

**REPORT OF THE
JOINT HOUSE ROADS AND INTERNAL NAVIGATION
AND SENATE TRANSPORTATION SUBCOMMITTEE STUDY
OF HIGHWAY MAINTENANCE ALLOCATIONS
TO
THE GENERAL ASSEMBLY OF VIRGINIA**



HOUSE DOCUMENT NO. 25

**COMMONWEALTH OF VIRGINIA
DIVISION OF PURCHASES AND SUPPLY
RICHMOND
1979**

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William P. Robinson, Sr.
V. Earl Dickinson
William T. Parker
Earl E. Bell
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Senate

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Summary of Recommendations

The Joint Subcommittee of the House Roads and Internal Navigation and Senate Transportation Committees Studying Highway Maintenance Allocations makes the following recommendations to the General Assembly:

1. The statutory method of city and town street payments is no longer adequate and should be revised.

2. The method of allocating State funds for city bridge maintenance is insufficient and should be changed to provide additional assistance to cities.

3. The rate of progress in secondary road construction has declined over the past several years and should be accelerated.

4. The interest earned by the Department of Highways and Transportation's cash balance should be returned to the Department to be spent in the highway system.

5. The Department of Highways and Transportation should be required to provide the Subcommittee and the General Assembly with recommendations and programs to address the urgent needs of the entire system in an adequate and timely manner.

6. The present study should be continued in order to consider all aspects of funding and expenditures for highways.

Report of the
Joint House Roads and Internal Navigation
and Senate Transportation Subcommittee Study
of Highway Maintenance Allocations

To

The General Assembly of Virginia

Richmond, Virginia

January, 1979

To: The General Assembly of Virginia

I. INTRODUCTION

When the nineteen hundred seventy-seven General Assembly enacted House Bill 1041 reallocating highway construction and maintenance funds, several issues pertaining to the allocation of these funds were not addressed in that legislation. One issue of primary concern to the Committees of House Roads and Internal Navigation and Senate Transportation has been the method of allocating maintenance payments to municipalities.

Delegate William T. Parker of Chesapeake sought the creation of a joint subcommittee of the two Committees to conduct a study of this issue. The General Assembly agreed to the need for such a study by enacting House Joint Resolution No. 172, introduced by Delegate Parker, as follows:

HOUSE JOINT RESOLUTION NO. 172

Authorizing a joint committee of the House of Delegates Committee on Roads and Internal Navigation and the Senate Transportation Committee to conduct a study of the use of highway funds to maintain secondary roads and urban streets.

WHEREAS, every citizen in this Commonwealth who operates a motor vehicle pays gasoline taxes which accrue to the credit of the Virginia Highway Maintenance and Construction Fund; and

WHEREAS, these citizens also pay registration and licensing fees which accrue to the credit of this Fund; and

WHEREAS, the State Highway and Transportation Commission has great flexibility in determining the level of funding maintenance needs of the secondary roads system throughout the Commonwealth; and

WHEREAS, the State Highway and Transportation Commission is restricted by §§ 33.1-41 and 33.1-43 as to the funds it provides for the maintenance of city and town streets, namely, \$2,500 per moving lane mile for certain primary system streets and \$1,500 per moving lane mile for certain non-primary system streets; and

WHEREAS, these city and town maintenance payments have not been changed since nineteen

hundred seventy-three while inflation has averaged nine per centum a year since nineteen hundred seventy-three, thereby reducing the ability of cities and towns to maintain their streets with the above mentioned per mile maintenance payments; now, therefore, be it

RESOLVED by the House of Delegates, the Senate concurring, That a joint committee of the House Roads and Internal Navigation Committee and the Senate Transportation Committee is authorized to conduct a study of the maintenance allocations of the Virginia Highway Maintenance and Construction Fund to examine the allocations made to counties, cities and towns for maintenance of their roads to determine the most equitable means of distribution of these funds among the various localities.

The joint committee shall be comprised of eleven members, six of whom shall be appointed by the Speaker of the House of Delegates from the membership of the House Roads and Internal Navigation Committee and five of whom shall be appointed by the Senate Committee on Privileges and Elections from the membership of the Senate Transportation Committee.

