

MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
CHARLOTTESVILLE, VIRGINIA
November 21, 1968

The monthly meeting of the State Highway Commission was held in Newcomb Hall at the University of Virginia, Charlottesville, Virginia, at 9:45 A.M., November 21, 1968. Mr. Douglas B. Fugate, Chairman, presided.

Present: Messrs. Fugate, Chilton, Duckworth, Fitzpatrick, Hairston, Landrith and Weaver. Absent, Mr. Baughan.

On motion of Mr. Landrith, seconded by Judge Weaver, minutes of meetings of September 18, 1968 and October 9, 1968, were approved.

Motion was made by Mr. Landrith, seconded by Judge Weaver, that permits issued from October 9, 1968 to November 21, 1968, inclusive, as shown by records of the Department, be approved. MOTION CARRIED.

On motion of Mr. Landrith, seconded by Judge Weaver, cancellation of permits from October 9, 1968 to November 21, 1968, inclusive, as shown by records of the Department, was approved.

Mrs. J. Sloan Kaykendall and Mrs. Stewart Bell, Sr., President of Little Garden Club, of Winchester, appeared before the Commission to request that the section of Route 7 between Alexandria and Winchester be named the HARRY FLOOD BYRD HIGHWAY. This request was granted by resolution contained in these minutes.

Moved by Mr. Landrith seconded by Mr. Fitzpatrick
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 Prince William County has by proper resolution requested the use of industrial access funds to extend Route 661 from Route 674 to Route 234 in Prince William County, just west of Manassas, to provide proper access for the new facility being constructed by IBM Corporation, estimated to cost \$150,000; 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 \$150,000 from the industrial access fund for 1968-69 be allocated for the purpose of extending Route 661 from Route 674 to Route 234 to provide additional and proper access for the new facility to be constructed by the IBM Corporation in Prince William County, just west of Manassas, Project 0661-076-164, C501, contingent upon (1) IBM Corporation's entering into a firm contract for the construction of its facility, (2) additional funds necessary for construction cost over and above the \$150,000 being guaranteed by Prince William County or others, and (3) all right of way including the adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

Moved by Mr. Landrith seconded by Judge Weaver
that the commission confirm letter ballot action adopting the following resolution.

WHEREAS, the Federal Highway Administrator has published in the Federal Register on October 23, 1968, on proposed Federal regulations on public hearings and location and design approval; and

WHEREAS, these proposed regulations were published prior to and without consultation with the Governors of the States in contravention of the agreement between the President and the Advisory Committee for Intergovernmental relations; and

WHEREAS, these proposed regulations go far beyond the language and intent of Section 128 of Title 23, United States Code, relating to public hearings for Federal-aid highways; and

WHEREAS, the adoption of such regulations would usurp the authority of the Commonwealth of Virginia to determine the location of highways within the Commonwealth by transferring such authority to the Federal Highway Administrator and the Federal Courts; and

WHEREAS, the proposed regulations would create a complicated procedure which would unduly and unnecessarily delay highway construction and disrupt the orderly highway development program; and

WHEREAS, the proposed regulations would not serve the interest of the general public, but would encourage litigation to resolve any controversial matter arising out of public hearings; and

WHEREAS, the Commonwealth presently has an adequate procedure for conducting public hearings, which procedure affords all interested and affected citizens an opportunity to be heard on all highway locations and projects.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway Commission of Virginia hereby adopts this resolution expressing its vigorous and unalterable opposition to the proposed regulations by the Federal Highway Administrator and directs the Chairman to forward copies of the resolution to the Federal Highway Administrator and all Members of Virginia's Congressional Delegation.

BE IT FURTHER RESOLVED, that this Commission supports the position that any proposed revisions or alterations in the present policies and procedures for public hearings should be submitted to the American Association of State Highway Officials for study and consideration and subsequently to the individual States for consideration and adoption by such States.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Wytheville for payment at the rate of \$1,100 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 Wytheville on additional streets, totaling 0.62 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

| | | |
|------------------|--|-----------|
| Pine Ridge Road | From Present End S. W. to Pine Ridge Road | 0.18 Mile |
| George Wythe Dr. | 28th and Spiller St. to 28th St. Near Reservoir Street | 0.31 Mile |
| 14th Street | Main Street to Monroe Street | 0.06 Mile |
| Sunset Street | Umberger St. to 0.07 ML North | 0.07 Mile |

