

MINUTES
OF
MEETING OF STATE HIGHWAY AND TRANSPORTATION COMMISSION

Richmond, Virginia

October 23, 1975

The monthly meeting of the State Highway and Transportation Commission was held at the Central Highway Office in Richmond, Virginia, on October 23, 1975, at 9:30 a.m. The Chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Beeton, Crowe, Fralin, Hall, Hassell, Janney and Landes.

Absent: Messrs. Glass, Hooper and Roos.

On motion of Mr. Beeton, seconded by Mr. Fralin, the minutes of the meeting of September 30, 1975, were approved.

On motion of Mr. Beeton, seconded by Mr. Fralin, permits issued from September 30, 1975, to October 22, 1975, inclusive, as shown by records of the Department, were approved.

Motion was made by Mr. Beeton, seconded by Mr. Fralin, that cancellation of permits from September 30, 1975, to October 22, 1975, inclusive, as shown by records of the Department, be approved. Motion carried.

Mr. R. L. Hundley, Environmental Quality Engineer, was presented the 1975 Silver Trout Award by Mr. Harold Tate, president of the Virginia Council of Trout Unlimited, "in recognition of distinguished service and dedication to the enhancement, preservation and restoration of our cold water facilities." This award was given because of Mr. Hundley's work to insure the preservation of Simpson Creek in Alleghany County as a natural trout stream in construction of Interstate Route 64. Mr. Fugate said the Commission joined Trout Unlimited in commending Mr. Hundley and his division for their work on this project.

On motion of Mr. Hassell, seconded by Mr. Beeton, the Commission approved the 1976 Preliminary Budget for Elizabeth River Tunnels, as attached.

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
ELIZABETH RIVER TUNNEL
BUDGET RECAPITULATION
PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| REVENUE FUND | 1975 BUDGET | | 1976 BUDGET | |
|-----------------------------------|------------------|--------------------|------------------|--------------------|
| | MONTHLY | ANNUAL | MONTHLY | ANNUAL |
| GENERAL ADMINISTRATION | \$ 35,456 | \$ 425,472 | \$ 38,432 | \$ 461,184 |
| ROADWAYS AND STRUCTURES | 52,620 | 631,440 | 54,391 | 652,692 |
| TUNNELS AND VENTILATION BUILDINGS | 47,367 | 568,404 | 49,251 | 591,012 |
| BRIDGE | 7,859 | 94,308 | 8,262 | 99,144 |
| TOLL COLLECTION EQUIPMENT | 34,758 | 417,096 | 37,828 | 453,936 |
| BUS OPERATION | 25,889 | 310,668 | 21,323 | 255,876 |
| | <u>\$203,949</u> | <u>\$2,447,388</u> | <u>\$209,487</u> | <u>\$2,513,844</u> |
| RESERVE MAINTENANCE DEPOSITS | <u>\$ 14,666</u> | <u>\$ 175,992</u> | <u>\$ 23,080</u> | <u>\$ 276,960</u> |

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNEL

PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| <u>GENERAL ADMINISTRATION</u> | <u>1975 BUDGET</u> | | <u>1976 BUDGET</u> | |
|---|-------------------------|--------------------------|-------------------------|--------------------------|
| | <u>MONTHLY</u> | <u>ANNUAL</u> | <u>MONTHLY</u> | <u>ANNUAL</u> |
| Salaries & Wages - Administrative | \$ 14,220 | \$ 170,640 | \$ 14,528 | \$ 174,336 |
| Salaries & Wages - Maintenance of Building | 1,962 | 23,544 | 2,017 | 24,204 |
| Salaries & Wages - Maintenance of Off-Project Signs | 276 | 3,312 | 306 | 3,672 |
| Fees - Consulting Engineers | 1,084 | 13,008 | 1,084 | 13,008 |
| Fees - Auditor | 350 | 4,200 | 400 | 4,800 |
| Fees - Trustee | 150 | 1,800 | 100 | 1,200 |
| Employer's Supplemental Retirement | 2,213 | 26,556 | 3,031 | 36,372 |
| Group Insurance | 3,000 | 36,000 | 3,000 | 36,000 |
| Employer's F.I.C.A. Taxes | 8,714 | 104,568 | 8,986 | 107,832 |
| Administration Building - Service Equipment & Garage | 40 | 480 | 40 | 480 |
| Off-Project Signs - Service Equipment & Garage | 190 | 2,280 | 190 | 2,280 |
| Armed Transport Service | 119 | 1,428 | 233 | 2,796 |
| Window Cleaning | 40 | 480 | 40 | 480 |
| Administration Building - Supplies & Contract Maintenance | 130 | 1,560 | 150 | 1,800 |
| Off-Project Signs - Supplies & Contract Maintenance | 50 | 600 | 50 | 600 |
| Office Machine Rental | 615 | 7,380 | 625 | 7,500 |
| Electric Power | 150 | 1,800 | 160 | 1,920 |
| Water | 20 | 240 | 20 | 240 |
| Telephone & Telegraph | 275 | 3,300 | 400 | 4,800 |
| Fuel for Heating | 130 | 1,560 | 130 | 1,560 |
| Sewage | 7 | 84 | 12 | 144 |
| Postage | 70 | 840 | 70 | 840 |
| Maintenance of Office Machines | 132 | 1,584 | 200 | 2,400 |
| Office Supplies | 150 | 1,800 | 125 | 1,500 |
| Banking Room Supplies | 75 | 900 | 110 | 1,320 |
| Janitor Supplies | 100 | 1,200 | 100 | 1,200 |
| General Supplies | 50 | 600 | 50 | 600 |
| Uniform Supplies (General) | 30 | 360 | 30 | 360 |
| Uniform Replacement | 100 | 1,200 | 900 | 10,800 |
| General Printing | 100 | 1,200 | 100 | 1,200 |
| Advertising | 21 | 252 | 421 | 5,052 |
| Service of Radio Units | - | - | 54 | 648 |
| Management - Automobile Expense | 234 | 2,808 | 215 | 2,580 |
| Conference Expenses | 25 | 300 | 25 | 300 |
| Travel Expenses | 250 | 3,000 | 250 | 3,000 |
| Dues to Associations | - | - | 45 | 540 |
| Vehicle Rental | 167 | 2,004 | - | - |
| Miscellaneous | 50 | 600 | 50 | 600 |
| Police Supplies (School) | 25 | 300 | 25 | 300 |
| Police Training (Tuition, Ammunition, Etc.) | 82 | 984 | 100 | 1,200 |
| Police Medical Examinations | 60 | 720 | 60 | 720 |
| <u>TOTAL GENERAL ADMINISTRATION</u> | <u>\$ 35,456</u> | <u>\$ 425,472</u> | <u>\$ 38,432</u> | <u>\$ 461,184</u> |

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNEL

PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| <u>ROADWAYS AND STRUCTURES</u> | <u>1975 BUDGET</u> | | <u>1976 BUDGET</u> | |
|---|--------------------|-------------------|--------------------|-------------------|
| | <u>MONTHLY</u> | <u>ANNUAL</u> | <u>MONTHLY</u> | <u>ANNUAL</u> |
| <u>NORFOLK PLAZA:</u> | | | | |
| Salaries & Wages - Maintenance | \$ 1,558 | \$ 18,696 | \$ 1,559 | \$ 18,708 |
| Salaries & Wages - Emergency Crew | 1,321 | 15,852 | 1,396 | 16,752 |
| Salaries & Wages - Patrol Service | 2,729 | 32,748 | 2,925 | 35,100 |
| Salaries & Wages - Sergeants | 1,357 | 16,284 | 1,501 | 18,012 |
| Service Equipment & Garage | 433 | 5,196 | 470 | 5,640 |
| Supplies & Contract Maintenance | 100 | 1,200 | 100 | 1,200 |
| Electric Power | 60 | 720 | 80 | 960 |
| <u>TOTAL NORFOLK PLAZA</u> | <u>\$ 7,558</u> | <u>\$ 90,696</u> | <u>\$ 8,031</u> | <u>\$ 96,372</u> |
| <u>BERKLEY PLAZA:</u> | | | | |
| Salaries & Wages - Maintenance | \$ 2,807 | \$ 33,684 | \$ 2,790 | \$ 33,480 |
| Salaries & Wages - Emergency Crew | 1,321 | 15,852 | 1,396 | 16,752 |
| Salaries & Wages - Patrol Service | 4,198 | 50,376 | 4,500 | 54,000 |
| Salaries & Wages - Sergeants | 1,885 | 22,620 | 2,085 | 25,020 |
| Service Equipment & Garage | 540 | 6,480 | 580 | 6,960 |
| Supplies & Contract Maintenance | 150 | 1,800 | 150 | 1,800 |
| Electric Power | 65 | 780 | 75 | 900 |
| <u>TOTAL BERKLEY PLAZA</u> | <u>\$ 10,966</u> | <u>\$ 131,592</u> | <u>\$ 11,576</u> | <u>\$ 138,912</u> |
| <u>PORTSMOUTH PLAZA:</u> | | | | |
| Salaries & Wages - Maintenance | \$ 886 | \$ 10,632 | \$ 913 | \$ 10,956 |
| Salaries & Wages - Emergency Crew | 528 | 6,336 | 559 | 6,708 |
| Salaries & Wages - Patrol Service | 4,198 | 50,376 | 4,499 | 53,988 |
| Salaries & Wages - Sergeants | 754 | 9,048 | 834 | 10,008 |
| Service Equipment & Garage | 400 | 4,800 | 440 | 5,280 |
| Supplies & Contract Maintenance - General | 100 | 1,200 | 100 | 1,200 |
| Supplies & Contract Maintenance - Crash Garage & Terminal | 40 | 480 | 40 | 480 |
| Electric Power | 60 | 720 | 75 | 900 |
| Water | 7 | 84 | 7 | 84 |
| Telephone | 20 | 240 | 23 | 276 |
| <u>TOTAL PORTSMOUTH PLAZA</u> | <u>\$ 6,993</u> | <u>\$ 83,916</u> | <u>\$ 7,490</u> | <u>\$ 89,880</u> |
| <u>TOTAL MAINTENANCE OF ROADWAYS & STRUCTURES - TUNNEL #1</u> | <u>\$ 26,517</u> | <u>\$ 306,204</u> | <u>\$ 27,097</u> | <u>\$ 325,164</u> |

