

MINUTES  
OF  
MEETING OF STATE HIGHWAY COMMISSION  
RICHMOND, VIRGINIA  
January 23, 1969

The monthly meeting of the State Highway Commission was held at the Central Office in Richmond, Virginia on January 23, 1969 at 10 A.M. Mr. Douglas B. Fugate, Chairman, presided.

Present: Messrs. Baughan, Chilton, Duckworth, Fitzpatrick, Glass, Hairston, Landrith and Weaver.

The chairman welcomed Mr. Thomas R. Glass, who had been appointed on January 10, 1969 to represent the Lynchburg Construction District, replacing Mr. Lawrence H. McWane, deceased.

On motion of Judge Weaver, seconded by Mr. Duckworth, minutes of the meeting of December 19, 1968 were approved.

On motion of Judge Weaver, seconded by Mr. Duckworth, permits issued from December 19, 1968 to January 22, 1969, inclusive, as shown by records of the Department were approved.

Motion was made by Judge Weaver, seconded by Mr. Duckworth, that cancellation of permits from December 19, 1968 to January 22, 1969, inclusive, as shown by records of the Department, be approved. Motion carried.

On motion of Judge Weaver, seconded by Mr. Duckworth, the Commission confirmed letter ballot action concurring in award of contract by the City of Norfolk on Project U000-122-104, PE101, C501, B601.

Mr. Paul Johnson, of the Appalachian Power Company, reported to the Commission on progress of the Power Company in obtaining permit for their Blue Ridge Development project which is holding up construction on Route 58 between Galax and Independence. Mr. Johnson said he believed the Power Company would be able to release the Highway Department in February, 1970 to go ahead with this work. Mr. Hunsberger said the Department would be ready to advertise a project immediately upon being given the go ahead by the Power Company if right of way is clear. Mr. Mattox thought this would be possible.

Mr. Johnson stated he would keep the Commission advised if there is any change in the Power Company's schedule.

Moved by Mr. Glass seconded by Judge Weaver  
that,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Fire Department Building, Meherrin, Virginia, at 2:00 p. m., on November 26, 1968, concerning the proposed construction of Route 360 from 0.180 mile east of Green Bay to the Prince Edward - Nottoway County Line, in Prince Edward County, State Project 0360-073-101, C501 and Federal Project F-036-1 ( ), and

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

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

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

MOTION CARRIED.

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

WHEREAS, Section 33-196.1 of the Code of Virginia provides a fund for fiscal 1968-69 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 Fairfax County has by proper resolution requested the use of industrial access funds to aid in the construction of an access road to serve Shirley Investment Corporation and Limbach Company, located just east of the Shirley Highway and south of Route 617 near the Fort Belvoir interchange, estimated to cost \$10,000; 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 \$10,000 from the industrial access fund for 1988-89 be allocated for the purpose of assisting in the construction of an access road to the Shirley Investment Corporation and Limbach Company, just east of the Shirley Highway and south of Route 617 near the Fort Belvoir interchange in Fairfax County, Project 4276-029-188, C501, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth, and contingent upon the grading, drainage, and six inches of base material being performed by the Shirley Investment Corporation.

MOTION CARRIED,

Moved by Mr. Hairston seconded by Judge Weaver  
that,

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1988-89 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 Smyth County and the Town Council of the Town of Saltville have by proper resolutions requested the use of industrial access funds to construct an access road to the Kenrose Manufacturing Company plant, being constructed in the town of Saltville, in Smyth County, and north of Route 91, estimated to cost \$8,000; 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 \$8,000 from the industrial access fund for 1988-89 be allocated for the purpose of constructing an access road to the Kenrose Manufacturing Company plant, being constructed in the town of Saltville, in Smyth County, and north of Route 91, Project 9999-086-141, C501, contingent upon a certificate that the plant is under firm contract and the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED,

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

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1968-69 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 Washington County has by resolution requested the use of industrial access funds to provide access to the new facility of the Wyomissing Corporation located north of Damascus, east of Route 91, and 0.1 mile south of Route 788 in Washington County, estimated to cost \$50,000; 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 \$50,000 from the industrial access fund for 1968-69 be allocated for the purpose of constructing an access road to the Wyomissing Corporation's new facility north of Damascus, east of Route 91, and 0.1 mile south of Route 788 in Washington County, Project 0893-095-157, C501, contingent upon the Wyomissing Corporation'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 Commonwealth.