The above additions totaling 0.62 mile will increase the total mileage in the Town of Wytheville from 41.45 miles to 42.07 miles of approved streets.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Galax 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 Galax on additional streets totaling 0.74 mile and meeting standards required by this section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional streets and mileage eligible for payment, described as follows:

| | | |
|-----------------|--------------------------------|-----------|
| Greentree Road | Buena Vista Lane to Dead End | 0.29 Mile |
| Route 643 | Rt. 819 to W. C. L. Galax | 0.27 Mile |
| Matthews Street | Givens Street to Meadow Street | 0.06 Mile |
| Cedar Street | Route 89 to Dead End | 0.12 Mile |

The above additions totaling 0.74 mile increase the total mileage in the City of Galax from 37.79 miles to 38.53 miles of approved streets. MOTION CARRIED.

that, Moved by Judge Weaver seconded by Mr. Duckworth

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

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$1,100 per mile annually be made to the Town of Blacksburg on additional streets, totaling 1.25 miles and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

| | | |
|-------------------|--|-----------|
| Highview Terrace | Giles Road to 0.10 Mi. S. East | 0.10 Mile |
| Elliott Drive | Patrick Henry Dr. to 0.18 Mi. N. West | 0.16 Mile |
| Northview Drive | Dickerson Lane to Turner Street | 0.08 Mile |
| Turner Street | Northview Dr. to Hearthstone Dr. | 0.15 Mile |
| Lucas Drive | Giles Road to Turner Street | 0.13 Mile |
| Hearthstone Drive | Giles Road to Turner Street | 0.14 Mile |
| Dickerson Lane | Hearthstone Dr. to Franklin Dr. | 0.06 Mile |
| Franklin Drive | Dickerson Lane to 0.05 Mi. S. East Turner Street | 0.05 Mile |
| Owen Street | Harding Ave. to 0.07 Mi. N. West | 0.07 Mile |
| Washington Street | Piedmont St. to Alleghany Street | 0.07 Mile |
| Prospect Street | Lee Street to Washington Street | 0.04 Mile |
| Grayland Street | 0.03 Mi. S. Marlinton St. to 0.10 Mi. South | 0.10 Mile |
| Kennedy Avenue | Hubbard Street to 0.10 Mi. North | 0.10 Mile |

The above additions totaling 1.25 miles will increase the total mileage in the Town of Blacksburg from 35.45 miles to 36.70 miles of approved streets.

MOTION CARRIED,

Moved by Judge Weaver seconded by Mr. Chilton
that,

WHEREAS, in accordance with the provisions of Section 128 of Title 28 - Highways, United States Code, a Public Hearing was held in the Conference Room of the Health Department Building, Farmville, Virginia, at 2:00 p. m., on September 11, 1968, concerning the proposed construction of Route 480 from 0.6 mile west of the west intersection of Route 15 (West of Farmville) to 1.9 miles east of the East Corporate Limits of Farmville, referred to as the Farmville By-pass, in Prince Edward County, State Project 7460-073-101, Federal Project F-04-1 (), 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 social and economic effects of the proposed location have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now therefore

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at said Public Hearing by the Department Engineers. This proposed improvement is on new location to the south of Farmville.

BE IT FURTHER RESOLVED, that this project be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended, and in accordance with the Highway Commission Policy for by-passes of cities and towns.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Vinton 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 Vinton on an additional street, totaling 0.37 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

Olney Road Former end to Mountain View Road 0.37 Mile

The above addition of 0.37 mile will increase the total mileage in the Town of Vinton from 29.27 miles to 29.64 miles of approved streets.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Manassas 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 Manassas on additional streets, totaling 0.75 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

| | | |
|-------------------|-----------------------------------|-----------|
| Hill Road | Hood Road to Buckner Road | 0.12 Mile |
| Hood Road | Hill Road to Dead End | 0.11 Mile |
| Taney Road | Bragg Lane to Hood Road | 0.08 Mile |
| Taney Road | Hood Road to 0.10 Mile South | 0.10 Mile |
| Peabody St. | Mosby Street to 0.04 Mile North | 0.04 Mile |
| E. Prince Wm. St. | Main Street to Georator Plaza | 0.15 Mile |
| Weir Street | Jackson Street to 0.04 Mile North | 0.04 Mile |
| Byrd Drive | Route 234 to 0.01 Mile West | 0.01 Mile |
| Hazel Drive | Peabody Street to C. L. | 0.10 Mile |