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNEL

PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| <u>ROADWAYS AND STRUCTURES (Cont.)</u> | <u>1975 BUDGET</u> | | <u>1976 BUDGET</u> | |
|---|--------------------|-------------------|--------------------|-------------------|
| | <u>MONTHLY</u> | <u>ANNUAL</u> | <u>MONTHLY</u> | <u>ANNUAL</u> |
| <u>ATLANTIC CITY PLAZA:</u> | | | | |
| Salaries & Wages - Maintenance | \$ 3,524 | \$ 42,288 | \$ 3,390 | \$ 40,680 |
| Salaries & Wages - Emergency Crew | 816 | 9,792 | 772 | 9,264 |
| Salaries & Wages - Patrol Service | 3,703 | 44,436 | 3,898 | 46,776 |
| Salaries & Wages - Sergeants | 1,694 | 20,328 | 1,660 | 19,920 |
| Service Equipment & Garage | 648 | 7,776 | 685 | 8,220 |
| Supplies & Contract Maintenance | 150 | 1,800 | 150 | 1,800 |
| Electric Power | 610 | 7,320 | 650 | 7,800 |
| Telephone | 27 | 324 | 27 | 324 |
| Water | 25 | 300 | 25 | 300 |
| Buildings - Maintenance | 25 | 300 | 30 | 360 |
| <u>TOTAL ATLANTIC CITY PLAZA</u> | <u>\$ 11,222</u> | <u>\$ 134,664</u> | <u>\$ 11,287</u> | <u>\$ 135,444</u> |
| <u>PINNERS POINT PLAZA:</u> | | | | |
| Salaries & Wages - Maintenance | \$ 3,883 | \$ 46,596 | \$ 3,723 | \$ 44,676 |
| Salaries & Wages - Emergency Crew | 2,040 | 24,480 | 1,929 | 23,148 |
| Salaries & Wages - Patrol Service | 6,554 | 66,648 | 5,847 | 70,164 |
| Salaries & Wages - Sergeants | 2,542 | 30,504 | 2,490 | 29,880 |
| Service Equipment & Garage | 704 | 8,448 | 745 | 8,940 |
| Supplies & Contract Maintenance | 150 | 1,800 | 150 | 1,800 |
| Electric Power | 550 | 6,600 | 590 | 7,080 |
| Water | 40 | 480 | 60 | 720 |
| Telephone | 88 | 1,056 | 93 | 1,116 |
| <u>BUILDINGS:</u> | | | | |
| Maintenance | 75 | 900 | 75 | 900 |
| Electric Power | 120 | 1,440 | 160 | 1,920 |
| Heat | 120 | 1,440 | 130 | 1,560 |
| Miscellaneous | 15 | 180 | 15 | 180 |
| <u>TOTAL PINNERS POINT PLAZA</u> | <u>\$ 15,881</u> | <u>\$ 190,572</u> | <u>\$ 16,007</u> | <u>\$ 192,084</u> |
| <u>TOTAL MAINTENANCE OF ROADWAYS & STRUCTURES - TUNNEL #2</u> | <u>\$ 27,103</u> | <u>\$ 325,236</u> | <u>\$ 27,294</u> | <u>\$ 327,528</u> |
| NORFOLK PLAZA | \$ 7,558 | \$ 90,696 | \$ 8,031 | \$ 96,372 |
| BERKLEY PLAZA | 10,966 | 131,592 | 11,576 | 138,912 |
| PORTSMOUTH PLAZA | 6,993 | 83,916 | 7,490 | 89,880 |
| ATLANTIC CITY PLAZA | 11,222 | 134,664 | 11,287 | 135,444 |
| PINNERS POINT PLAZA | 15,881 | 190,572 | 16,007 | 192,084 |
| <u>TOTAL ROADWAYS & STRUCTURES - 1 & 2</u> | <u>\$ 52,620</u> | <u>\$ 631,440</u> | <u>\$ 54,391</u> | <u>\$ 652,692</u> |

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNEL

PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| TUNNEL AND VENTILATION BUILDING | 1975 BUDGET | | 1976 BUDGET | |
|--|------------------|-------------------|------------------|-------------------|
| | MONTHLY | ANNUAL | MONTHLY | ANNUAL |
| TOWNTOWN TUNNEL - #1: | | | | |
| Salaries & Wages - Maintenance of Tunnel | \$ 2,297 | \$ 27,564 | \$ 2,299 | \$ 27,588 |
| Salaries & Wages - Emergency Crew | 1,321 | 15,852 | 1,396 | 16,752 |
| Salaries & Wages - Patrol Service | 8,396 | 100,752 | 8,999 | 107,988 |
| Salaries & Wages - Sergeants | 1,131 | 13,572 | 1,251 | 15,012 |
| Salaries & Wages - Vent Building Operators | 3,727 | 44,724 | 3,970 | 47,640 |
| Salaries & Wages - Maintenance Vent Building | 403 | 4,836 | 400 | 4,800 |
| Salaries & Wages - Maintenance Vent Building Equipment | 507 | 6,084 | 515 | 6,180 |
| Service Equipment & Garage | 1,600 | 19,200 | 1,720 | 20,640 |
| Supplies & Contract Maintenance - Tunnel | 475 | 5,700 | 500 | 6,000 |
| Electric Power - Tunnel | 2,000 | 24,000 | 2,000 | 24,000 |
| Water - Tunnel | 160 | 1,920 | 200 | 2,400 |
| Supplies & Contract Maintenance - Vent Bldg. | 45 | 540 | 50 | 600 |
| Electric Power - Vent Building | 25 | 300 | 35 | 420 |
| Water & Sewage - Vent Building | 5 | 60 | 6 | 60 |
| Telephone - Vent Building | 23 | 276 | 25 | 300 |
| Fuel for Heating - Vent Building | 45 | 540 | 50 | 600 |
| Supplies & Contract Maintenance - Vent Building Equipment | 100 | 1,200 | 100 | 1,200 |
| U. S. Coast Guard Easement | 106 | 1,272 | 106 | 1,272 |
| Miscellaneous | 5 | 60 | 5 | 60 |
| TOTAL TUNNEL & VENTILATION BUILDING - #1 | \$ 22,371 | \$ 268,452 | \$ 23,626 | \$ 283,512 |
| MIDTOWN TUNNEL - #2: | | | | |
| Salaries & Wages - Maintenance of Tunnel | \$ 2,819 | \$ 33,828 | \$ 2,728 | \$ 32,736 |
| Salaries & Wages - Emergency Crew | 1,224 | 14,688 | 1,157 | 13,884 |
| Salaries & Wages - Patrol Service | 9,256 | 111,072 | 9,744 | 116,928 |
| Salaries & Wages - Sergeants | 2,118 | 25,416 | 2,075 | 24,900 |
| Salaries & Wages - Vent Building Operators | 3,833 | 45,996 | 4,047 | 48,564 |
| Salaries & Wages - Maintenance Vent Building | 633 | 7,596 | 609 | 7,308 |
| Salaries & Wages - Maint. Vent Bldg. Equip. | 1,550 | 18,600 | 1,555 | 18,660 |
| Service Equipment & Garage | 1,407 | 16,884 | 1,500 | 18,000 |
| Supplies & Contract Maintenance - Tunnel | 250 | 3,000 | 250 | 3,000 |
| Electric Power - Tunnel | 1,430 | 17,160 | 1,475 | 17,700 |
| Water - Tunnel | 70 | 840 | 70 | 840 |
| Supplies & Contract Maint. - Vent Bldg. | 25 | 300 | 25 | 300 |
| Electric Power - Vent Building | 35 | 420 | 40 | 480 |
| Water & Sewage - Vent Building | 30 | 360 | 30 | 360 |
| Telephone - Vent Building | 21 | 252 | 25 | 300 |
| Fuel for Heating - Vent Building | 90 | 1,080 | 90 | 1,080 |
| Supplies & Contract Maint. - Vent Bldg. Equip. | 200 | 2,400 | 200 | 2,400 |
| Miscellaneous | 5 | 60 | 5 | 60 |
| TOTAL TUNNEL & VENTILATION BUILDING - #2 | \$ 24,996 | \$ 299,952 | \$ 25,625 | \$ 307,500 |
| TOTAL TUNNELS & VENTILATIONS BLDGS. - 1 & 2 | \$ 47,367 | \$ 568,404 | \$ 49,251 | \$ 591,012 |