MOTION CARRIED.

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Pulaski for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Pulaski on additional streets, totaling 0.52 mile and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1969 for the quarterly payment due after March 31, 1969. The additional mileage eligible for payment described as follows:

Skyline Circle	Pleasant Hill Dr. to End	0.15 Mile
Westwood Drive	0.03 Mi. S. Grove Drive to Allison Lane	0.29 Mile
East Street	Bob White Blvd. (Rt. 611) to 0.08 Mile East	0.08 Mile

The above additions totaling 0.52 mile will increase the total mileage in the Town of Pulaski from 40.25 miles to 40.77 miles of approved streets.

**MOTION CARRIED.**

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

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Winchester for payment at the rate of \$1,100 per mile annually on additional street mileage meeting required standards for maintenance payments.

NOW, THEREFORE, BE IT RESOLVED, that the quarterly payments at the rate of \$1,100 per mile annually be made to the City of Winchester on additional streets totaling 0.21 mile and meeting standards required by the aforementioned section of the Code, effective beginning January 1, 1969 for the quarterly payment due after March 31, 1969. The additional streets and mileage eligible for payment, described as follows:

Beau Street	Van Fossen St. to Butler Avenue	0.06 Mile
Butler Avenue	Beau Street to Cul-de-sac	0.15 Mile

The above additions totaling 0.21 mile increase the total mileage in the City of Winchester from 32.99 miles to 33.20 miles of approved streets.

**MOTION CARRIED.**

that, Moved by Judge Weaver seconded by Mr. Chilton

WHEREAS, Route 122 in Bedford County has been altered and reconstructed as shown on plans for Project 0122-009-101, C502; and

WHEREAS, four sections of the old road are no longer necessary for purposes of the State Highway System, and three sections of the old road are to be transferred to the Secondary System;

**NOW, THEREFORE, BE IT RESOLVED**, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.78 mile of the old location of Route 122, shown in yellow and designated as Sections 2, 2A, 4 and 5 on the plat dated October 3, 1968, Project 0122-009-101, C-502, be abandoned as a part of the State Highway System;

**BE IT FURTHER RESOLVED**, that pursuant to Section 33-27 of the Code of Virginia of 1950, as amended, 0.92 mile of the old location of Route 122, shown in red and designated as Sections 1, 3 and 3A 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. Chilton  
that,

**WHEREAS**, Route 57, in Henry County has been altered and reconstructed as shown on plans for Project 0057-044-108, C-502; and

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

**NOW, THEREFORE, BE IT RESOLVED**, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.13 mile of the old location of Route 57, shown in blue and designated as Section 5 on the plat dated October 8, 1968, Project 0057-044-108, C502, be abandoned as a part of the State Highway System;

**BE IT FURTHER RESOLVED**, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.49 mile of old location of Route 57, shown in yellow and designated as Sections 1, 3, 4 and 10 on the plat and project referred to hereinabove, be discontinued as a part of the State Highway System;

**BE IT ALSO FURTHER RESOLVED**, that pursuant to Section 33-27 of the Code of Virginia of 1950, as amended, 0.84 mile of the old location of Route 57, shown in red and designated as Sections 2, 6 and 7 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

**MOTION CARRIED.**

Moved by Judge Weaver seconded by Mr. Chilton  
that,

WHEREAS, Route 41 in Pittsylvania County has been altered  
and reconstructed as shown on plans for Project 0041-071-102, C501; and

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section  
33-76.5 of the Code of Virginia of 1950, as amended, 0.34 mile of the old location  
of Route 41, shown in blue and designated as Sections 4, 5 and 6 on the plat dated  
September 17, 1988, Project 0041-071-102, C-501, be abandoned as a part of the  
State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-76.1  
of the Code of Virginia of 1950, as amended, 0.23 mile of old location of Route 41,  
shown in yellow and designated as Section 3 on the plat and project referred to  
hereinabove, be discontinued as a part of the State Highway System;

BE IT ALSO FURTHER RESOLVED, that pursuant to Section  
33-27 of the Code of Virginia of 1950, as amended, 0.50 mile of the old location  
of Route 41, shown in red and designated as Sections 1 and 2 on the plat and project  
referred to hereinabove, be transferred from the Primary System to the Secondary  
System of Highways.

