- (j) "Visible" means capable of being seen (whether or not legible) without visual aid by a person of normal visual acuity.
- (k) "Freeway" means a divided arterial highway for through traffic with full control of access.
- (l) "Rest Area" means an area or site established and maintained within or adjacent to the highway right of way by or under public supervision or control for the convenience of the traveling public.

- (m) "Directional and other official signs and notices" includes only official signs and notices, public utility signs, service club and religious notices, public service signs, and directional signs.
- (n) "Official signs and notices" means signs and notices erected and maintained by public officers or public agencies within their territorial or zoning jurisdiction and pursuant to and in accordance with direction or authorization contained in Federal, State or local law for the purposes of carrying out an official duty or responsibility. Historical markers authorized by State law and erected by State or local government agencies or nonprofit historical societies may be considered official signs.
- (o) "Public utility signs" means warning signs, informational signs, notices, or markers which are customarily erected and maintained by publicly or privately owned public utilities, as essential to their operations.
- (p) "Service club and religious notices" means signs and notices whose erection is authorized by law, relating to meetings of nonprofit service clubs or charitable associations, or religious services, which signs do not exceed 8 square feet in area.
- (q) "Public service signs" means signs located on school bus stop shelters, which signs--
  - (1) Identify the donor, sponsor, or contributor of said shelters;
  - (2) Contain safety slogans or messages, which shall occupy not less than 60 percent of the area of the sign;
  - (3) Contain no other message;
  - (4) Are located on school bus shelters which are authorized or approved by city, county, or State law, regulation, or ordinance, and at places approved by the city, county, or State agency controlling the highway involved; and
  - (5) May not exceed 32 square feet in area. Not more than one sign on each shelter shall face in any one direction.

(r) "Directional signs" means signs containing directional information about public places owned or operated by Federal, State, or local governments or their agencies; publicly or privately owned natural phenomena, historic, cultural, scientific, educational, and religious sites; and areas of natural scenic beauty or naturally suited for outdoor recreation, deemed to be in the interest of the traveling public.

(s) "State" means any one of the 50 States, the District of Columbia, or Puerto Rico.

THAT the criteria for determining whether or not a sign may fall within the definition of "Directional Signs" set forth in (r) above shall be that criteria presently utilized or hereafter adopted by one of the existing state agencies whose primary purpose is the control and administration of the type of specific unique phenomena or site for which a directional sign application may be made.

THAT the following state agencies are hereby recognized as being the State authority on the various matter contained in (r) above:

Department of Conservation and Economic Development  
Commission of Outdoor Recreation  
Historic Landmarks Commission  
State Library (Historical Publications Division)

AND BE IT FURTHER RESOLVED, that a determination by the State agency to which a request is referred as to whether or not a site, agency or phenomena falls within the definition set out in (r) above will be binding upon the State Highway Commission and further

THAT privately owned activities or attractions eligible for directional signing are limited to the following: natural phenomena; scenic attractions; historic, educational, cultural, scientific, and religious sites; and outdoor recreational areas, any of which must be nationally or regionally known, and of outstanding interest to the traveling public as determined by the appropriate State agency authority.

BE IT FURTHER RESOLVED, that the following standards apply to directional and other official signs and notices:

(a) General. The following signs are prohibited:

(1) Signs advertising activities that are illegal under Federal or State laws or regulations in effect at the location of those signs or at the location of those activities.