All agencies of the Commonwealth shall cooperate with the joint committee in its study.

The joint committee shall report its findings and recommendations to the General Assembly no later than November one, nineteen hundred seventy-eight.

From the House Roads and Internal Navigation Committee, the Speaker of the House of Delegates appointed the following members to serve on the study: William P. Robinson, Sr. of Norfolk, V. Earl Dickinson of Mineral, William T. Parker of Chesapeake, Earl E. Bell of Loudoun County, A. Victor Thomas of Roanoke, and Eva F. Scott of Amelia County. The Senate Privileges and Elections Committee appointed from the Senate Transportation Committee the following members to serve on the study: Omer L. Hirst of Fairfax County, Virgil H. Goode, Jr. of Rocky Mount, Joseph T. Fitzpatrick of Norfolk, Daniel W. Bird, Jr. of Wytheville, and Herbert H. Bateman of Newport News.

At the Joint Subcommittee's organizational meeting, the Joint Subcommittee elected Delegate William P. Robinson, Sr. chairman and Senator Daniel W. Bird, Jr. vice-chairman. The Joint Subcommittee was provided with extensive materials on highway allocations by the Department of Highway and Transportation and expresses its appreciation for the cooperation and assistance provided by the Department.

Public hearings in Chesapeake and Roanoke provided a forum for city and county officials, engineers and planners to present the Joint Subcommittee with the special, local road problems and needs across the Commonwealth. Statutory provisions and geographic differences have created most of the problems outlined by these officials for the Joint Subcommittee's study.

Statutory provisions, as rewritten in nineteen hundred seventy-seven through the passage of House Bill 1041, appear to give priority to maintenance over construction. However, such is not the case. The percentage of expenditures for both have remained almost the same since the revision. (See Appendix 1). In fact, the major impetus of the revision was to provide the Department of Highways and Transportation administrative relief from the burden of allocating the statutorily earmarked motor fuel tax. Over the years as the tax was gradually increased, each penny, or portion of a penny, had been earmarked for various expenditures. The accounting procedures were greatly simplified when House Bill 1041 repealed these expenditure provisions and established a formula for expenditures of the entire fund. (See Appendix 2).

II. RECOMMENDATION 1. THE STATUTORY METHOD OF CITY AND TOWN STREET MAINTENANCE PAYMENTS IS NO LONGER ADEQUATE AND SHOULD BE REVISED.

Statutory provisions relating to the method of city and town street maintenance have been a source of frustration to municipalities for several years. Under §§ 33.1-41, 33.1-43 and 33.1-80, the Department provides per lane mile payments to cities depending upon the type of street and the size of the locality. In cities with a population over 3,500, primary streets are allotted \$2,500 per moving lane mile available during peak traffic hours and secondary streets are allotted \$1,500 per moving lane mile available during peak traffic hours. Cities with a population of less than 3,500 receive \$1,600 per centerline mile of secondary streets. These allocations at one time represented

approximately fifty percent of city maintenance costs. However, the payment provision have not been increased since 1973 and over this period of time inflation has increased at an annual rate of approximately ten percent. This has resulted in a decline in the amount of assistance that the payments provide to cities so that the payments only represent approximately twenty-five percent of the cities' maintenance costs. As an illustration of the effect of inflation on these payments, the Subcommittee cites the City of Portsmouth's costs for street maintenance and the decreasing share of State assistance. In 1973, Portsmouth expended \$2,606,600 for street maintenance and received \$1,300,800 under the statutory payment provisions of §§ 33.1-41 and 33.1-43. Thus, the city was reimbursed for 49.9 percent of its expenditures. In 1978, the City expended \$4,700,000 for street maintenance but continued to receive the same \$1,300,800 under the statutory provisions. The State funds now represent only 27.6 percent of the maintenance cost.

Based on this information, the Joint Subcommittee recommends that the General Assembly recognize the inflationary effects on such statutorily established payments and provide a method of allocating assistance to cities which will address this situation in order to prevent the cities' allocations from being reduced further.