MOTION CARRIED.

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

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

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section  
33-76.7 of the Code of Virginia of 1950, as amended, the following roads be dis-  
continued as parts of the Secondary System of Highways, effective this date:

CAMPBELL COUNTY	Rt. 822, beginning at a point on Rt. 682, 0.60 Mi. south of Rt. 681 and extending west 0.11 miles to a dead end-----	0.11 Mi.
LOUDOUN COUNTY	Section 1 of Rt. 681 from 0.70 Mi. N. Rt. 673 to 0.57 Mi. S. Rt. 663-----	0.43 Mi.

	Section 1, Route 789, from Rt. 672 looping east to Rt. 672-----	0.09 Mi.
ORANGE COUNTY	Sections 1, 2, 3, 4, 7, 8, 9 and 10 of old location Rt. 617 and Section 11 of old location Rt. 686 between Sta. 30+70 & Sta. 148+60, Proj. 0617-066-123, C501; 124, C501-----	0.54 Mi.
PATRICK COUNTY	Section 6 of old location Rt. 692 from Sta. 117+00 to Sta. 122+76, Proj. 0692- 070-140, C501, B612-----	0.09 Mi.
PITTSYLVANIA COUNTY	Section 8 of old Rt. 818 at left of Sta. 918 +00, Proj. 0041-071-102, C601-----	0.08 Mi.
HENRY COUNTY	Section 8 of old location Rt. 647 at left of Sta. 646+00, Proj. 0057-044-108, C502	0.02 Mi.
TAZEWELL COUNTY	Sections 1 and 3 of old location Rt. 651 between Sta. 16+00 and Rt. 849, Proj. 0651-092-121, C501, B617-----	0.31 Mi.
WISE COUNTY	Sections 1, 2, 5, 6 and 7 of old location Routes 646, 644 and 704 between Station 174+35 and Station 231+00, Proj. 0646- 097-114, C501-----	0.53 Mi.

**MOTION CARRIED.**

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

WHEREAS, in connection with Route 13, State Highway Project 0013-065-102, RW203, the Commonwealth acquired by Certificate No. C-11163, as recorded in Deed Book 156, Page 312, in the Office of the Clerk of the Circuit Court of Northampton County, from Aaron B. Mason and Marie R. Mason, certain land needed for Right of Way. This matter was later settled by Agreement After Certificate; and

WHEREAS, the plans have now been revised shifting the Right of Way line so that there is a parcel of land containing approximately 2,220 square feet no longer needed for Highway purposes; and



WHEREAS, the owner of the adjoining land, in order to more fully develop his land, has requested that the unneeded portion of land be conveyed to him; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the portion of the said land lying east of and adjacent to the east proposed Right of Way line from a point 48 feet opposite approximate survey Station 385+72 (centerline proposed NBL) to a point 48 feet opposite approximate survey Station 386+32 (centerline proposed NBL) does not constitute a section of the Public road and is deemed by him no longer necessary for the use of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute, in the name of the Commonwealth, a deed conveying same, without warranty, to the owner of the adjoining land of record, at a price satisfactory with the Department and subject to any restrictions he may deem requisite.

MOTION CARRIED.