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNEL

PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| <u>TOLL COLLECTION</u> | <u>1975 BUDGET</u> | | <u>1976 BUDGET</u> | |
|--|--------------------|-------------------|--------------------|-------------------|
| | <u>MONTHLY</u> | <u>ANNUAL</u> | <u>MONTHLY</u> | <u>ANNUAL</u> |
| <u>DOWNTOWN TUNNEL - #1:</u> | | | | |
| Salaries & Wages - Maintenance of Toll Equipment | \$ 885 | \$ 10,620 | \$ 944 | \$ 11,328 |
| Salaries & Wages - Maintenance of Toll Plaza | 426 | 5,112 | 420 | 5,040 |
| Salaries & Wages - Sergeants | 1,885 | 22,620 | 2,085 | 25,020 |
| Salaries & Wages - Toll Collectors | 15,984 | 191,808 | 17,970 | 215,640 |
| Toll Collectors Supplies | 20 | 240 | 20 | 240 |
| Printing Tickets & Forms | 250 | 3,000 | 250 | 3,000 |
| Service Equipment & Garage | 36 | 432 | 40 | 480 |
| Supplies & Contract Maintenance - Toll Equipment | 100 | 1,200 | 100 | 1,200 |
| Supplies & Contract Maintenance - Toll Plaza | 50 | 600 | 50 | 600 |
| Electric Power | 185 | 2,220 | 200 | 2,400 |
| <u>TOTAL TOLL EQUIPMENT - #1</u> | <u>\$ 19,821</u> | <u>\$ 237,852</u> | <u>\$ 22,079</u> | <u>\$ 264,948</u> |
| <u>MIDTOWN TUNNEL - #2:</u> | | | | |
| Salaries & Wages - Maintenance of Toll Equipment | \$ 806 | \$ 9,672 | \$ 866 | \$ 10,392 |
| Salaries & Wages - Maintenance of Toll Plaza | 253 | 3,036 | 243 | 2,916 |
| Salaries & Wages - Sergeants | 2,118 | 25,416 | 2,075 | 24,900 |
| Salaries & Wages - Toll Collectors | 11,352 | 136,224 | 11,355 | 136,260 |
| Toll Collectors Supplies | 20 | 240 | 20 | 240 |
| Printing Tickets & Forms | 125 | 1,500 | 100 | 1,200 |
| Service Equipment & Garage | 28 | 336 | 30 | 360 |
| Supplies & Contract Maintenance - Toll Equipment | 125 | 1,500 | 125 | 1,500 |
| Supplies & Contract Maintenance - Toll Plaza | 40 | 480 | 40 | 480 |
| Electric Power | 70 | 840 | 90 | 1,080 |
| Automatic Lane Rental | - | - | 805 | 9,660 |
| <u>TOTAL TOLL EQUIPMENT - #2</u> | <u>\$ 14,937</u> | <u>\$ 179,244</u> | <u>\$ 15,749</u> | <u>\$ 188,988</u> |
| <u>TOTAL TOLL EQUIPMENT - 1 & 2</u> | <u>\$ 34,758</u> | <u>\$ 417,096</u> | <u>\$ 37,828</u> | <u>\$ 453,936</u> |

VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION

ELIZABETH RIVER TUNNEL

PRELIMINARY BUDGET

February 1, 1976 - January 31, 1977

| <u>BRIDGE</u> | <u>1975 BUDGET</u> | | <u>1976 BUDGET</u> | |
|---|--------------------|--------------------|--------------------|--------------------|
| | <u>MONTHLY</u> | <u>ANNUAL</u> | <u>MONTHLY</u> | <u>ANNUAL</u> |
| Salaries & Wages - Maintenance | \$ 1,264 | \$ 15,168 | \$ 1,282 | \$ 15,384 |
| Salaries & Wages - Emergency Crew | 793 | 9,516 | 838 | 10,056 |
| Salaries & Wages - Patrol Service | 1,469 | 17,628 | 1,575 | 18,900 |
| Salaries & Wages - Sergeants | 528 | 6,336 | 584 | 7,008 |
| Salaries & Wages - Bridge Operators | 3,220 | 38,640 | 3,368 | 40,416 |
| Auxiliary Power Plant | 5 | 60 | 5 | 60 |
| Service Equipment & Garage | 390 | 4,680 | 400 | 4,800 |
| Supplies & Contract Maintenance | 125 | 1,500 | 125 | 1,500 |
| Electric Power | 60 | 720 | 80 | 960 |
| Miscellaneous | 5 | 60 | 5 | 60 |
| <u>TOTAL BRIDGE</u> | <u>\$ 7,859</u> | <u>\$ 94,308</u> | <u>\$ 8,262</u> | <u>\$ 99,144</u> |
| | | | | |
| <u>BUS OPERATION</u> | | | | |
| Salaries & Wages - Maintenance of Terminals & Signs | \$ 150 | \$ 1,800 | \$ 136 | \$ 1,632 |
| Salaries - Drivers | 13,950 | 167,400 | 11,000 | 132,000 |
| Labor - Maintenance | 6,255 | 75,060 | 5,500 | 66,000 |
| Fuel | 2,037 | 24,444 | 1,500 | 18,000 |
| Lubricants | 50 | 600 | 60 | 720 |
| Repair & Replacement Parts | 1,500 | 18,000 | 1,200 | 14,400 |
| Tires & Tubes | 420 | 5,040 | 400 | 4,800 |
| Service Equipment & Garage - Maintenance of Terminals & Signs | 40 | 480 | 40 | 480 |
| Supplies & Contract Maintenance | 20 | 240 | 20 | 240 |
| Electric Power - Portsmouth Terminal | 5 | 60 | 5 | 60 |
| Water & Sewage | 3 | 36 | 3 | 36 |
| Management Fee | 1,459 | 17,508 | 1,459 | 17,508 |
| <u>TOTAL BUS OPERATION</u> | <u>\$ 25,889</u> | <u>\$ 310,668</u> | <u>\$ 21,323</u> | <u>\$ 255,876</u> |
| | | | | |
| <u>TOTAL BUDGET</u> | <u>\$203,949</u> | <u>\$2,447,388</u> | <u>\$209,487</u> | <u>\$2,513,844</u> |

Moved by Mr. Beeton, seconded by Mr. Fralin,
that the Commission confirm letter ballot action on bids received
September 24, 1975, on the following projects:

Chaptico Road, Project U000-301-102, C-501

0.030 Mi. N. Graymont Ave. - NCL South Hill, Town of South Hill. Award
of contract to low bidder, W. W. Warsing, Inc., Crewe, Virginia.

| | |
|---|--------------|
| Bid | \$256,101.00 |
| 10% for engineering and additional work | 25,610.10 |
| Work by State Forces | 1,815.00 |
| Amount chargeable to project | 283,526.00 |
| Acct. Rec. City of South Hill - | \$42,528.91 |

\$20,997.00 to be provided for in future Urban Construction Allocations.

Route 10, Project 0010-074-105, C-501

Correction of Slide Areas - 0.339 Mi. E. ECL Hopewell - 0.785 Mi. E. ECL
Hopewell, Prince George County. Award of contract to low bidder,
W. W. Tuck-Son, Inc., Virginia, Virginia.

| | |
|---|--------------|
| Bid | \$116,567.20 |
| 10% for engineering and additional work | 11,656.72 |
| Work by State Forces | 29,596.05 |
| Amount chargeable to project | 157,820.00 |

\$104,106.00 to be provided for in 1976-77 and 1977-78 Primary Construction
Allocations.

Routes 23 and 613, Project 6023-097-113, C-503, B-607, B-608; 0613-097-
121, C-502, B-606

From: 2.913 Mi. N. Lee-Wise CL To: 4.524 Mi. N. Lee-Wise CL and From:
0.104 Mi. E. S. Fork Powell Rv. To: 0.028 Mi. W. S. Fork Powell Rv.,
Wise County. Award of contract to low bidder, English Construction Company,
Inc., Altavista, Virginia.

| | Construction | Right of Way |
|---|----------------|--------------|
| Bid | \$3,556,511.89 | \$132,502.00 |
| 10% for engineering and additional work | 355,651.18 | 13,250.20 |
| Work by State Forces | 48,958.00 | |
| Utilities (Rte. 613) | 580.87 | |
| Flagging | 668.80 | |
| Amount chargeable to project | 4,108,123.00 | |
| Acct. Rec. Town of Big Stone Gap | \$8,973.85 | |

\$100,000.00 to be provided for in 1976-77 and Subsequent Years' Budgets.

Route 29, Project 0029-005-115, L-801

5.94 Mi. Planting - 2.574 Mi. S. of Rte. 60 - 3.365 Mi. N. of Rte. 60, Amherst County. Award of contract to low bidder, Yeatts Nursery, Inc., Martinsville, Virginia.

| | |
|---|-------------|
| Bid | \$63,858.00 |
| 10% for engineering and additional work | 6,385.80 |
| Amount chargeable to project | 70,244.00 |

Route 29, Project 0029-029-107, C-501, B-601

Drainage Structure and Approaches Holmes Run, Fairfax County. Award of contract to low bidder, Guy H. Lewis & Son, Inc., McLean, Virginia.

| | |
|---|-------------|
| Bid | \$87,110.80 |
| 10% for engineering and additional work | 8,711.08 |
| Work by State Forces | 1,100.00 |
| Amount chargeable to project | 96,922.00 |

Acct. Rec. C & P Telephone Co. - \$9,260.00
\$18,872.00 to be provided for in 1976-77 Primary Construction Allocation.

Route 58, Project 0058-061-108, L-801

8.800 Mi. Planting - Int. 58 - Int. 460, 58 and 13 (Near Magnolia), City of Suffolk. Award of contract to low bidder, R. W. Askew Nurseries, Inc., Suffolk, Virginia.

| | |
|---|--------------|
| Bid | \$107,382.20 |
| 10% for engineering and additional work | 10,738.22 |
| Amount chargeable to project | 118,120.00 |

Route 77, Project 0077-017-101, G-304

0.027 Mi. N. Int. 58 - 1.642 Mi. N. Int. 58, Carroll County. Award of contract to low bidder, H. B. Rowe & Company, Inc., Mount Airy, North Carolina.

| | <u>Construction</u> | <u>Right of Way</u> |
|---|---------------------|---------------------|
| Bid | \$1,621,257.05 | \$2.00 |
| 10% for engineering and additional work | 162,125.70 | .20 |
| Work by State Forces | 6,488.00 | |
| Amount chargeable to project | 1,789,873.00 | |

\$1,789,873.00 to be provided for in 1976-77 Interstate Construction Allocation.