The above additions totaling 0.75 mile will increase the total mileage in the Town of Manassas from 22.50 miles to 23.25 miles of approved streets.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Blackstone 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 Blackstone on additional streets, totaling 0.79 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

| | | |
|-----------------|---|-----------|
| Center Street | Scott St. to 0.21 Mile North | 0.21 Mile |
| Jones Mill Road | S. Main Street to W. Entrance Rd. | 0.07 Mile |
| Old N. Main St. | Westside N. Main St. to 0.13 Mi. N. to Main Street | 0.13 Mile |
| Stokes Street | W. Division St. to Scott Street | 0.25 Mile |
| Taylor Street | Hurricane Creek to 0.07 Mi. S. | 0.07 Mile |
| James Street | Center Street to N. Main Street | 0.06 Mile |

The above additions totaling 0.79 mile will increase the total mileage in the Town of Blackstone from 22.32 miles to 23.11 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, on the 21st day of June, 1967, Anchor Post Products, Incorporated entered into a contract with the State Highway Commission for the erection of guardrail and other incidental work in connection with Project No. 0495-029-104-C501; 106, C501 on Interstate Route 495 in Fairfax County at a cost of \$72,893.06; and

WHEREAS, subsequent to the award of the contract and prior to the completion of the project, it has been requested by the Bureau of Public Roads as well as recognized by the Department that certain improvements related to the traffic safety are considered necessary and desirable; and

WHEREAS, it is considered in the public's interest to expedite the provision of these safety devices; and

WHEREAS, the extension of the above contract would most effectively accomplish the safety improvements; and

WHEREAS, the cost of such efforts will cause the contract to over-run by approximately \$383,000.00 or 525.8%.

NOW, THEREFORE, BE IT RESOLVED: That the State Highway Commission hereby authorizes the State Highway Commissioner to enter into, on behalf of this Commission, such supplemental agreements as may be necessary to cover the additional work.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-50.2 of the Code of Virginia 1950, as amended, request is made by the Town of Pearisburg 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 Pearisburg on additional streets, totaling 0.12 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

| | | |
|---------------|----------------------------------|-----------|
| Church Avenue | Main Street west .07 miles | 0.07 Mile |
| Dennis Street | Johnston Street to W. Town Limit | 0.05 Mile |

The above additions totaling 0.12 mile will increase the total mileage in the Town of Pearisburg from 12.87 miles to 12.99 miles of approved streets.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth
that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia of 1950, as amended, request is made by the City of Franklin 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 Franklin on additional streets totaling 0.80 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional streets and mileage eligible for payment, described as follows:

| | | |
|-----------------|---|-----------|
| Banks Street | South Street to 217 Ft. south of West Circle | 0.23 Mile |
| Harrison Street | South Street to Rosewood Avenue | 0.09 Mile |
| Harrison Street | Rosewood Avenue to 0.14 Mi. N. West Rosewood Avenue | 0.14 Mile |
| Maplewood Ave. | Hogart Street to Harrison Street | 0.06 Mile |
| Rosewood Ave. | Harrison Street to Thomas Street | 0.06 Mile |
| Thomas Street | South Street to 200' north of Rosewood Ave. | 0.14 Mile |
| Forest Pine Rd. | Honestead Road to 0.08 Mi. N. West | 0.08 Mile |

The above additions totaling 0.80 mile increase the total mileage in the City of Franklin from 25.49 miles to 26.29 miles of approved streets.

MOTION CARRIED.

Moved by Mr. Landrith seconded by Judge Weaver that,

WHEREAS, Section 33-136.3 of the Code of Virginia sets forth that the General Assembly of Virginia has found and declared that it is "... in the public interest that access roads to public recreational areas and historical sites be provided by using highway funds. . ."; provides \$1,500,000 from highway funds for such purpose; and further provides that "The State Highway Commission and the Commission of Outdoor Recreation are hereby authorized to make regulations to carry out the provisions of this section."; and

WHEREAS, the Commission of Outdoor Recreation and the State Highway Commission have adopted a joint policy to govern the use of recreational access funds pursuant to Section 33-136.3 of the Code of Virginia; and

WHEREAS, the Board of Supervisors of Fairfax County has by resolution requested the use of recreational access funds to improve Route 676 in Fairfax County, from 0.6 mile south of Route 7 to the north end of the bridge across the Dulles access road, to provide proper access to the Wolftrap Farm Park being developed by the National Park Service, estimated to cost \$200,000; and

WHEREAS, this request has been considered by the Commission of Outdoor Recreation and has been found to comply fully with the provisions of Section 33-136.3 and the joint policy adopted by the Commission of Outdoor Recreation and the State Highway Commission.