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

WHEREAS, in connection with Route 16, State Highway Project 0015-030-105, RW201, in Fauquier County, the Commonwealth did acquire by Certificate No. C-11744 as recorded in Deed Book 236, Page 347, in the Office of the Clerk of the Circuit Court, which was later settled by an agreement after certificate, certain lands from Willie Bayne and Dorothy Bayne and by Certificate No. C-11957 as recorded in Deed Book 273, Page 159, in the said Clerk's Office, which was later settled by an agreement after certificate, certain lands from Betty Mae Kerns Courtney and Harvey E. Courtney; and

WHEREAS, the State Highway Commissioner has certified that the residue of the said parcels, so acquired, lying east of the east right of way line from a point approximately 52 feet opposite approximate survey Station 275+48 (centerline NBL) to a point approximately 54 feet opposite approximate survey Station 280+78 (centerline NBL) is not needed for the uses of the State Highway System and that the sale of same is deemed by him to be in the public interest.

NOW, THEREFORE, in accordance with the provisions of § 33-117.4 of the 1950 Code of Virginia, as amended, it is the judgment of this Commission that the sale of the portion of land so certified is in the public interest and the State Highway Commissioner is hereby authorized to execute a deed in the name of the Commonwealth conveying same without warranty to any person or persons agreeable to paying a consideration as may be satisfactory to the State Right of Way Engineer.

MOTION CARRIED.

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

WHEREAS, in connection with Route 64, State Highway Project 0064-107-101, RW201, the Commonwealth acquired by Certificate No. C-4465, as recorded in Deed Book 183, Page 187, in the Office of the Clerk of the Circuit Court of Alleghany County, all the land owned by Alvin T. Meeks and Theora Meeks; and

WHEREAS, the plans have been revised leaving a small portion of the land acquired lying outside of the normal Right of Way width; and

WHEREAS, the adjoining landowners, in order to more fully develop their land, have requested that any unneeded portion of the land, so acquired, be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the portion of the said land lying on the north side of and adjacent to the north revised Right of Way and limited access line from a point opposite approximate survey Station 775+40 (Ramp B centerline) to a point opposite approximate survey Station 776+88 (Ramp B centerline) does not constitute a section of the public road and is deemed by him no longer necessary for the use of the State Highway System.

NOW, THEREFORE, the conveyance of the said parcel of land, in accordance with the provisions of Section 33-76.8 of the 1950 Code of Virginia, as amended, is approved and the State Highway Commissioner is hereby authorized to execute, in the name of the Commonwealth, a deed conveying same, without warranty, to the owners of the adjoining land of record on the north or west side of the subject parcel of land, whichever is agreeable to paying a price satisfactory with the Department and subject to any restrictions he may deem requisite.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Landrith  
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 33-26 of the 1950 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 State Board for the Department of Community Colleges that the recently constructed roads leading to the new site of the John Tyler Community College in Chesterfield County be added to the Primary System of Highways; and

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

NOW, THEREFORE, BE IT RESOLVED, that the newly constructed entrance road leading easterly from its intersection with Route 1, a total of 0.40 mile all within the grounds of the John Tyler Community College, be added to Primary System of Highways and designated as new State Route 366.

MOTION CARRIED.

Moved by Mr. Duckworth seconded by Judge Weaver that the proposed relocation of State Route 10 in Isle of Wight County and the Town of Smithfield, the Smithfield By-Pass, from approximately 4 miles north of the North Corporate Limits of the Town of Smithfield to approximately 2.5 miles south of the South Corporate Limits of the Town of Smithfield, including any necessary relocations, interchange areas, ramps, connections, etc., be designated as a Limited Access Highway; as provided under Article 3, Chapter 1, Title 33 of the 1960 Code of Virginia, as amended.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth 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 33-26 of the 1950 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 in a resolution adopted by the State Board for the Department of Community Colleges that certain recently constructed on-site access roads within the grounds of the Frederick Community College in Nansemond County be added to the Primary System of Highways; and

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

NOW, THEREFORE, BE IT RESOLVED, that the newly constructed roads from the entrance at the end of present Route 135, extending into and over the grounds of the Frederick Community College, a total of 7.70 miles, be added to Primary System of Highways and designated as new State Route 367.

MOTION CARRIED.