- (2) Signs located in such a manner as to obscure or otherwise interfere with the effectiveness of an official traffic sign, signal, or device, or obstruct or interfere with the driver's view of approaching, merging, or intersecting traffic.
  - (3) Signs which are erected or maintained upon trees or painted or drawn upon rocks or other natural features.
  - (4) Obsolete signs.
  - (5) Signs which are structurally unsafe or in disrepair.
  - (6) Signs which move or have any animated or moving parts.
  - (7) Signs located in rest area, parklands or scenic areas.
- (b) Size. (1) No sign shall exceed the following limits:
- (i) Maximum area -- 150 square feet.
  - (ii) Maximum height -- 20 feet.
  - (iii) Maximum length -- 20 feet.
- (2) All dimensions include border and trim, but exclude supports.
- (c) Lighting. Signs may be illuminated, subject to the following:
- (1) Signs which contain, include, or are illuminated by any flashing, intermittent, or moving light or lights are prohibited.
  - (2) Signs which are not effectively shielded so as to prevent beams or rays of light from being directed at any portion of the traveled way of an Interstate or primary highway or which are of such intensity or brilliance as to cause glare or to impair the vision of the driver of any motor vehicle, or which otherwise interfere with any driver's operation of a motor vehicle are prohibited.
  - (3) No sign may be so illuminated as to interfere with the effectiveness of or obscure an official traffic sign, device, or signal.

- (d) Spacing. (1) Each location of a sign must be approved by the State Highway Department.
- (2) No sign may be located within 2,000 feet of an interchange, or intersection at grade along the Interstate System or other freeways (measured along the Interstate or freeway from the nearest point of the beginning or ending or pavement widening at the exit from or entrance to the main traveled way).
- (3) No sign may be located within 2,000 feet of a rest area, parkland, or scenic area.
- (4) (i) No two signs facing the same direction of travel shall be spaced less than 1 mile apart;
- (ii) Not more than three signs pertaining to the same activity and facing the same direction of travel may be erected along a single route approaching the activity;
- (iii) Signs located adjacent to the Interstate System shall be within 75 air miles of the activity; and
- (iv) Signs located adjacent to the Primary System shall be within 50 air miles of the activity.
- (e) Message content. The message on signs shall be limited to the identification of the attraction or activity and directional information useful to the traveler in locating the attraction or activity, such as mileage, route numbers, or exit numbers. Descriptive words or phrases, and pictorial or photographic representations of the activity or its environs are prohibited.

AND FINALLY, the date of acceptance by the Department of Highways of applications for signs contemplated by this resolution shall be April 1, 1971, and thereafter. The intention shall be that the interim period is to be utilized by the concerned agencies to inform and otherwise educate the various affected parties with regard to the effect, proper submission of forms, etc.

NOW, THEREFORE, BE IT RESOLVED, that the abovementioned criteria for the placement of certain signs off the right of way up to and including 660 feet from the centerline of the nearest edge of the right of way of the Interstate and Federal-Aid Primary System is hereby adopted as the Virginia State Highway Commission policy regulation of such signs and the placement thereof.

MOTION CARRIED.

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

WHEREAS on or about the 6th day of March, 1970, Charles W. Barger & Son Construction Co., Inc., entered into a contract with the Virginia State Highway Commission for the construction in connection with Project 0631-081-136, C501 on Secondary Route 631 in Rockbridge County at a cost of \$30,936.00; and

WHEREAS on this project the quantities of regular excavation and borrow overran the original quantities causing the total contract to overrun by approximately thirty-one percent (31%); and

WHEREAS a work order has or will be issued which will increase the scope of the contract beyond twenty percent (20%) of the original contract; and

WHEREAS Section 104.02 of the Virginia Department of Highways Road and Bridge Specifications requires a supplemental agreement when the original contract is increased by more than twenty percent (20%); and

WHEREAS the abovementioned contractor has indicated that he is willing to perform the work 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 Charles W. Barger & Son Construction Co., Inc., on the abovementioned project for the necessary additional excavation and borrow at the unit prices set forth in the original contract at an approximate cost of \$9,670.00.

MOTION CARRIED.