NOW, THEREFORE, BE IT RESOLVED that \$200,000 from the recreational access fund for 1988-89 be allocated to improve Route 676 in the County of Fairfax, Project 0676-029-187, C501 from 0.6 mile south of Route 7 to the north end of the bridge across the Dulles access road, contingent upon the National Park Service providing a permit to cover the necessary right of way through its property and along the corridor agreed upon by engineers of this Department, the officials of Fairfax County, and the National Park Service on November 14, 1988.

AND BE IT FURTHER RESOLVED that this access road from Route 7 to the north end of the bridge over the Dulles access road be declared a Virginia by-way in accordance with Article 3.1, Chapter 1, Title 33.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth 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 Prince Edward County has by proper resolution requested the use of industrial access funds to construct an access road to serve the new plant of Untroyal, Incorporated, nearing completion just west of Farmville in Prince Edward County, estimated to cost \$15,000; 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 \$15,000 from the industrial access fund for 1968-69 be allocated for the purpose of constructing an access road to serve the new plant of Untroyal, Incorporated, nearing completion just west of Farmville and east from Route 676 in Prince Edward County, Project 0763-073-127, C601, contingent upon the necessary right of way and adjustment of utilities being provided at no cost to the Commonwealth.

MOTION CARRIED.

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

WHEREAS, the University of Virginia and the Virginia Department of Highways cooperatively established the Virginia Council of Highway Investigation and Research in 1948 to provide a needed service to the two organizations, the highway industry, and the citizens of the Commonwealth, and

WHEREAS, this cooperative effort was reaffirmed in 1966 when the original agreement was modified and updated including changing the name to the Virginia Highway Research Council and

WHEREAS, the continuing growth of the Highway Research Council has brought about the need for space requirements in excess of that available for assignment by the University and

WHEREAS, the University has agreed to provide the land space and to construct a building for the full use of the Research Council, and lease same to the Research Council for fifty years, with the understanding that the Department of Highways pay for the cost of the building over a period of thirty-five years

NOW, THEREFORE, BE IT RESOLVED that the Highway Commission hereby authorizes the Department of Highways to enter into the necessary agreement with the University of Virginia whereby the University will construct and maintain a building for use by the Research Council and that;

1. The cost of financing and constructing such building will be paid over a period of 35 years, with a 50-year lease.
2. The University will provide the land for the facility adjacent to the National Radio Astronomy Observatory at no cost to the Department of Highways to include parking areas for normal occupancy and additional parking area to accommodate meeting needs.
3. The Department of Highways will reimburse the University for the actual cost of maintenance.
4. The building will comprise approximately 40,000 square feet with land space provided for future expansion.

AND BE IT FURTHER RESOLVED that the Highway Commission expresses appreciation to the University of Virginia for its contribution to the research effort of the Council and looks forward to the ever increasing value of these joint efforts to the highway program in Virginia and the nation.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Landrith
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 Hall at Manakin - Sabot, Virginia, at 10:00 a. m. , on September 18, 1968 concerning the proposed construction of Route 8 from the Henrico County Line to 0.3 miles west of the Intersection of Route 662 at Manakin, in Goochland County, State Projects 0006-037-107 and 0006-037-108, Federal Project 8-528 ().

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 relocation 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 is the construction of an additional lane of pavement on the south side of the existing pavement to form a dual-lane facility.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Landrith
that,

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Montpelier Fire House, Montpelier, Virginia, at 9:30 a. m. , on September 26, 1968, concerning the proposed construction of Route 38 from 0.376 mile south of the South Anna River to 0.316 mile north of the South Anna River (Bridge and Approaches South Anna River), in Hanover County, State Project 0033-042-101-C502-B601, and Federal Project F-016-2 (8), 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, now therefore

BE IT RESOLVED, that the construction of this project be approved in accordance with the general plan as proposed and presented at the Public Hearing by the Department Engineers. This proposed improvement is generally along the present alignment of Route 33 with provision being made for future expansion to a four-lane facility.