Route 95, Project 0095-076-110, C-501

0.500 Mi. N. Rte. 639 - 1.034 Mi. S. Prince William-Fairfax CL, Prince William County. Award of contract to low bidder, Raymond C. Hawkins Construction Co., Inc., Nokesville, Virginia.

| | |
|---|--------------|
| Bid | \$202,166.25 |
| 10% for engineering and additional work | 20,216.62 |
| Work by State Forces | 10,144.00 |
| Amount chargeable to project | 232,527.00 |

\$232,527.00 to be provided for in future Interstate Construction Allocations.

Route 95, Project 0095-088-113, C-501

0.573 Mi. S. Int. Rte. 1 - 0.444 Mi. N. Int. Rte. 1, Spotsylvania County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

| | |
|---|--------------|
| Bid | \$210,813.82 |
| 10% for engineering and additional work | 21,081.38 |
| Work by State Forces | 6,874.00 |
| Amount chargeable to project | 238,769.00 |

\$238,769.00 to be provided for in future Interstate Construction Allocations.

Route 600, Project 0600-058-150, M-501, B-618

Int. 609 - 1.253 Mi. N. E. Int. 609, Mecklenburg County. Award of contract to low bidder, W. W. Warsing, Inc., Crewe, Virginia.

| | |
|---|-------------|
| Bid | \$64,896.20 |
| 10% for engineering and additional work | 6,489.62 |
| Work by State Forces | 7,040.00 |
| Utilities | 206.87 |
| Amount chargeable to project | 78,633.00 |

\$20,000.00 to be provided for in 1976-77 and Subsequent Years' Budgets.

Route 620, Project 0620-029-222, B-654

Drainage Structure at Big Rocky Run (Between Rte. 28 and Rte. 662), Fairfax County. Award of contract to low bidder, Pearson & White Construction, Inc., Appomattox, Virginia.

| | |
|---|-------------|
| Bid | \$47,340.10 |
| 10% for engineering and additional work | 4,734.01 |
| Amount chargeable to project | 52,075.00 |

Route 624, Project 0624-013-117, B-609, B-610, B-611

Drainage Structures at Garden Creek, Buchanan County. Award of contract to low bidder, Fort Chiswell Construction Corp., Max Meadows, Virginia.

| | |
|---|--------------|
| Bid | \$124,964.48 |
| 10% for engineering and additional work | 12,496.44 |
| Amount chargeable to project | 137,461.00 |

\$15,000.00 to be provided for in 1976-77 and Subsequent Years' Budgets.

Route 678, Project 0678-012-152, C-501, B-618; 0678-251-152, C-501

Bridge and Approaches over Rose Creek, Brunswick County and Town of Lawrenceville. Award of contract to low bidder, H. W. Carter Construction Co., Inc., Chase City, Virginia.

| | |
|---|--------------|
| Bid | \$112,210.55 |
| 10% for engineering and additional work | 11,221.05 |
| Work by State Forces | 1,058.00 |
| Amount chargeable to project | 124,490.00 |

Acct. Rec. Town of Lawrenceville - \$1,100.00
\$31,000.00 to be provided for in 1976-77 and Subsequent Years' Budgets.

Route 1, Project 0001-042-1001

Repairs to Bridge over C & O Railroad, Hanover County. Award of contract to low bidder, Central Contracting Co., Inc., Farmville, Virginia.

| | |
|---|--------------|
| Bid | \$109,208.00 |
| 10% for engineering and additional work | 10,920.80 |
| Amount chargeable to project | 120,129.00 |

To be financed from Richmond District Primary Maintenance Replacement Budget.

Routes 64 and 95, Project GR-4-75

Guardrail Replacement - Various Locations, Hanover, Henrico and New Kent Counties. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Virginia.

| | |
|---|-------------|
| Bid | \$51,906.25 |
| 10% for engineering and additional work | 5,190.62 |
| Amount chargeable to project | 57,097.00 |

To be financed from Richmond District Ordinary Maintenance Fund or Accounts Receivable.

Routes 95, 66 and 495, Project 6R-7-75

Guardrail Replacement - Various Locations, Fairfax and Arlington Counties. Award of contract to low bidder, Whitmyer Brothers, Inc., Charlottesville, Virginia.

| | |
|---|-------------|
| Bid | \$41,584.25 |
| 10% for engineering and additional work | 4,158.42 |
| Amount chargeable to project | 45,743.00 |

To be financed from Culpeper District Ordinary Maintenance Funds or Accounts Receivable.

Project MR-2-75

Various Locations, Fairfax County. Award of contract to low bidder, A. N. Johnston Construction Company, Fredericksburg, Virginia.

| | |
|---|--------------|
| Bid | \$348,797.15 |
| 10% for engineering and additional work | 34,879.71 |
| Amount chargeable to project | 383,677.00 |

To be financed from Fairfax County Secondary Maintenance Replacement Fund.

Project 5504-122-102, C-501

Int. 38th St. and Colley Ave., Int. Llewellyn Ave. and 38th St., Delaware Ave. Between Llewellyn Ave. and Granby St., City of Norfolk. Award of contract to low bidder, Ames & Webb, Incorporated, Norfolk, Virginia.

| | |
|---|-------------|
| Bid | \$79,358.60 |
| 10% for engineering and additional work | 7,935.86 |
| Work by City of Norfolk | 2,474.00 |
| Amount chargeable to project | 89,769.00 |

Acct. Rec. City of Norfolk \$15,568.16

MOTION CARRIED

Moved by Mr. Beeton, seconded by Mr. Fralin, that the Commission confirm letter ballot action on bids received October 8, 1975, on the following project:

Route 64, Project 0064-081-101, G-307

1.199 Mi. E. Alleghany-Rockbridge CL - E. End of Br. over Reloc. Rte. 60, Rockbridge County. Award of contract to low bidder, Talbott-Marks Company, Inc., Clarksville, Virginia.

| | |
|---|----------------|
| Bid | \$2,230,347.85 |
| 10% for engineering and additional work | 223,034.78 |
| Work by State Forces | 5,568.00 |
| Amount chargeable to project | 2,458,951.00 |

MOTION CARRIED

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

WHEREAS, in accordance with the statutes of the Commonwealth of Virginia and policies of the Highway and Transportation Commission, a location and design public hearing was held in the auditorium of the Department's Central Office Building, 1221 East Broad Street, on December 3, 1974, at 7:00 p.m., for the purpose of considering the proposed improvement of Route 1 (Belvidere Street) from West Cary Street to West Broad Street in the City of Richmond, Virginia, State Project 0001-127-103, C-501; and

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

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

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

MOTION CARRIED

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

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, and FHPM 7-7-5, a location and design public hearing was held in the Chesapeake City Council Chambers, Great Bridge, Virginia, on September 18, 1975, at 7:30 p.m., for the purpose of considering the proposed interchange of Route 64 and Greenbrier Parkway in the City of Chesapeake, State Project 0064-131-104, C-501, B-618; Federal Project I-64-3(151)260; and

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

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

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

BE IT FURTHER RESOLVED, that the section of Greenbrier Parkway within the interchange area, including all necessary ramps, connections, etc., be designated as a Limited Access Highway in accordance with Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and in accordance with Highway and Transportation Commission policies.

MOTION CARRIED

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

WHEREAS, Section 33.1-221 of the Code of Virginia provides a fund 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 Highway and Transportation Commission on November 11, 1974, allocated \$128,000 from the 1974-75 industrial access fund to provide adequate access to the new facility of Crellin Plastics Division of Albany International Corporation, to be located adjacent to Route 722 southeast of Clarksville in Mecklenburg County, Project 0722-058-110, C-502, contingent upon the industry's entering into a firm contract for the construction of its facility, and the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund; and

WHEREAS, although Crellin Plastics still proposes to locate at this site, it has delayed its plans for construction because of economic conditions; and

WHEREAS, the Board of Supervisors of Mecklenburg County has by resolution of October 13, 1975, requested that the \$128,000 allocation be immediately released and allocated to improve Route 722 due to the recent expansion and increased employment by Burlington Industries, which has rendered this route unsatisfactory for the safe ingress and egress of industrial traffic and has caused numerous complaints from employees and employers located along the road; and

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

NOW, THEREFORE, BE IT RESOLVED, that the \$128,000 allocation from the industrial access fund for 1974-75 to provide access to the proposed new facility of Crellin Plastics Division of Albany International Corporation be reassigned to serve the recently expanded facility of Burlington Industries, located adjacent to Route 722 southeast of Clarksville in Mecklenburg County, Project 0722-058-110, C-502, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the industrial access fund,

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Blacksburg on additional streets, totaling 0.29 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payments due after December 30, 1975. The additional streets and mileage eligible for payment are described as follows:

| | | |
|----------------|---|-----------|
| Broce Drive | - From Progress Street East to End of Existing Pavement | 0.10 Mile |
| Maywood Street | - From North Main Street East to Dead End | 0.19 Mile |