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

WHEREAS, in accordance with the State Highway Commission policy adopted on October 13, 1966, a public hearing was held in the Auditorium of the Appalachian Power Company Building in Abingdon, Virginia, on August 28, 1968, concerning the construction of Project 0011-140-101, PE101 from Russell Road to Pecan Street in the Town of Abingdon; and

WHEREAS, the Town Council of Abingdon, Virginia, by resolution adopted on November 4, 1968, has requested the Highway Department to proceed with a project from Russell Road to Church Street along the alignment presented at the public hearing on August 28, 1968; and

WHEREAS, the economic effects of the location and 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 construction of the roadway along the location shown on Project 0011-140-101, PE101, RW201, C501, from Russell Road to Church Street, in the Town of Abingdon, be approved.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Landrith  
that,

WHEREAS, from time to time the Department receives requests for the erection of a historical marker that is not to be a part of the State system of such markers; and

WHEREAS, such markers as are approved by the Virginia Historic Landmarks Commission are deemed to be of interest to the public;

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission hereby adopts the following regulations governing the erection and maintenance of such markers:

1. Historical Markers (other than those in the regular system of markers) approved by the Virginia Historic Landmarks Commission may also be erected within the Department's right of way along any highway except those in the Interstate System and those that are Limited Access Highways.
2. Such markers, subject to the approval of the Bureau of Public Roads, may be erected within Rest Areas along the Interstate System.
3. Markers along Limited Access Highways shall be restricted to locations within Waysides.
4. Any Historical Marker so erected shall be subject to the following conditions:
  - A. The entire cost of furnishing and erection of the marker, together with the construction of the turnout or stabilization of the shoulder, shall be at the expense of the Donor. In the interest of uniformity, the Department will undertake the actual construction and bill the Donors for the costs involved.
  - B. In order to promote safety, the marker will be placed at a location approved by the Department of Highways. Such marker shall be located a minimum of 30 feet from the edge of the pavement unless guardrail in place or the topography makes it safe to locate it nearer the pavement.
  - C. Prior to placing the marker those causing the erection of the marker shall obtain a permit to cover this operation. No bond or inspection fee shall be required for such a permit.
  - D. The Department will maintain the turnout or stabilized shoulder for the use of those stopping to read the marker.
  - E. Only markers similar to, and erected in the manner of, the standard historical marker may be erected.
  - F. The Donors agree to pay the cost of maintaining the marker which will include repainting at intervals or repairing should the marker be damaged as a result of a vehicle accident or vandalism.
  - G. Should the Donors at any time not agree to pay the cost of keeping the marker in a good state of repairs, the Department reserves the right to remove the marker and make such disposition as it sees fit.

- H. All applications and agreements pertaining to these markers shall be in writing and shall be properly signed by the applicant and the Department.

**MOTION CARRIED.**

Mr. Baughan, chairman of a committee appointed at the December, 1968 meeting of the Commission to study issuance of permits for movements across the Interstate System, moved acceptance of the recommendation of the committee that request which had been received for movement of a house across I-95 be refused, and that the committee be given more time to further study the matter and formulate a statewide policy. The motion was seconded by Mr. Chilton and carried.

Mr. Fugate told the Commission that under provisions of the 1968 Federal-aid Highway Act, the Department had requested 65 miles of additional Interstate mileage that it felt met the criteria established by the act for filling gaps in existing Interstate System. This mileage included completion of the beltway in the Richmond Metropolitan area and completion of the Hampton Roads beltway and some spurs. He said the Department was advised by the Federal Highway Administrator that an additional crossing of Hampton Roads between Newport News and Bowers Hill, a gap of 20.5 miles, was approved, providing the Highway Commission also made application to delete the present Willoughby crossing from the Interstate; this section totaled 11.5 miles. The net result would be the addition of 9.2 miles to the Interstate system.

He said the Commission had previously received approval of the Bureau of Public Roads for a parallel tube at Willoughby and to make this construction come out concurrently with the removal of the debt on the revenue bond projects, of which this is a part, about 1974, and the Commission has so far considered no plan of deleting or eliminating this construction. The Commission, he said, is now faced with the decision as to whether or not it should leave the situation as it is, or take possibly some middle ground such as taking the 9.2 mile gap and putting it in the bank, hoping there will be future additions to the Interstate, at which time the remaining gap of about 11 miles could be filled out. He said as soon as a new Federal Highway Administrator is appointed possible alternatives will be explored. Following this, an informal discussion will be had with the Hampton Roads communities as to various possibilities, and possibly later on a public hearing will be held. Then the Commission will have to make a decision as to just what course it will pursue. In the meantime, Mr. Fugate said the Department is proceeding with preliminary plans for the Hampton Roads second tube.