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

WHEREAS under authority of Section 33.1-43 of the Code of Virginia of 1950, as amended, request is made by the City of Radford for maintenance payments at the rate of \$1,100 per mile annually on additional streets meeting required standards.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Radford on additional streets totaling 0.89 mile and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1971, for the quarterly payment due after March 31, 1971. The additional streets and mileage eligible for payment are described as follows:

Sundell Dr.	- Hickory Rd. to Park Rd. -----	0.28 Mile
Fairway Dr.	- Dogwood Lane to Buckeye Lane ---	0.28 Mile
Hidden Valley Dr.	- Fairway Dr. to 0.09 Mi. W. Cul-de-sac -----	0.09 Mile
Buckeye Lane	- Off Fairway Dr. S. Cul-de-sac to N. Cul-de-sac -----	0.12 Mile
Valleyview St.	- Extended 100' -----	0.01 Mile
Pickett St.	- Seventh Ave. to Dead End -----	0.07 Mile
Seventh Ave.	- Grove Ave. to Pickett St. -----	0.04 Mile

The above additions, totaling 0.89 mile, will increase the total mileage in the City of Radford from 50.78 miles to 51.67 miles of approved streets.

MOTION CARRIED.

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

WHEREAS in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and PPM 20-8, a location and design public hearing was held in the Chesterfield County Board of Supervisors' Room in the Chesterfield County Courthouse, Chesterfield, Virginia, on September 17, 1970 at 10 a. m., for the purpose of considering the proposed location and design of the bridge and approaches over Swift Creek on Route 655 near the intersection of Route 636 (Nash Road) in Chesterfield County, State Project 0655-020-130, C501, B628; and

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

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

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

**MOTION CARRIED.**

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

**WHEREAS** in accordance with Section 128 of Title 23 - Highways, United States Code and PPM 20-8, a location public hearing was held in the Pound High School Gymnasium on August 25, 1970, concerning the location of Projects 0083-025-109, PE101 and 0083-097-101, PE101 from 2.43 miles west of the intersection of Route 72 (George's Fork) to 0.23 mile west of the East Corporate Limits of Pound in Dickenson and Wise Counties; 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 improvement as planned, and their statements being duly recorded; and

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

**BE IT RESOLVED**, that the location of this project be approved in accordance with the plan as proposed and presented at said location public hearing by the Department engineers.

**MOTION CARRIED.**

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

**WHEREAS** in accordance with Section 128 of Title 23 - Highways, United States Code and PPM 20-8, a combined location and design public hearing was held in the auditorium of Indian River High School on August 5, 1970, concerning Projects U000-131-103, PE101, C502 and U000-131-102, PE101, C502, B603, Structures and Approaches over Branches of Indian River on Providence Road in the City of Chesapeake; 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 improvement as planned, and their statements being duly recorded; and

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

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

MOTION CARRIED.

The following procedure for recruiting Highway Department employees, to be initiated throughout the Department effective November 1, 1970, was outlined by the chairman and unanimously endorsed by members of the Commission present:

This procedure is designed to establish and standardize recruitment and to ensure that whenever the Department needs to fill a vacant established position (monthly or hourly) that cannot be filled from within the organization by qualified employees, a specific procedure is followed for obtaining applicants, interviewing, processing applications, evaluating qualifications, and selecting an applicant to be offered the position.

1. Resident Engineers and District Personnel Supervisors will solicit applicants for each position to be filled by advertising in local newspapers and by posting a notice at the courthouse of the appropriate city(s) or county(s), at least twenty-one (21) days before the position is to be filled.
2. Applications for positions in Residencies will be processed by the Resident Engineer. Applications for positions in the District Office and Shop will be processed by the District Personnel Supervisor.
3. All applications will be evaluated to select the best qualified applicant by a committee consisting of the District Personnel Supervisor, an Assistant District Engineer and the Resident Engineer or District Section Head.
4. The District Personnel Supervisor will make the position offer to the applicant selected, sending copies of the offer letter to (1) the Assistant District Engineer or Resident Engineer, and/or (2) the Supervisor to whom the applicant is to report.

5. In order that this program will be properly monitored, all applications will be documented showing what disposition was made of them and the reasons for the actions taken.
6. All records of this program will be reviewed for compliance at least every quarter by the Department Employment Supervisor.

The Conflict of Interest Act passed by the 1970 General Assembly was reviewed by Mr. Troy Arnold, Assistant Attorney General.

The meeting was adjourned at 3:45 p. m.

Approved:

Wongler B. Fugate  
Chairman

Attested:

AB [Signature]  
Secretary