These additions, totaling 0.29 mile, increase the total mileage in the Town of Blacksburg from 68.62 miles to 68.91 miles of approved streets subject to payment.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Christiansburg on additional streets, totaling 2.16 miles, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payments due after December 30, 1975. The additional streets and mileage eligible for payment are described as follows:

| | | |
|------------------------|--|-----------|
| Mill Lane | - From Existing Pavement to 310' Northwest | 0.05 Mile |
| Pickett Street | - From Lee Street to Jackson Street | 0.08 Mile |
| Jackson Street | - From Pickett Street to Newcomb Street | 0.05 Mile |
| Newcomb Street | - From Lee Street to Jackson Street | 0.08 Mile |
| Light Street | - From Wades Lane to 730' South End | 0.14 Mile |
| Wimmer Street | - From Light Street to Clearview Drive | 0.06 Mile |
| Independence Boulevard | - From North Franklin Street to 900' West | 0.17 Mile |
| Independence Boulevard | - From End of 25' Lanes to 600' West | 0.11 Mile |
| Wades Lane | - From Clearview Drive to 1000' West | 0.19 Mile |
| Mulberry Drive | - From South Franklin Street to Overland Drive | 0.51 Mile |
| Edgewood Drive | - From South Franklin Street East, thence southerly to cul-de-sac | 0.18 Mile |
| Tanglewood Drive | - From South Franklin Street East, thence North, thence West to cul-de-sac | 0.53 Mile |

These additions, totaling 2.16 miles, increase the total mileage in the Town of Christiansburg from 44.05 miles to 46.21 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Hassell, seconded by Mr. Landes, 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 Manassas for maintenance payments on an additional street meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Manassas on an additional street, length 0.07 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payments due after December 31, 1975. The additional street mileage eligible for payment is described as follows:

| | | |
|-----------------|-------------------------------------|-----------|
| Fairview Avenue | - From Center Street to Quarry Road | 0.07 Mile |
|-----------------|-------------------------------------|-----------|

This addition of 0.07 mile increases the total mileage in the City of Manassas from 40.58 miles to 40.65 miles of approved streets subject to payment.

MOTION CARRIED

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

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the Town of Vinton on an additional street, length 0.50 mile, and meeting required standards under the aforementioned section of the Code, effective July 1, 1975, for the quarterly payments due after September 30, 1975. The additional street mileage eligible for payment is described as follows:

Aragona Drive - From Broad Hill Drive to Dillon Drive 0.50 Mile

This addition of 0.50 mile increases the total mileage in the Town of Vinton from 33.26 miles to 33.76 miles of approved streets subject to payment.

MOTION CARRIED

Moved by Mr. Hassell, seconded by Mr. Landes,
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 Winchester for maintenance payments on additional streets meeting required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments be made to the City of Winchester on additional streets, totaling 0.10 mile, and meeting required standards under the aforementioned section of the Code, effective October 1, 1975, for the quarterly payments due after December 31, 1975. The additional streets and mileage eligible for payment are described as follows:

Braddock Street - From End Existing Pavement to Bellview Avenue 0.05 Mile
Cedarmeade Avenue - From Pleasant Valley Road to 250' West 0.05 Mile

These additions, totaling 0.10 mile, increase the total mileage in the City of Winchester from 58.98 miles to 59.08 miles of approved streets subject to payment.

MOTION CARRIED

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

WHEREAS, Route 15 in Culpaper County has been altered and reconstructed as shown on plans for Project 0015-023-102, 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;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.12 mile of the old location of Route 15, shown in yellow and designated as Section 1 on the plat dated January 7, 1975, Project 0015-023-102, C-501, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 14 in King and Queen County has been altered and reconstructed as shown on plans for Project 0014-049-102, C-501; and

WHEREAS, five 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 road are no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 1.03 miles of the old location of Route 14, shown in blue and designated as Sections 1, 3, 4, 6 and 7 on the plat dated March 26, 1975, Project 0014-049-102, C-501, be abandoned as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.68 mile of the old location of Route 14, shown in yellow and designated as Sections 2 and 5 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, Route 14 in King and Queen County has been altered and reconstructed as shown on plans for Project 0014-049-102, C-502; and

WHEREAS, five 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 road are no longer necessary for purposes of the State Highway System;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-148 of the Code of Virginia of 1950, as amended, 0.67 mile of the old location of Route 14, shown in blue and designated as Sections 1, 3, 4, 8 and 9 on the plat dated November 27, 1974, Project 0014-049-102, C-502, be abandoned as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.54 mile of the old location of Route 14, shown in yellow and designated as Sections 2 and 7 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System.

MOTION CARRIED

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

WHEREAS, a portion of highway that will ultimately be a part of U. S. Route 58 has been recently constructed west of Galax. It does not provide a through route at this time as required of a U. S. Route. It is necessary that this section be added to the Primary System for administrative purposes and subsequently signed to avoid any inconvenience to motorists traveling U. S. Route 58 through Grayson County;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-25 and 33.1-26 of the 1950 Code of Virginia, as amended, the portion of recently constructed highway in Grayson County, beginning at the intersection with existing U. S. Route 58 southwest of Galax to a point west on new location to an intersecting terminus with secondary Route 636, approximately 2.60 miles in length, be added to the Primary System of Highways and be designated as State Route 212 until such time as a through connection is built which meets AASHTO requirements for assignment of the U. S. Route 58 designation.

MOTION CARRIED

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

WHEREAS, the State Highway and Transportation Commission has been delegated the responsibility for developing and coordinating balanced and unified transportation system plans; and

WHEREAS, the Federal government is making funds available through agencies (FHWA and UMTA) of the U. S. Department of Transportation for several projects designed to fill transportation needs in Virginia, said projects including, but not being limited to, projects designed to provide transportation aid for the elderly and handicapped, rural transportation, and urban mass transit; and

WHEREAS, state matching funds for these capital and operating grants are not available through the Department of Highways and Transportation; and

WHEREAS, these projects require administration at the State level by an agency with the requisite capacity and expertise; and

WHEREAS, the Governor has designated the Department of Highways and Transportation to administer these programs;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway and Transportation Commission hereby deems that it is in the best interest of the Commonwealth and that it is necessary for the execution of the duties delegated to this Commission by the Governor that these types of transportation projects funded by the Federal government should be administered by and through the Department of Highways and Transportation, which has the capacity and expertise to properly carry out this function, and to that end the Commissioner is authorized to enter into any necessary contractual agreements.

MOTION CARRIED

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

WHEREAS, Route 23 in Wise County has been altered and reconstructed as shown on plans for Project 6023-097-113, C-501; and

WHEREAS, four 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 six sections of the old road are to be transferred to the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-144 of the Code of Virginia of 1950, as amended, 0.40 mile of old Route 23, shown in yellow and designated as Sections 1, 3, 5 and 6 on the plat dated January 15, 1975, Project 6023-097-113, C-501, be discontinued as a part of the State Highway System; and

BE IT FURTHER RESOLVED, that pursuant to Section 33.1-35 of the Code of Virginia of 1950, as amended, 1.39 miles of old Route 23, shown in red and designated as Sections 2, 4, 7, 8, 9 and 10 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. Beeton, seconded by Mr. Hall,
that

WHEREAS, by proper resolutions, the Boards of Supervisors of Albemarle, Campbell, Cumberland, Fauquier, Loudoun, Washington and Wise Counties have requested that certain roads which no longer serve as a public necessity be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33.1-150 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:

| | | |
|-------------------|--|-----------|
| Albemarle County | - Section 1 of old location Route 729 from Station 31+00 to the Rivanna River, Project 0729-002-132, C-501 | 0.24 Mile |
| Campbell County | - Town of Brookneal - Route T-1120 from Virginia Avenue (T-1104) to 0.06 mile east | 0.06 Mile |
| Cumberland County | - Sections 1 and 7 of old location Route 600 between Station 160+00 and the N & W Railway, Project 0600-024-111, C-501 | 0.38 Mile |
| Fauquier County | - Route 832 from Route 50 to Fauquier-Loudoun County Line | 0.15 Mile |
| Loudoun County | - Route 832 from Fauquier County Line to 0.23 mile west Fauquier County Line | 0.23 Mile |
| | - Sections 5 and 7 of old location Route 673 between Dutchman Creek and Station 55+00, Project 0673-053-165, C-501 | 0.14 Mile |
| Washington County | - Section 8 of old location Route 670 from Station 177+30 to Station 183+18, Project 0670-095-153, C-501 | 0.10 Mile |
| Wise County | - Sections 11, 13 and 15 of old location Routes 781 and 614 between Station 583+00 and Station 629+50, Project 6023-097-113, C-501 | 0.40 Mile |

MOTION CARRIED

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 360, State Highway Project 7360-057-101, RW-201, the Commonwealth acquired certain lands from the Heirs at Law of Waverly Stokes, deceased, by Certificate No. C-14424, case for which was settled by an Agreement after Certificate, and recorded in Deed Book 178, Page 72, and from Alton Taylor Evans, et al, by deed dated December 27, 1967 and recorded in Deed Book 179, Page 262. These instruments are of record in the Office of the Clerk of the Circuit Court of Nottoway County; and

WHEREAS, as a portion of the lands so acquired lies outside the normal right of way, we propose to advertise it for public sale, reserving the right to reject any and all bids, and provided the highest bid received is not satisfactory, we propose to negotiate a sale with anyone who will pay an amount that is satisfactory; and

WHEREAS, the Board of Supervisors of Nottoway County, at its regular meeting held on November 17, 1970, abandoned the old portion of Route 695 lying adjacent to the aforesaid lands; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands lying southeast of and adjacent to the southeast proposed right of way line of Route 695 from a point opposite approximate survey Station 18+18 (centerline Route 695) to a point opposite approximate survey Station 22+28 (centerline Route 695) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the sale of the said land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to anyone agreeing to pay a consideration satisfactory to the State Right of Way Engineer, and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 99, State Highway Project 0099-077-004, RW-1, the Commonwealth filed Certificate No. C-1703 to acquire certain land, from the Allied Chemical Corporation, as recorded in Deed Book 192, Page 263, in the Office of the Clerk of the Circuit Court of Pulaski County; and