With reference to proposed Federal regulations on public hearings and location and design approval, published in the Federal Register on October 23, 1968, Mr. Fugate reported the Federal Highway Administration had headed opposition of the various highway departments, AASHO, the National Governors' Conference, and other national organizations and had come out with a Policy and Procedure Memorandum, which is the historic and traditional method of issuing instructions from the

Federal Agency about the Federal-aid highway program. It does not have the force of law. The appeal provision had been entirely eliminated. The double hearing provision, he said, is still in but has greater flexibility. He said the Highway Commission and Department are in favor of holding as many public hearings as may be necessary to fully inform the public about highway plans, but oppose them where not needed. He said AASHO has appointed a committee, of which he is chairman, to make recommendations to the executive committee of AASHO and the new administration of the Department of Transportation and Federal Highway Administration to sit down and work out the hearing provisions so that hearings will be held where needed but not when unnecessary.

The chairman told the Commission of his testimony before the U. S. Senate Subcommittee on Roads on January 16 in regard to the regulations for implementation of the Equal Employment Opportunity provisions of the 1968 Federal-aid Highway Act and stated that the disposition of this committee now seems to be to sit down with the states, the AASHO, and contractors and try to make these regulations practicable and workable.

He said that while Federal-aid funds which had been frozen since September 1, 1968 had been released in December, construction had been held up pending prequalification of contractors under the Equal Employment Opportunity provisions and that if this matter could be resolved soon, Federal-aid work totaling \$84 Million which had been postponed could be advertised within the next few months.

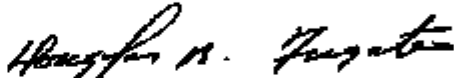
Mr. Fugate said the VALC is continuing a study which has been under way for the past two years which involves the cost of bringing an adequate highway system to the urban areas of the state and said these areas cannot be considered alone, so this really involves finding out the cost of bringing an adequate highway system to all parts of the state, rural and urban. He said the objective of the 1975 highway program in which the Department is now engaged, and which was presented to the 1964 and 1966 sessions of the General Assembly, was to attain by 1975 a tolerable rural highway system and to do as much as possible in the urban areas. Because of the additional revenue provided by the 1964 and 1966 sessions, he said, the Department is on schedule on the arterial network but not in any other sections of the 1975 plan, because, first, inflation has taken a terrible toll in highway construction; second, the revenues provided did not come up to expectations; and third, the Interstate program, which was by law to have ended in 1972, has been extended by Congress and will require for the Interstate \$100 Million of Federal funds which the Department had hoped to divert to other needs. For these reasons, he said, the objective of the 1975 highway program is not being obtained and another look is now being taken at the whole program, to furnish the VALC, members of the legislature in general, and all citizens interested in the highway system in Virginia, with a needs estimate for a tolerable highway system to serve the traffic of the state in 1980. This study is expected to be completed sometime in the spring.

Mr. Troy Arnold, appointed Assistant Attorney General for the Department on January 1, was introduced to the Commission.

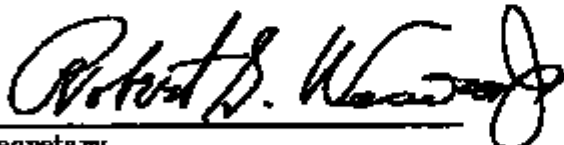
The chairman said the Commission members had received an invitation to attend opening ceremonies for an 8.6 mile section of Interstate Route 64 in the City of Chesapeake on January 28, under the sponsorship of the Chesapeake Chamber of Commerce.

The meeting was adjourned at 11:15 A.M.

Approved:

  
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Chairman

Attested:

  
\_\_\_\_\_  
Secretary