III. RECOMMENDATION 2. THE METHOD OF ALLOCATING STATE FUNDS FOR CITY BRIDGE MAINTENANCE IS INSUFFICIENT AND SHOULD BE CHANGED TO PROVIDE ADDITIONAL ASSISTANCE.

The Joint Subcommittee found that the only method by which cities are given bridge maintenance assistance is through the statutory provisions of §§ 33.1-41 and 33.1-43 as previously discussed. In this situation, the city is allocated funds for bridges based on the portion of street mileage the bridge carries. This inadequate method of allocation does not recognize the much greater costs associated with bridge maintenance and is severely felt by the Tidewater localities because of the geographic nature of the area.

Appendix 3 details the expenses incurred by the City of Chesapeake and the street maintenance payments which are apportioned to the city for its bridge mileage. Even in 1973, the assistance amounted to less than four percent of the City's expenditures for bridge maintenance. Bridge conditions in many of the Commonwealth's cities have deteriorated to such an extent that school buses, trash collection vehicles and emergency vehicles must be rerouted around certain bridges because they are no longer considered safe for such heavy vehicular traffic. As of June, 1978, three hundred thirty-nine bridges in Virginia were sited by the United States Department of Transportation as being priority bridge replacement projects because of safety or structural deficiencies. While the new federal Surface Transportation Act of 1978 will provide additional federal funding for bridge replacement, the State must provide cities with adequate maintenance funds to prevent the further deterioration of municipal bridges. The Joint Subcommittee recommends that the General Assembly provide an equitable means of city bridge maintenance funds to address this critical situation.

IV. RECOMMENDATION 3. THE RATE OF PROGRESS IN SECONDARY ROAD CONSTRUCTION HAS DECLINED AND SHOULD BE ACCELERATED.

Throughout the Commonwealth, the Joint Subcommittee was presented with voluminous reports by county officials that the secondary road system is not progressing but decaying. Secondary roads in urbanized counties are carrying over 30,000 vehicles per day and creating impossible traffic jams and maintenance problems on roads which were not built to carry this volume of traffic while secondary roads in the rural counties are insufficient and impassable during winter weather. Last winter, schools in some rural counties were closed as long as six weeks because the roads were not capable of carrying school buses. Likewise, the ability of business and industry to function is severely reduced under these conditions. Along with these problems, it must be noted that rural counties have difficulty in attracting new employers in their localities because of the lack of an adequate road system.

Total dollars for secondary road expenditures have increased over the past several years but inflation has taken its toll on these funds. According to the Department's latest figures, construction costs this year alone have risen twenty-five percent. Whatever increased revenues have been generated have been negated in terms of additional buying power because of inflation. Historically, the Department enjoyed average revenue increases of approximately six to seven percent, but,

because of the increasing costs of gasoline and a trend toward more fuel efficient vehicles, the sales of gasoline are increasing at a slower rate. The Department's revenue projections indicate that revenues will only increase approximately four and one-half percent this year and will be less than four percent next year.

Under the allocation of secondary construction funds, some seventy million dollars must be allocated between ninety-three counties. After two and a half million dollars are deducted for bridge construction and allocations are made for severe weather damage, each county receives what it received in 1976 under the old formula. Whatever funds remain are distributed on the basis of area, population, vehicle registration and vehicle miles travelled in each county. The 1978-79 allocations, after setting aside the bridge and weather funds of \$3,543,012 and the 1976 base year allocations of \$51,357,885, only \$16,199,103 remained for distribution based on the five factors listed above.

One of the greatest needs in the secondary system is the need to pave roads which are already a part of the system. The five factor formula does provide a method for counting unpaved roads miles more than once if they carry a minimum number of vehicles but this provides negligible construction funds to correct the deficiency. Some counties have as much as twenty-five percent of their system in this unpaved status. Appendix 4 depicts the number of secondary miles in each county and the number and percentage of miles which are unpaved. At the current rate of paving, it will take decades to pave what is already a part of the system while attempting to maintain the system as it continues to increase.