MOTION CARRIED.

Moved by Mr. Chilton 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 Bowling Green Town Hall, Bowling Green, Virginia, at 10:00 a. m., on October 10, 1968, concerning the proposed construction of Route 207 from 0.340 mile north of the intersection of Route 95 (NBL) to 0.545 mile north of the north end of bridge over R. F. & P. Railroad (West End Bowling Green By-Pass), in Caroline County, State Project 0207-016-102-PE101, Federal Project F-042-1 (), 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, now therefore

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

MOTION CARRIED.

Moved by Mr. Duckworth seconded by Judge Weaver
that,

WHEREAS, provisions of Section 505 of the Trust Indenture securing Toll Revenue Bonds of the Norfolk-Virginia Beach Toll Road dated July 1, 1965, require that a preliminary budget of organization and operation expenses be prepared by the State Highway Commission by October 10 of each year after opening of this Toll Road to traffic and submitted to the Trustee, the Traffic Engineers, the Consulting Engineers and the bond holders of record, and that on or before December 1 the State Highway Commission shall adopt a final budget for the ensuing year, and

WHEREAS, the said preliminary budget was prepared and issued as required under Section 505 and a final annual budget in the total amount of \$230,000 has now been prepared in accordance with the estimates included in the annual report of the Consulting Engineers dated October 1968 and management of the State Highway Department agrees with this estimate, a copy of which is attached, now therefore

BE IT RESOLVED by the State Highway Commission that the proposed annual budget for the calendar year 1969 in the amount of \$230,000 be approved.

**FINAL BUDGET OF CURRENT EXPENSES
ORGANIZATION AND OPERATION
NORFOLK-VIRGINIA BEACH TOLL ROAD
FOR CALENDAR YEAR 1969**

Administrative Staff Salaries:

| | |
|---|----------|
| 30% Salary of Toll Facilities Manager and Clerk-Stenographer "D" | \$ 7,000 |
|---|----------|

Operations Salaries

| | | |
|--------------|----------------|---------|
| 21 Employees | <u>155,000</u> | 162,000 |
|--------------|----------------|---------|

Other Operations Expense:

| | |
|---|---------------|
| Buildings, including Utilities and Office Supplies | 5,000 |
| Brink's, Inc. (Pick-up of daily toll collections, including counting money from automatics) | 6,000 |
| Communications | 3,000 |
| Professional Services | 8,000 |
| Rental of Automatic Toll Machines | <u>46,000</u> |

| | | |
|--|---------------|------------------|
| TOTAL BUDGET - CALENDAR YEAR 1969 | <u>68,000</u> | \$230,000 |
|--|---------------|------------------|

(Roadway Maintenance will be performed by Virginia Department of Highways and financed from State funds.)

MOTION CARRIED.

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

WHEREAS, \$200,000 of the Reserve Maintenance Fund of the State of Virginia Toll Revenue Bonds (Series 1954) Account with the Trustee has been previously invested in U.S. Treasury notes maturing November 15, 1968, and

WHEREAS, an uninvested balance of \$217,542 now exists in the Reserve Maintenance Fund and management of the Toll Revenue Facilities estimates that \$100,000 of this amount will not be needed for expenditure within the next twelve (12) months, and that the above \$200,000 maturing November 15, 1968, will not be needed for expenditure within the next twenty-four (24) months, now therefore,

BE IT RESOLVED by the State Highway Commission that the Virginia National Bank, Trustee, be instructed to reinvest the said \$200,000 in U.S. securities to mature in approximately twenty-four (24) months from this date and that the said \$100,000 uninvested funds be invested in U.S. securities to mature in approximately twelve (12) months from this date, these investments to be made under provisions of Section 602 of the Trust Indenture, and as approved by the Consulting Engineers by their letter of October 30, 1968.

MOTION CARRIED.