WHEREAS, Downtown East, a Limited Partnership (formerly Allied Chemical Corporation) is agreeable to closing this matter provided the Commonwealth will convey to it the lands lying outside the normal 110 foot right of way; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands lying on the north side of and adjacent to the north revised proposed right of way line from a point 55 feet opposite survey Station 73+00 (construction centerline) to a point 55 feet opposite survey Station 83+50 (construction centerline) and from a point 45 feet opposite survey Station 35+50 (centerline Route 611) to a point 55 feet opposite survey Station 87+50 (construction centerline); and the land lying on the south side of and adjacent to the south revised proposed right of way line from a point 55 feet opposite survey Station 73+50 (construction centerline) to a point 55 feet opposite survey Station 77+00 (construction centerline), and from a point 55 feet opposite survey Station 78+00 (construction centerline) to a point 55 feet opposite survey Station 82+00 (construction centerline) and from a point 55 feet opposite survey Station 86+50 (construction centerline) to a point 55 feet opposite survey Station 88+50 (construction centerline) do not constitute sections 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 § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the land, so certified, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute a deed, without warranty, in the name of the Commonwealth conveying same to the adjoining landowners of record for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, the Commonwealth is the apparent owner of the old Beverley Manor Turnpike known as Route 12, now Route 340 in Augusta County; and

WHEREAS, in connection with Route 340, State Highway Project 1022-AC a portion of Route 340 was relocated in a northern direction, and the new location serves the same citizens as the old location and has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, the Augusta County Board of Supervisors at their regular meeting held on September 10, 1975 abandoned the portion of the old Beverley Manor Turnpike (Route 340) from a point opposite survey Station 65+40 to a point opposite survey Station 94+80; and

WHEREAS, the adjoining landowner, in order to more fully develop his lands, has requested that the unceded right of way of the old Beverley Manor Turnpike be conveyed to him; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the old right of way of the old Beverley Manor Turnpike (Route 340) from a point approximately 225 feet opposite approximate survey Station 65+40 (centerline Route 340) to a point approximately 265 feet opposite approximate survey Station 94+80 (centerline Route 340) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-148 of the 1950 Code of Virginia, as amended, the said section of the Beverley Manor Turnpike (Route 340) is hereby declared abandoned and in accordance with the provisions of § 33.1-149 being of the same code, the conveyance of the said land is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a quitclaim deed conveying same to the adjoining landowner at a price satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 15, State Highway Project 0015-023-102, RW-202, the Commonwealth acquired certain lands, a portion of which lies outside the normal right of way, from Frank R. Tolson and Dora Susie Tolson by deed dated May 23, 1969 and recorded in Deed Book 203, Page 423 in the Office of the Clerk of the Circuit Court of Culpeper County; and

WHEREAS, a portion of the land outside the normal right of way is large enough for independent development; and

WHEREAS, as the said land is landlocked, we propose to offer it to the adjoining landowner, and in the event he is not interested, to advertise it for public sale, reserving the right to reject any and all bids; and

WHEREAS, provided the highest bid received is not satisfactory, we propose to convey the land to anyone willing to pay a price that is satisfactory to this Department; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southeast of and adjacent to the southeast existing right of way and proposed limited access line from a point approximately 110 feet opposite approximate survey Station 122+80 (centerline N.B.L.) to a point approximately 48 feet opposite approximate survey Station 136+93 (centerline N.B.L.) does not constitute a section of the public road

and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making an offer satisfactory to the Department, is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 57, State Highway Project 1063-D, the Commonwealth acquired certain lands from J. F. Rigney and Minnie Rigney by deed dated April 20, 1935 as recorded in Deed Book 224, Page 201 in the Office of the Clerk of the Circuit Court of Pittsylvania County; and

WHEREAS, under Project 0054-071-101, RW-204, a section of Route 57 was relocated in a southwestern direction from a point opposite Station 1482+00 to a point opposite Station 1491+00 and the new location serves the same citizens as the old location; and

WHEREAS, on June 30, 1966, the Board of Supervisors of Pittsylvania County abandoned as a public road the old section of Route 57, which action was confirmed by the State Highway and Transportation Commission on August 18, 1966; and

WHEREAS, the adjoining landowner who owns the land on both sides of old Route 57 has requested that she be allowed to purchase the section of old road in order that she may more fully develop her adjoining property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising old Route 57 lying on the northeast side of present Route 57 from a point approximately 55 feet opposite approximate Station 1482+20 (centerline Route 57) to a point approximately 100 feet opposite approximate Station 1484+70 (centerline Route 57) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the conveyance of the said land, so certified, to the adjoining landowner of record is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in

the name of the Commonwealth a deed conveying same, without warranty, for a consideration acceptable to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, the Commonwealth of Virginia did acquire 46.5 acres of land near West Point in King and Queen County, by deed dated April 15, 1944 from C. L. Woodward and Marguerite B. Woodward, as recorded in Deed Book 34, Page 266, in the Office of the Clerk of the Circuit Court of said County for the purpose of obtaining borrow material for use of the State Highway System; and

WHEREAS, certain portions of this land were conveyed pursuant to resolutions of this Commission duly adopted on October 18, 1962, December 16, 1965 and May 19, 1972; and

WHEREAS, 4.5914 acres, more or less, are remaining of which 0.4599 acre is required for the extension of Route 676; and

WHEREAS, The Chesapeake Corporation of Virginia is willing to convey property needed for other projects in partial exchange for the 4.1315 acres of land remaining; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the lands acquired containing 4.1315 acres and shown on plat, R/W File No. 765A as Lot "C", does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, to convey the lands to The Chesapeake Corporation of Virginia in partial exchange for a deed to lands required and for a consideration satisfactory to the State Right of Way Engineer.

FURTHER, THAT, the portion of the resolution pertaining to the public sale of Lot "C" passed by the State Highway and Transportation Commission on May 19, 1972, is hereby rescinded.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 250 (formerly Route 9), State Highway Project 69, the Commonwealth acquired certain lands from Laura F. Cross by deed dated August 26, 1921 as recorded in Deed Book 225, Page 133 in the Office of the Clerk of the Circuit Court of Augusta County; and

WHEREAS, a portion of Route 250 was shifted in a southwestern direction under State Highway Project 0250-007-105, RW-201 from a point opposite approximate Station 522+45 (centerline Route 250) to a point opposite approximate Station 532+80 (centerline Route 250) and the new location serves the same citizens as the old location and the said new location has been approved by the State Highway and Transportation Commissioner; and

WHEREAS, in negotiating with Charles S. Hunter, III for land required from him on said Project 0250-007-105, RW-201, it was agreed, and made a part of the Option Agreement, that we would recommend to the State Highway and Transportation Commission that the portion of old Route 250 lying outside the normal right of way of the new road be conveyed to him at the same per acre value set forth in the original approved appraisal; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the northeast side of and adjacent to the northeast normal right of way line of Route 250 from a point approximately 50 feet opposite approximate Station 522+45 (centerline Route 250) to a point approximately 50 feet opposite approximate Station 532+80 (centerline Route 250) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of § 33.1-148 of the 1950 Code of Virginia, as amended, the portion of old Route 250 as described above is hereby declared abandoned, and in accordance with § 33.1-149 of the same code, the conveyance of the said land comprising the right of way of old Route 250, so abandoned and so certified to the adjoining landowner, Mr. Charles S. Hunter, III, is hereby approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed, without warranty, for a consideration satisfactory to the State Right of Way Engineer and subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, the Western Piedmont Corporation donated to the Commonwealth of Virginia certain old railroad right of way by deed dated December 12, 1961 as recorded in Deed Book 21, Page 420 in the Office of the Clerk of

the Circuit Court of Craig County and in Deed Book 150, Page 623 in the Office of the Clerk of the Circuit Court of Botetourt County; and

WHEREAS, a landowner in the Town of New Castle has requested that we convey to him a portion of the old railroad right of way which adjoins his property in order that it can be more fully developed; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land comprising a portion of the old railroad right of way acquired from the Western Pocahontas Corporation which lies north of Route 659 between the New Castle Maintenance Headquarters lot and Johns Creek does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 460, State Highway Project 1909-12 the Commonwealth acquired certain lands, a portion of which is large enough for independent development and lies outside the normal right of way, from J. F. Dean and Pinkie E. Dean by deed dated April 14, 1953 as recorded in Deed Book 244, Page 353, in the Office of the Clerk of the Circuit Court of Bedford County; and

WHEREAS, in order to secure the best offer, the land is to be advertised for sale by the receipt of sealed bids with the right reserved to reject any and all bids and provided the high bid is not satisfactory to the Department, we propose to negotiate a sale with anyone willing to pay a price that is satisfactory; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying on the south side of and adjacent to the south proposed right of way line from a point approximately 112 feet opposite approximate survey Station 360+85 (centerline W.B.L.) to a point

approximately 130 feet opposite approximate survey Station 364+70 (centerline W.B.L.) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the conveyance of the said land, in accordance with the provisions of § 33.1-149 of the 1950 Code of Virginia, as amended, to the person or persons making an offer satisfactory to the Department is approved and the State Highway and Transportation Commissioner is hereby authorized to execute in the name of the Commonwealth a deed conveying same, without warranty, subject to such restrictions as may be deemed requisite.

Motion carried.