In the areas where unpaved roads exist in larger numbers, the Joint Subcommittee notes that construction costs are higher than other areas because of the mountainous terrain. The expensive construction costs have severely limited the capability of the Department to provide an adequate road system in these areas.

The Joint Subcommittee expresses its grave concern that the inadequate secondary system appears to be deteriorating and recommends that the General Assembly act to increase the rate of construction, reconstruction and maintenance progress in the secondary system.

V. RECOMMENDATION 4. THE INTEREST EARNED BY THE DEPARTMENT OF HIGHWAYS AND TRANSPORTATION'S CASH BALANCE SHOULD BE RETURNED TO THE DEPARTMENT TO BE SPENT IN THE HIGHWAY SYSTEM.

During the Joint Subcommittee's discussions of highway funds, it discovered that millions of dollars in highway funds are allocated for projects which have a waiting period before construction begins and the funds are paid out. These funds are comingled with other State funds, both special and general, and invested by the State Treasurer. Interest accrued on these funds is credited to the general fund of the State Treasury. As of the end of this fiscal year, the average monthly cash balance of all funds invested by the State Treasurer amounted to \$426 million on which the State earned \$26 million in interest. The Department of Highways and Transportation provided an average monthly sum of \$172 million or forty percent of the total funds invested. The Department's funds earned \$10.5 million in interest. This administrative procedure of comingling special and general funds for investment purposes and returning all interest to the general fund has been a longstanding practice in the executive branch without any legislative or statutory direction. The Joint Subcommittee believes that if special funds are to be created and maintained then any interest earned by the investment of such funds should remain in the special fund to be expended for the purpose that the special fund was created. Therefore, the Joint Subcommittee recommends that the General Assembly take action to return the highway fund interest to that fund.

VI. RECOMMENDATION 5. THE DEPARTMENT OF HIGHWAYS AND TRANSPORTATION SHOULD BE REQUIRED TO PROVIDE THIS SUBCOMMITTEE AND THE GENERAL ASSEMBLY WITH RECOMMENDATIONS AND PROGRAMS TO ADDRESS THE URGENT NEEDS OF THE ENTIRE SYSTEM IN AN ADEQUATE AND TIMELY MANNER.

VII. RECOMMENDATION 6. THE PRESENT STUDY SHOULD BE CONTINUED IN ORDER TO CONSIDER ALL ASPECTS OF FUNDING AND EXPENDITURES FOR HIGHWAYS.

The Joint Subcommittee realized that during the brief time it was allocated to consider the issue of highway maintenance many other serious and urgent highway system needs are not being met. The Department has been requested to catalogue what it considers are the pressing needs in every system and make recommendations for meeting these needs. A project of such magnitude took several months for the Department to prepare and it was not presented to the Joint Subcommittee until after its reporting date had passed.

The magnitude of the project and extent of the problems which the Joint Subcommittee feels it and the General Assembly must face should be given serious and deliberate consideration. Therefore, the recommendations stated above are presented to the General Assembly in the hopes that the Joint Subcommittee and the General Assembly may receive the Department's recommendations and programs and decide, with the best information available, upon the course which will provide the citizens of the Commonwealth with a transportation system which meets their needs in the most feasible manner.

Respectfully submitted,

William P. Robinson, Sr., Chairman

Daniel W. Bird, Jr., Vice-Chairman

V. Earl Dickinson

William T. Parker

Earl E. Bell

A. Victor Thomas

Eva F. Scott

Omer L. Hirst

Virgil H. Goode, Jr.

Joseph T. Fitzpatrick

Herbert H. Bateman*

*See Concurring Statement

CONCURRING STATEMENT OF SENATOR BATEMAN

With one qualification, I endorse the recommendations of the Joint Subcommittee. As to the recommendation regarding interest on highway fund being appropriated to the Department of Highways and Transportation; further examination of the ultimate desirability and timing of this being done is necessary.