Moved by Mr. Duckworth seconded by Mr. Hairston
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 33-78.7 of the Code of Virginia of 1950, as amended, the following roads be discontinued as parts of the Secondary System of Highways, effective this date:

| | | |
|-----------------|--|---------|
| LOUDOUN COUNTY | Sections 1, 2 and 3 of old location Rt. 690 between Sta. 85+40 & Sta. 137+00, Proj. 0690- 063-132, C501----- | 0.59 MI |
| CAMPBELL COUNTY | Section 3 of old location Rt. 674, from a point 0.03 MI. South of Rt. 460 south 0.84 Mi., Proj. 0460-015-701, M-400----- | 0.04 MI |
| ORANGE COUNTY | Section 2 of old location Rt. 639, 0.04 Mi., and Section 3 of old location Rt. 655, 0.02 MI., between Sta. 22+50 & Sta. 27+30, Proj. 0666-068-117-C501----- | 0.06 MI |

TAKEWELL COUNTY Section 1 of old location Rt. 671, from new
connection to Sta. 1185+25, Proj. 0480-092-
101, C502----- 0.13 MI.

MOTION CARRIED.

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

WHEREAS, the resolution adopted by the Highway Commission at its meeting of February 15, 1968 declared the proposed U. S. Route 58 and State Route 32 and 10 interchange area on the West side of Route 32 and 10, being a section of the Suffolk By-Pass in Nansemond County and shown on the plans for State Project 6058-061-106-RW201, including any necessary relocations, ramps, connections, etc., as shown on the aforementioned plans be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended. At-grade access will not be permitted under this resolution.

WHEREAS, the above described resolution represents a section of the Suffolk By-Pass where immediate Highway Commission action was desired; and

WHEREAS, the ultimate design has reached a more advanced stage and Highway Commission action is desired on the entire Suffolk By-Pass;

NOW, THEREFORE, BE IT RESOLVED, that the limited access resolution adopted by the Highway Commission at its meeting on February 15, 1968 be amended to read as follows:

That the proposed Suffolk By-Pass in Nansemond County beginning at a point on existing U. S. Route 58 in the vicinity of the Norfolk and Western Railway crossing west of Suffolk and extending in a northeasterly direction crossing U. S. Route 480 and State Route 10-32 north of Elephant Fork, thence southeasterly crossing State Route 337 in the vicinity of the Seaboard Coastline Railroad crossing, thence southerly crossing U. S. Route 13-58-460 east of Magnolia, thence southwest-erly to a point on existing U. S. Route 13 approximately 1.5 mile southwest of the City of Suffolk, including any necessary relocations, interchange areas, ramps, connections, etc., be designated a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia as amended.

MOTION CARRIED.

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

WHEREAS, Route 460 in Tazewell County has been altered and reconstructed as shown on plans for Project 0460-092-101, C501; and

WHEREAS, six sections of the old road are no longer necessary for purposes of the State Highway System, and four 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, 0.77 mile of the old location of Route 460, shown in yellow and designated as Sections 1, 5, 6, 7, 9 and 15 on the plat dated July 1, 1968, Project 0460-092-101, C501, 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, 1.58 miles of the old location of Route 460, shown in red and designated as Section 2, 3, 4 and 8 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. Fitzpatrick

WHEREAS, under authority of Section 33-26 of the 1950 Code of Virginia, as amended, the State Highway Commission may add such roads, bridges and streets as it shall deem proper to the Primary System of Highways; and

WHEREAS, with respect to forthcoming completion of construction on the new location of Route 360 between Clover and Wyllesburg in Charlotte and Halifax Counties, and in accordance with recommendations by our Study Committee on Arterial Route Designations, it is recommended that the new location of Route 360 be added to the Primary System of Highways, and that all of the old sections of Route 360 remain in the Primary System as an extension of Route 92;

NOW, THEREFORE, BE IT RESOLVED, that the new location of Route 360, from its intersection with the old location just south of Clover and extending easterly 10.74 miles to a point near Wyllesburg, be added to the Primary System of Highways; and

BE IT FURTHER RESOLVED, that all of present Route 360 through the Town of Clover and between points of intersection with the new location, be retained in the Primary System and designated as State Route 92 by first extending present Route 92 from Chase City northwesterly over Route 47 to Barnes Junction, and then renumber present Route 360 as a continuation of Route 92 from Barnes Junction northwest through Clover to the intersection of the new location just south of Clover; also the Route 360 markers to be eliminated on the overlapping portion of Route 15 between Barnes Junction and the new location just east of Wyllesburg.

MOTION CARRIED.