Moved by Mr. Landes, seconded by Mr. Hall,

that

WHEREAS, in connection with Route 64, State Highway Project 0064-134-101, RW-201, the Commonwealth acquired certain land, a portion of which lies outside the normal right of way line of Indian River Road (Route 603) from John L. Wood and Olive E. Wood by Certificate No. C-5732 as recorded in Deed Book 820, Page 83 in the Office of the Clerk of the Circuit Court of the City of Virginia Beach, case for which has been settled by Agreement after Certificate; and

WHEREAS, when a section of old Reon Drive was relocated, the old section was subsequently abandoned by the City of Virginia Beach; and

WHEREAS, because we own the adjoining property, the ownership of the eastern one-half portion of old Reon Drive automatically reverted to the Commonwealth; and

WHEREAS, the adjoining landowner, who owns the western one-half portion of old Reon Drive, has requested that we convey to him the eastern one-half portion and the excess land we own lying outside the normal right of way in order that he may more fully develop his property; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the land lying southwest of and adjacent to the southwest normal right of way line of Indian River Road (Route 603) from a point approximately 100 feet opposite approximate Station 31+40 (Office Revised Centerline Route 603) to a point 100 feet opposite approximate Station 31+90 (Office Revised Centerline Route 603) does not constitute a section of the public road and is deemed by him no longer necessary for the uses of the State Highway System.

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

Motion carried.

Moved by Mr. Landes, seconded by Mr. HALL,

that

WHEREAS, in connection with Route 81, State Highway Project 0081-080-001, RW-201, the Commonwealth acquired certain lands, including easements of access, light or air, pursuant to Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, from Charles G. Clifton and Pearl G. Clifton by deed dated September 21, 1960 and recorded in Deed Book 656, Page 499; and from Lee Mitchell by deed dated September 22, 1960 and recorded in Deed Book 653, Page 121. These deeds are of record in the Office of the Clerk of the Circuit Court of Roanoke County; and

WHEREAS, the plans for the said project have been revised to relocate the limited access line from a point 102 feet opposite survey Station 363+76 and running along the revised limited access line to a point 180 feet opposite survey Station 366+20; and

WHEREAS, the State Highway and Transportation Commissioner has certified in writing that the easements of access, light or air, from a point 102 feet opposite survey Station 363+76 and running along the proposed right of way and limited access line to a point 180 feet opposite survey Station 366+20 do not constitute sections of the public road and are deemed by him no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, the said easements of access, light or air, are hereby declared to be no longer a part of the Limited Access Highway, pursuant to the provisions of Article 4, Chapter 1, Title 33.1 of the 1950 Code of Virginia, as amended, and the State Highway and Transportation Commissioner is hereby authorized to execute a deed or deeds in the name of the Commonwealth releasing to the owner or owners of record of the adjoining lands which abut upon said original limited access line any and all rights of easement of access, light or air, between the aforementioned Stations, heretofore acquired by the Commonwealth for a consideration satisfactory to the State Right of Way Engineer.

Motion carried.

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

WHEREAS, with respect to decisions concurred in by representatives of the District of Columbia, Maryland, Virginia and the Federal Highway Administration at their meeting of October 3, 1975, regarding the renumbering of Interstate Route 95 in the Washington metropolitan area, it was decided that Interstate Route 95 would be rerouted over the Capital Beltway, that being Interstate Route 495, to the east, from Interstate Route 95 in Virginia to the new Interstate Route 95 north in Maryland; and

WHEREAS, it was decided that the Shirley Highway, that being existing Interstate Route 95, extending north from its intersection with the Capital Beltway, at Springfield, would be renumbered Interstate Route 395, this route designation extending across the Potomac River and over sections constructed as Interstate Route 95 in the District of Columbia to New York Avenue, thence along said Avenue to the District of Columbia-Maryland Line; and

WHEREAS, concurrent applications regarding the changes contained herein have been transmitted from the proper authorities of the District of Columbia, Maryland and Virginia to the American Association of State Highway and Transportation Officials for approval by their Route Numbering Committee at their meeting of November 14, 1975;

NOW, THEREFORE, BE IT RESOLVED, that this Commission hereby approves the changes as decided upon at the aforementioned meeting and contained herein relative to the Commonwealth of Virginia; and

BE IT FURTHER RESOLVED, that the changes as set forth herein and approved by this Commission are subject to approval by the Route Numbering Committee of the American Association of State Highway and Transportation Officials.

MOTION CARRIED

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

WHEREAS, in accordance with Section 46.1-171.2 of the Code of Virginia, a public hearing was held in the Council Chambers of the Williamsburg-James City County Courthouse, Williamsburg, Virginia, on September 24, 1975, at 7:30 p.m., pursuant to a formal request by resolution adopted by the James City County Board of Supervisors, to consider the restriction of truck traffic on Route 613, from Route 5 to Route 614; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that Route 613, from Route 5 to Route 614, be restricted to through truck traffic in accordance with Section 46.1-171.2 of the Code of Virginia.

MOTION CARRIED

Moved by Mr. Kassel, seconded by Mr. Janney, that

WHEREAS, there are numerous legal documents and other instruments which require the signature of the Chairman of the State Highway and Transportation Commission to be attested by someone on behalf of the Commission; and

WHEREAS, it is not always possible to have said documents or instruments attested by the Secretary of the State Highway and Transportation Commission;

NOW, THEREFORE, BE IT RESOLVED, that Mrs. Lynn B. Huseby is appointed Assistant Secretary to the State Highway and Transportation Commission, with power to attest the Chairman's signature.

MOTION CARRIED

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

WHEREAS, Howard M. Morecock was employed by the Virginia Department of Highways and Transportation for 46 years before his retirement on June 30, 1975; and

WHEREAS, his career included service as Assistant Resident Engineer, Resident Engineer, Cost Analyst, and Assistant Traffic and Planning Engineer, and as Bristol District Engineer for 19 years; and

WHEREAS, in all of these positions he unflinchingly demonstrated high standards of professional and personal conduct, and made significant contributions to the highway program in the Commonwealth; and

WHEREAS, his leadership was instrumental in the development of adequate highways in the Commonwealth and particularly in the Southwest region of Virginia; and

WHEREAS, Howard M. Morecock passed away on October 16, 1975, and the members of this Commission share with his family and other friends a deep sense of loss;

NOW, THEREFORE, BE IT RESOLVED, that the Virginia Highway and Transportation Commission expresses its sympathy to Mrs. Morecock and to other members of the family and expresses its belief that they should find strength in the memory of the dedicated public service of Howard M. Morecock.

MOTION CARRIED

The Chairman told the Commission of houses near Kings Dominion which were bought with the intention of moving them to another location for habitation. A permit for this movement has been denied by the resident engineer because it would be in violation of the rules governing movements of this type. The Permit Committee of the Commission has studied all the information regarding the request for this permit and recommended to the Commission that the denial of the permit be reaffirmed. At this point, Mr. John Smith, one of the applicants for the permit, spoke briefly to the Commission on this subject. On motion of Mr. Hall, seconded by Mr. Beeton, denial of this permit was reaffirmed.

Mr. Fugate said Mr. Hassell had mentioned to him a policy which was not working concerning the division of responsibility for urban interchanges on the Interstate system between local governments and the Department. Mr. Fugate said the Highway and Transportation Department has complete responsibility for maintenance of Interstate routes within cities and towns and does not make maintenance payments to them for this purpose. There is an existing policy which says that the part of the Interstate that was constructed with Interstate funds, including the streets below, shall be maintained by the Department. Sometimes this is not very logical because the cities maintain the streets below; and when it comes to snow removal, it is not very economical to have a gap. Obviously, Mr. Fugate said, this policy needs reviewing. Mr. Hassell was appointed to serve as chairman of a committee to review the policy, with Mr. Crowe and Mr. Fralin to serve with him. Mr. Wray will act as secretary.

Mr. Fugate told the Commission of the Department's 1976-78 biennium budget, using a summary he had presented to the Governor and his Budget Advisory Committee, a copy of which is attached to these minutes. He also called attention to his statement before the Governor's Budget Advisory Committee regarding financing state aid to mass transit during the 1976-78 biennium, a copy of which is also attached to these minutes.

HIGHWAY FINANCING
1974-76 AND 1976-78
 (IN MILLIONS)

| | 1974-76 | 1976-78 |
|--|-------------|-------------|
| REVENUE | | |
| REVENUE FROM STATE SOURCES | \$ 199.1 | \$ 707.3 |
| LESS LEGISLATIVE APPROPRIATIONS FOR OTHER AGENCIES | 62.3 | 70.9 |
| LESS LEGISLATIVE APPROPRIATIONS FOR MASS TRANSIT | 23.1 | — |
| STATE FUNDS FOR HIGHWAYS | \$ 713.7 | \$ 636.4 |
| FEDERAL-AID (EXCL. INTERSTATE) | 188.6 | 126.7 |
| SUBTOTAL | \$ 902.3 | \$ 763.1 |
| INTERSTATE FEDERAL-AID | 249.6 | 258.0 |
| TOTAL AVAILABLE FUNDS FOR ALLOCATION BY HIGHWAY & TRANSPORTATION COMMISSION | \$ 1,063.9 | \$ 1,021.1 |
| ALLOCATIONS | | |
| GENERAL EXPENSES | \$ 51.2 MK | \$ 56.2 MK |
| ARTERIAL, PRIMARY (INCL. INTERSTATE MATCHING) | 288.5 MK | 221.7 MK |
| INTERSTATE ARTERIAL & PRIMARY MAINT. | 98.6 MK | 106.2 MK |
| SECONDARY CONST. AND MAINT. | 228.0 MK | 213.7 MK |
| CONST. AND MAINT. IN CITIES AND TOWNS OVER 3,500 POP. | 171.0 MK | 160.3 MK |
| INDUSTRIAL ACCESS | 5.0 MK | 5.0 MK |
| SUBTOTAL | \$ 814.3 MK | \$ 763.1 MK |
| INTERSTATE FEDERAL-AID | 249.6 | 258.0 |
| TOTAL FUNDS AVAILABLE FOR ALLOCATION BY HIGHWAY & TRANSPORTATION COMMISSION | \$ 1,063.9 | \$ 1,021.1 |

OCTOBER 8, 1975

STATEMENT BY DOUGLAS B. FUGATE
ON THE QUESTION OF A MASS TRANSIT APPROPRIATION
IN THE 1976-78 BIENNIUM HIGHWAY AND TRANSPORTATION BUDGET

THE HIGHWAY AND TRANSPORTATION BUDGET FOR 1976-78, AS IT WAS FOR 1974-76, WAS PREPARED FROM THE COMMITMENTS OF THE TEN YEAR PLAN FOR IMPROVEMENT OF VIRGINIA HIGHWAYS.