APPENDIX 1

DEPARTMENT OF HIGHWAYS AND TRANSPORTATION
REVENUES AND APPROPRIATIONS
72-78 Fiscal Year

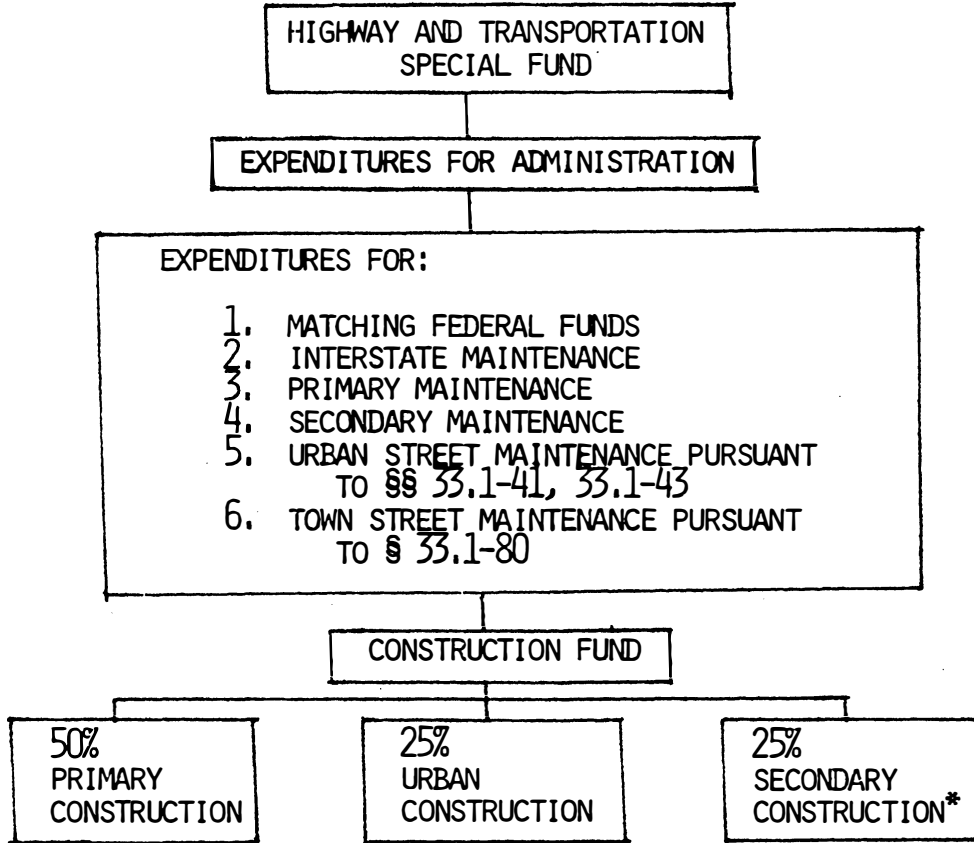
	1971-72		1972-73		1973-74		1974-75		1975-76		1976-77		1977-78		1978-79	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
STATE REVENUES	249,085		315,200		369,402		339,713		323,873		331,590		432,866		451,240	
FEDERAL REVENUES	128,740		129,339		129,340		216,648		192,359		226,453		218,094		222,400	
TOTAL	<u>377,825</u>		<u>444,539</u>		<u>498,742</u>		<u>556,361</u>		<u>516,232</u>		<u>558,043</u>		<u>650,960</u>		<u>673,640</u>	
ALLOCATIONS																
INTERSTATE CONSTRUCTION	112,432		112,267		113,848		115,118		142,987		158,976		165,772		174,279	
MAINTENANCE	7,725		8,765		10,118		13,359		14,000		20,238		20,770		23,000	
PLANNING	1,683		1,679		1,678		2,279		2,122		2,122		2,520		2,834	
TOTAL	<u>121,841</u>	32%	<u>122,710</u>	27%	<u>125,644</u>	25%	<u>170,756</u>	30%	<u>159,104</u>	31%	<u>181,387</u>	33%	<u>189,062</u>	29%	<u>200,113</u>	30%
PRIMARY CONSTRUCTION	85,976		106,000		121,371		112,202		101,351		100,880		133,748		123,586	
MAINTENANCE	25,431		26,235		28,417		32,279		33,000		42,111		46,000		51,000	
PLANNING	525		533		533		818		896		1,184		753		681	
TOTAL	<u>111,932</u>	29%	<u>132,768</u>	30%	<u>151,071</u>	30%	<u>145,800</u>	26%	<u>135,253</u>	26%	<u>144,177</u>	25%	<u>180,501</u>	28%	<u>175,267</u>	26%
SECONDARY CONSTRUCTION *													75,722		70,930	
MAINTENANCE													67,000		74,095	
PLANNING	229		231		231		182		190		264		211		140	
TOTAL	<u>80,000</u>	21%	<u>96,192</u>	22%	<u>111,362</u>	22%	<u>113,369</u>	20%	<u>105,187</u>	20%	<u>116,393</u>	21%	<u>142,933</u>	22%	<u>145,165</u>	22%
URBAN CONSTRUCTION	26,956		44,226		45,313		57,141		50,799		57,713		75,490		70,671	
MAINTENANCE	16,000		25,974		26,500		27,000		27,600		28,800		29,000		29,200	
PLANNING	293		368		368		885		428		594		443		399	
TOTAL	<u>43,249</u>	11%	<u>70,568</u>	16%	<u>72,181</u>	14%	<u>85,026</u>	15%	<u>78,890</u>	15%	<u>87,107</u>	16%	<u>104,933</u>	16%	<u>100,270</u>	15%
ACCESS RDS	1,500	01%	2,500	01%	3,500	01%	3,500	01%	1,400	00%	2,500	00%	2,500	00%	3,290	01%
ADMINISTRATIVE COSTS	19,300	05%	19,800	04%	24,140	05%	25,152	05%	24,177	05%	25,782	05%	30,560	05%	34,860	05%
MASS TRANSIT AID					11,340	03%	11,575	02%	11,575	02%					675	00%
METRO TRANS. PLANNING							1,182	00%	1,400	00%	694	00%	471	00%		
RESERVE FOR ESTROD. REPAIRS															14,000	02%