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

WHEREAS, Route 6 in Albemarle County has been altered and reconstructed as shown on plans for Project 0006-002-101, C501; and

WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old, and two sections of the old 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, 0.21 mile of the old location of Route 6 shown in blue and designated as Sections 1 and 2 on the plat dated March 19, 1967, Project 0006-002-101, C501, be abandoned 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, 0.46 mile of the old location of Route 6, shown in red and designated as Sections 3 and 4 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Fitzpatrick
that,

WHEREAS, necessary studies of Secondary Route T-762 between Route 11 and Interstate Route 81 in the Town of Chilhowie (Smyth County) have been conducted to determine if this section of road could be included in the State Primary System; and

WHEREAS, the results of these studies indicate that this portion of Route T-762 should logically be included in the Primary System, serving as a direct connection from Route 11 to Route 81 at Chilhowie with traffic volumes averaging some 2,280 VPD;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-26 of the 1950 Code of Virginia, as amended, that the aforementioned section of Route T-762, length 0.30 mile, be transferred from the Secondary System to the Primary System of highways, and further be designated as a continuation of Primary Route 107.

MOTION CARRIED.

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

WHEREAS, by deed dated January 1, 1947, as recorded in Deed Book 146, Page 53, in the Office of the Clerk of the Circuit Court of Montgomery County, the Commonwealth acquired from William J. Flagg, single, and Mary Sherwood Flagg, single, 1.36 acres, more or less, land to be used as the Christiansburg Patrol Lot; and

WHEREAS, the Christiansburg Patrol Lot has been relocated; and

WHEREAS, the said Lot is no longer needed by the Highway Department and we propose to sell said Lot to anyone interested at a price satisfactory to this Department; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the lands of the old Christiansburg Patrol Lot do 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, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia, as amended, the sale of the said land, so certified, is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed to convey same without warranty at a price satisfactory to the Department.

MOTION CARRIED.

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

WHEREAS, the Commonwealth did acquire 2.0874 acres, more or less, land from Anna Greisch by deed dated September 29, 1964, as recorded in Deed Book 335, Page 492, in the Office of the Clerk of the Circuit Court of Prince William County for the use of the Prince William County Maintenance Area Headquarters Lot; and

WHEREAS, after the acquisition of this lot, it was determined that the Area Headquarters Lot was not large enough; and by deed dated June 2, 1966, as recorded in Deed Book 395, Page 225, we acquired 4.9958 acres for the Dale City Headquarters Lot from Anna Greisch as recorded in the Clerk's Office of the Circuit Court of Prince William County; and

WHEREAS, in order to more fully develop our properties, the landowner of the land lying between the two above-mentioned lots has agreed to convey to the Commonwealth a 3.0 acre, more or less, lot on the north side of the Dale City Headquarters Lot in exchange for the land the Commonwealth acquired for the Prince William County Maintenance Area Headquarters; and

WHEREAS, the State Highway Commissioner has certified, in writing, that a portion of the land acquired as the Prince William County Maintenance Area Headquarters Lot 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, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia, as amended, the exchange of said land, so certified, is hereby approved and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth of Virginia a deed to convey same, without warranty, in exchange for a deed for the lot containing 3.0 acres, more or less, land.

MOTION CARRIED.

Moved by Judge Weaver seconded by Mr. Duckworth that,

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia 1950, as amended, request is made by the Town of Christiansburg 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 Christiansburg on additional streets, totaling 0.85 mile and meeting standards required by the aforementioned section of the Code, effective beginning October 1, 1968 for the quarterly payment due after December 31, 1968. The additional mileage eligible for payment, described as follows:

| | | |
|-----------------|--|-----------|
| Epperly Drive | Canaan Drive to 0.07 Mi. N. East | 0.07 Mile |
| Hungate Street | Roanoke Street to Scott Street | 0.09 Mile |
| Starlight Drive | Pine Street to Int. 81 (SCL) | 0.15 Mile |
| Falling Br. Rd. | Roanoke Street to Int. 81 (SCL) | 0.29 Mile |
| Wades Lane | .19 Mi. W. of N. Franklin Street to Clearview Drive | 0.25 Mile |

The above additions totaling 0.85 mile will increase the total mileage in the Town of Christiansburg from 31.33 miles to 32.18 miles of approved streets.

MOTION CARRIED.