THIS TEN YEAR PLAN, UNDER WHICH THE DEPARTMENT HAS BEEN OPERATING FOR NEARLY FOUR YEARS, CONTAINS NO COMMITMENT TO MASS TRANSIT EXCEPT THROUGH THE USE OF PRIMARY, SECONDARY, URBAN AND PLANNING FUNDS SOMETIMES AT LOCAL OPTION. IN FACT, THE STATE LAWS GOVERNING DISPOSITION OF MAJOR STATE SOURCES OF HIGHWAY USER REVENUE MANDATE THAT SUCH REVENUE BE USED FOR THE CONSTRUCTION AND MAINTENANCE OF HIGHWAYS AND FOR NO OTHER PURPOSE.

DURING THE 1974 SESSION OF THE GENERAL ASSEMBLY, THE HIGHWAY BUDGET WAS CHANGED, WITH MY CONCURRENCE, TO INCLUDE A SPECIFIC ITEM OF \$23.1 MILLION FOR AID TO MASS TRANSIT IN THE URBAN AREAS OF THE STATE. DISTRIBUTION OF THIS FUND BY URBAN AREAS WAS SPELLED OUT.

THOUGH USE OF HIGHWAY FUNDS FOR MASS TRANSIT APPEARS TO BE CONTRARY TO THE LAWS GOVERNING DISPOSITION OF HIGHWAY USER REVENUE, I BELIEVE THERE HAS ALWAYS BEEN A COMMONLY ACCEPTED UNDERSTANDING THAT THE APPROPRIATION ACT GOVERNS IN CONFLICT WITH OTHER LAWS AND THUS THE APPROPRIATION FOR MASS TRANSIT IN THE CURRENT BIENNIUM HAS NOT BEEN QUESTIONED.

IF THE GENERAL ASSEMBLY WISHES TO USE HIGHWAY USER REVENUE FOR MASS TRANSIT AS A CONTINUOUS POLICY, IT SHOULD CHANGE THE LAWS TO SO DIRECT THE HIGHWAY AND TRANSPORTATION COMMISSION AND SHOULD PROVIDE GUIDELINES FOR DISTRIBUTION AS IT HAS FOR DISTRIBUTION OF PRIMARY, SECONDARY AND URBAN FUNDS.

AN ANALYSIS OF THE EXISTING FINANCIAL STATUS OF THE TEN YEAR PLAN SHOWS THAT ONLY 32.5% OF THE PRIMARY, SECONDARY AND URBAN CONSTRUCTION AND IMPROVEMENTS PROGRAMS ORIGINALLY PLANNED FOR THE 1976-78 BIENNIUM MAY BE ACCOMPLISHED WITH THE BUDGET I HAVE PRESENTED.

BECAUSE SPIRALLING INFLATION AND REDUCED REVENUES HAVE ALMOST WRECKED THE TEN YEAR PLAN, A SUBCOMMITTEE OF THE VALC IS NOW STUDYING HIGHWAY FINANCE.

IT IS MY HOPE THAT ADDITIONAL FUNDS WILL BE PROVIDED WHICH, OF COURSE, WOULD CHANGE THE BUDGET I HAVE PRESENTED. IN CONSIDERING THE PROVISION OF ADDITIONAL FUNDS, IT WOULD SEEM QUITE PROPER FOR THE VALC SUBCOMMITTEE TO CONSIDER THE NEEDS OF MASS TRANSIT AND ANY CHANGE IN EXISTING LAWS WHICH WOULD BE REQUIRED TO ESTABLISH A CONTINUING POLICY OF MASS TRANSIT AID.

SINCE I HAVE BEEN CHARGED BY SOME FROM NORTHERN VIRGINIA WITH BAD FAITH IN NOT INCLUDING A MASS TRANSIT ITEM IN THIS BUDGET, I WOULD LIKE TO MAKE A BRIEF COMMENT ON THIS.

ON FEBRUARY 25, 1974, THE HOUSE PASSED THE BIENNIAL BUDGET WITH A GENERAL FUND ITEM OF \$15.6 MILLION FOR THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION FOR AID TO METRO, AS WELL AS MINOR AID TO TIDEWATER AND RICHMOND.

THE CHAIRMAN AND OTHER MEMBERS OF THE SENATE FINANCE COMMITTEE WERE DISSATISFIED WITH THIS PROVISION AND CONSULTED WITH ME ABOUT BUDGET FUND TRANSFERS WHICH WOULD PERMIT EXPANDED AND BROADENED MASS TRANSIT AID TO BE INCLUDED IN THE HIGHWAY BUDGET. I AGREED THAT IT WOULD BE DESIRABLE FOR THE HIGHWAY AND TRANSPORTATION COMMISSION TO ADMINISTER STATE FUNDS FOR TRANSPORTATION PURPOSES. THE \$23.1 MASS TRANSIT ITEM COVERING ALL URBAN AREAS OF THE STATE WAS THEN WORKED OUT IN CONFERENCE WITH THE HOUSE.

AT NO TIME DURING CONSIDERATION OF AID TO MASS TRANSIT IN EITHER THE HOUSE OR SENATE DID I EXPRESS A VIEW OTHER THAN THAT MODEST AID TO THE CAPITAL COSTS OF MASS TRANSIT WAS, IN MY VIEW, A PROPER OBLIGATION OF THE HIGHWAY FUND.

DURING THE TIME THE PROPRIETY AND PRACTICABILITY OF PLACING THE \$23.1 MILLION MASS TRANSIT ITEM IN THE 1974-76 BUDGET, I REMEMBER SEVERAL MEMBERS OF THE SENATE FROM NORTHERN VIRGINIA ASKING ME TO MEET WITH THEM IN THE SENATE CLERK'S OFFICE. THEY ASKED SPECIFICALLY IF THIS ITEM WERE INCLUDED AND DISTRIBUTED TO THE URBAN AREAS OF THE STATE ON AN EQUITABLE BASIS, IF IT MIGHT BE CONSIDERED TO BE ON A CONTINUING BASIS. I REPLIED DEFINITELY THAT I CERTAINLY COULD GIVE NO SUCH ASSURANCE

THE FEDERAL GOVERNMENT IS COMMITTED TO PROVIDE THE URBAN AREAS VARYING ANNUAL AMOUNTS AVERAGING APPROXIMATELY \$11 MILLION ANNUALLY IN AID TO MASS TRANSIT OVER THE NEXT SIX YEARS. ALL THESE FUNDS MAY BE USED FOR CAPITAL COSTS ON AN 80-20 MATCHING BASIS, OR AT THE OPTION OF THE LOCALITY, APPROXIMATELY 90% MAY BE USED FOR TRANSIT OPERATING SUBSIDY ON A 50-50 MATCHING BASIS. THIS DOES NOT INCLUDE STATE AND FEDERAL PLANNING FUNDS.

BECAUSE OF SPECIAL FINANCING BY CONGRESS, THE METRO RAIL SYSTEM IN NORTHERN VIRGINIA IS NOT AT THIS TIME ELIGIBLE FOR THIS PROGRAM.

EXCEPT FOR THE NORTHERN VIRGINIA TRANSPORTATION COMMISSION, WHICH HAS MOST OF ITS \$15.6 MILLION FOR CAPITAL COST OF THE METRO RAIL LINE, THE OTHER URBAN AREAS OF THE STATE HAVE USED THEIR PORTIONS OF THE FUND FOR 85% OF THE MATCHING FUNDS REQUIRED TO OBTAIN A FEDERAL GRANT TO ACQUIRE AND REHABILITATE PRIVATE BUS LINES FOR PUBLIC OPERATION.

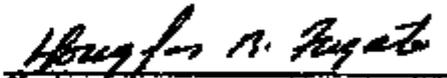
I BELIEVE STATE AID FOR MASS TRANSIT SHOULD BE CONTINUED AT THE APPROXIMATE LEVEL OF THE CURRENT BIENNIUM. IF THIS IS TO BE DONE, AND CONTINUED UNDER HIGHWAY AND TRANSPORTATION COMMISSION SUPERVISION AS I WOULD RECOMMEND, THE NECESSARY FUNDS SHOULD BE PROVIDED FROM SOME SOURCE NOT NOW AVAILABLE AND THE LAWS SHOULD BE CHANGED TO PROVIDE FOR A CONTINUING PROGRAM.

Mr. Valentine W. Southall, Jr., Assistant Attorney General, told the Commission of a situation concerning Norfolk Shipbuilding and Drydock Company in Norfolk and the construction of the third Elizabeth River Tunnel. The shipbuilding company's plans for expansion may conflict with our plans for the new tunnel, and Mr. Southall gave the Commission members background information in case they have to act by letter ballot before the next meeting.

The next meeting of the Commission will be held in Richmond on November 13, 1975 at 9:30 a.m.

The meeting was adjourned at 11:10 a.m.

Approved:


Chairman

Attested:


Secretary