* Before the revision of the allocation of funds in 1977, secondary system funds were not separated for maintenance and construction and were available for inclusion herein.

APPENDIX 2

HIGHWAY FUND ALLOCATIONS

§ 33.1- 23.1



*PROVIDES THAT SECONDARY SYSTEM MUST RECEIVE NO LESS THAN 28% OF ALL FUNDS AVAILABLE FOR HIGHWAY PURPOSES, EXCLUSIVE OF FEDERAL INTERSTATE FUNDS.

ALLOCATION OF INTERSTATE

AND PRIMARY SYSTEM

CONSTRUCTION FUNDS

§ 33.1-23.2

5 FACTOR FORMULA (AS EACH FACTOR BEARS TO THE STATE AS A WHOLE):

WEIGHTED 40% — 1. AREA
 2. POPULATION
 3. PRIMARY ROAD MILEAGE

WEIGHTED 40% — 4. VEHICLE REGISTRATION

WEIGHTED 20% — 5. LANE MILE NEED

- THE COMMISSION MAY UTILIZE AS GREAT A PORTION AS IT DEEMS NECESSARY FOR FEDERAL INTERSTATE MATCHING FUNDS.
- NOTWITHSTANDING THE 5 FACTORS, COMMISSION MAY PROVIDE FOR REPLACEMENTS OR REPAIRS DUE TO SEVERE WEATHER, ACCIDENTS OR VANDALISM.

ALLOCATION OF SECONDARY ROAD CONSTRUCTION FUND

§ 33.1-23.4

1. UP TO \$ 2 1/2 MILLION SET ASIDE FOR SPECIAL ROAD AND BRIDGE FUND FOR ROAD OR BRIDGE CONSTRUCTION OR REPLACEMENT.
2. FUNDS ALLOCATED FOR SEVERE WEATHER, ACCIDENTS OR VANDALISM
3. EACH COUNTY SHALL RECEIVE AT LEAST WHAT IT RECEIVED IN FY76 UNLESS FUNDS AVAILABLE DECREASE BELOW THE AMOUNT AVAILABLE IN FY76.
4. REMAINING FUNDS DIVIDED AMONG COUNTIES BASED ON 5 - FACTORS HAVING EQUAL WEIGHT:
 1. POPULATION
 2. AREA
 3. SECONDARY ROAD MILEAGE
 4. VEHICLE REGISTRATION
 5. VEHICLE MILES TRAVELED