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

WHEREAS, the Commonwealth did acquire certain Right of Way on Route 40, in Charlotte County, under Project 0040-019-102, HW201, from John R. Keeling and Jean B. Keeling by deed dated March 25, 1964, as recorded in Deed Book 160, Page 198; W. A. Keeling and Murray V. Keeling by deed dated May 21, 1964, as recorded in Deed Book 160, Page 683; H. G. Shelton and Dorothy K. Shelton by deed dated August 10, 1964, as recorded in Deed Book 161, Page 684. These deeds being recorded in the Office of the Clerk of the Circuit Court of Charlotte County. These deeds also convey all the land the landowners own lying between the new south proposed Right of Way line and the center of old Route 40; and

WHEREAS, the new location of Route 40 between survey Station 213+00 to survey Station 221+50 serves the same citizens as the old location and the said new location has been approved by the State Highway Commissioner; and

WHEREAS, the old road between the aforementioned stations was discontinued by action of the State Highway Commission at their meeting on March 17, 1968; and

WHEREAS, the owners of the adjoining lands, in order to more fully develop their property, have requested that the land lying between the new south Right of Way line and the center of old Route 40 between the abovementioned stations be conveyed to them; and

WHEREAS, the State Highway Commissioner has certified, in writing, that the land lying south of the new south proposed Right of Way line from a point 40 feet opposite survey Station 213+00 to a point 40 feet opposite survey Station 221+50 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, in accordance with the provisions of § 33-76.6 of the 1950 Code of Virginia, as amended, the said section of the old route from a point opposite survey Station 213+00 to a point opposite survey Station 221+50 is hereby declared abandoned; and in accordance with the provisions of § 33-76.6 being of the same code, the sale of said land and Right of Way, so abandoned and so certified, to the owner or owners of record of the adjoining land, at a price satisfactory to the State Right of Way Engineer, is approved and the State Highway Commissioner is authorized to execute, in the name of the Commonwealth, a deed or deeds conveying same, with warranty, subject to such reservations and conditions he may deem requisite.

MOTION CARRIED.

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

WHEREAS, several requests over a period of time have been made by The Little Garden Club, Winchester, Virginia, through its President Mrs. J. Sloan Kuykendall, that the State Highway Commission of Virginia consider designating Virginia Route 7 between Alexandria and Winchester the "HARRY FLOOD BYRD HIGHWAY," and these requests have since been supported by resolutions from the Boards of Supervisors of the Counties of Clarke, Loudoun, Frederick and Fairfax, although the County of Loudoun later requested that the unofficial name "Leesburg Pike" for that portion of Route 7 between Alexandria and Leesburg be retained, and

WHEREAS, the late Harry Flood Byrd, Sr. served with honor and distinction in the General Assembly of Virginia, and as Governor of the Commonwealth from 1926 to 1930, during which years he sponsored and successfully established with the lawmaking body of the Commonwealth the sound method of pay-as-you-go financing of highways and was chiefly responsible for the establishment in 1932 of the Secondary Roads system of Virginia, and

WHEREAS, as a member of the United States Senate and Chairman of its Finance Committee, he was later the patron of the pay-as-you-go concept for the nation's 41,000-mile Interstate and National Defense Highway System, and

WHEREAS, the State Highway Commission, as well as all of the highway users of Virginia, are vastly indebted to Senator Byrd for the great contribution he made toward the development and means of financing the highway systems of this Commonwealth, which have since grown in stature and today rank second to none in the nation, and

WHEREAS, the Senator's family home "Rosemont" is located on Highway Route 7 near Berryville from which he traveled to his office in the Nation's Capitol during the many years he represented this commonwealth in the United States Senate, as a result of which this Commission considers it fitting that this Route henceforth bear the Senator's name, now therefore

BE IT RESOLVED that the State Highway Commission designates Route 7 between Alexandria and Winchester the "HARRY FLOOD BYRD HIGHWAY" and requests the erection of appropriate markers on this route.

MOTION CARRIED.

The adoption of a policy on the erection of historical markers was discussed and was referred to the Policy Committee of the Highway Commission.

The chairman reviewed proposed federal regulations on public hearings and the equal employment opportunity assurances being required of the Department and its contractors, and repeated his stand on these matters.

Following adjournment of the Commission meeting at 11 A.M., a program was presented in observance of the twentieth anniversary of the Virginia Highway Research Council. Dr. Lawrence R. Quarles, Dean, School of Engineering and Applied Science, of the University, presided and remarks were made by Dr. Edgar F. Shannon, Jr., President of the University of Virginia, Mr. Fugate, and Mr. Jack H. Dillard, State Highway Research Engineer and members of his staff.

Approved:



Chairman

Attested:



Secretary