IN ADDITION, THE FACTOR OF SECONDARY ROAD MILEAGE SHALL BE WEIGHTED TO INCLUDE 1 ADDITIONAL MILE FOR EACH NON-SURFACE TREATED MILE IN THE SECONDARY SYSTEM WHICH CARRIES 50 VPD AND 2 ADDITIONAL MILES FOR EACH NON-SURFACE TREATED MILE WHICH CARRIES 100 VPD.

Appendix 3

City of Chesapeake¹

The city of Chesapeake maintains 50 bridges for a total of 4.75 miles of bridge (3.35 miles primary; 1.4 miles secondary).

	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Bridge expenditures	\$303,901	360,069	354,807	348,582	575,359 ²
Maintenance allotment for 4.75 miles	10,475	10,475	10,475	10,475	10,475
Percentage of State allotment	.034	.029	.029	.030	.013

¹ Information from letter to Delegate William T. Parker from M. Reid MacCallum, Administrative Assistant to the Manager of the City of Chesapeake, dated July 28, 1978.

² This increase was attributed to the expensive capital maintenance which was required for safety and proper mechanical functioning. It does not represent the addition of any lanes or improvements to bridges.

APPENDIX 4

SECONDARY SYSTEM ROAD MILEAGE

	<u>Paved Mileage</u>	<u>Unpaved Mileage 50+ V.P.D.</u>	<u>Total</u>	<u>% of Unpaved Roads</u>
BRISTOL DISTRICT				
Bland	74.95	35.79	110.94	32.441
Buchanan	189.88	185.24	375.12	49.382
Dickenson	138.56	64.72	203.28	31.838
Grayson	227.68	59.46	287.14	20.708
Lee	242.47	75.59	318.06	23.766
Russell	212.60	101.59	314.19	32.334
Scott	242.29	79.62	321.91	24.734
Smyth	290.51	38.05	328.56	11.581
Tazewell	237.27	72.77	310.04	23.471
Washington	461.49	62.21	523.70	11.879
Wise	259.38	40.57	299.95	13.526
Wythe	197.04	45.99	243.03	18.924
Total - 12	2,774.12	861.80	3,635.92	23.702
SALEM DISTRICT				
Bedford	497.32	192.41	689.73	27.896
Botetourt	285.96	83.47	369.43	22.594
Carroll	343.77	152.02	495.79	30.662
Craig	114.85	12.92	127.77	10.112
Floyd	234.50	60.82	295.32	20.595
Franklin	686.36	77.03	763.39	10.091
Giles	168.48	50.73	219.21	23.142
Henry	537.74	43.23	580.97	7.441
Montgomery	238.49	104.02	342.51	30.370
Patrick	288.99	119.53	408.52	29.259
Pulaski	241.33	69.59	310.92	22.382
Roanoke	416.16	8.42	424.58	1.983
Total - 12	4,053.95	974.19	5,028.14	19.375
LYNCHBURG DISTRICT				
Amherst	276.54	51.73	328.27	15.753
Appomattox	272.44	34.93	307.37	11.364
Buckingham	282.32	61.02	343.34	17.772
Campbell	561.81	11.15	572.96	1.946
Charlotte	315.26	59.56	374.82	15.890
Cumberland	149.16	42.03	191.19	21.983
Halifax	621.95	96.57	718.52	13.440
Nelson	203.44	43.30	246.74	17.549
Pittsylvania	993.06	153.41	1,146.47	13.381
Prince Edward	243.14	37.78	280.92	13.441
Total - 10	3,919.12	591.48	4,510.60	13.113

APPENDIX 4 (con't.)

SECONDARY SYSTEM ROAD MILEAGE

	<u>Paved Mileage</u>	<u>Unpaved Mileage 50+ V.P.D.</u>	<u>Total</u>	<u>% of Unpaved Roads</u>
RICHMOND DISTRICT				
Amelia	251.83	39.02	290.85	2.219
Brunswick	439.46	25.06	464.52	5.395
Charles City	125.62	5.81	131.43	4.421
Chesterfield	779.87	12.44	792.31	1.570
Dinwiddie	416.24	39.47	455.71	8.661
Goochland	218.92	29.23	248.15	11.779
Hanover	526.52	44.03	570.55	7.717
Lunenburg	271.74	51.58	323.32	15.953
Mecklenburg	466.66	89.99	556.65	16.166
New Kent	132.60	14.66	147.26	9.955
Nottoway	252.23	5.41	257.64	2.100
Powhatan	172.85	13.59	186.44	7.281
Prince George	231.33	6.95	238.28	2.917
Total - 13	4,285.87	377.24	4,663.11	8.090
SUFFOLK DISTRICT				
Accomack	547.13	9.53	556.66	1.712
Greensville	269.80	3.39	273.19	6.241
Isle of Wight	323.04	62.44	385.48	16.196
James City	159.36	3.09	162.45	1.902
City of Suffolk	416.67	33.17	449.84	7.374
Northampton	223.25	0.59	223.84	0.264
Southampton	552.72	34.07	586.79	5.806
Surry	215.55	10.02	225.57	4.442
Sussex	342.88	28.88	371.76	7.768
York	172.25	0.44	172.69	0.255
Total - 10	3,222.65	185.62	3,408.27	5.446
FREDERICKSBURG				
Caroline	394.95	11.98	406.93	2.944
Essex	200.40	16.29	216.69	7.518
Gloucester	220.27	13.82	234.09	5.904
King George	112.23	10.47	122.70	8.533
King & Queen	197.85	10.68	208.53	5.122
King William	199.30	9.31	208.61	4.463
Lancaster	171.08	9.93	181.01	5.486
Mathews	112.44	9.79	122.23	8.009
Middlesex	127.68	11.10	138.78	7.998
Northumberland	274.43	4.50	278.93	1.613
Richmond	184.38	3.68	188.06	1.957
Spotsylvania	316.66	41.24	357.90	11.523
Stafford	275.68	14.33	290.01	4.941
Westmoreland	261.96	15.79	277.75	5.685
Total - 14	3,049.31	182.91	3,232.22	5.659

APPENDIX 4 (con't.)

SECONDARY SYSTEM ROAD MILEAGE

	<u>Paved Mileage</u>	<u>Unpaved Mileage 50+ V.P.D.</u>	<u>Total</u>	<u>% of Unpaved Roads</u>
CULPEPER DISTRICT				
Albemarle	429.76	153.32	583.08	26.295
Culpeper	207.02	128.09	335.11	37.884
Fairfax	1,659.37	20.62	1,679.99	1.227
Fauquier	389.14	136.67	525.81	25.992
Fluvanna	185.86	20.11	205.97	9.764
Greene	90.84	19.52	110.32	17.688
Loudoun	324.04	232.97	557.01	41.825
Louisa	298.05	65.84	363.89	18.093
Madison	137.80	71.36	209.16	34.117
Orange	207.82	71.84	279.66	25.688
Prince William	433.21	86.21	519.42	16.597
Rappahannock	78.92	46.72	125.64	37.186
Total - 12	4,441.83	1,053.27	5,495.10	19.167
STAUNTON DISTRICT				
Alleghany	188.65	12.48	201.13	6.205
Augusta	598.39	150.23	748.62	20.068
Bath	159.94	6.89	166.83	4.130
Clarke	156.67	18.06	174.73	10.336
Frederick	325.10	66.58	391.68	16.999
Highland	82.07	24.90	106.97	23.278
Page	185.99	58.48	244.47	23.921
Rockbridge	326.03	92.59	418.62	22.118
Rockingham	624.67	105.28	729.95	14.423
Shenandoah	343.97	83.15	427.12	19.468
Warren	100.44	52.21	152.65	34.202
Total - 11	3,091.92	670.85	3,762.77	17.829
State Total	23,838.77	4,897.36	33,736.13	14,517

