

Minutes of the Meeting of the  
State Highway Commission of Virginia  
Held in  
Richmond, March 29, 1958.

At 9:00 A.M., Thursday, March 29, the State Highway Commission met in the Central Highway Office Building, Richmond, Virginia.  
Present - Messrs. J. A. Anderson, E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, S. W. Rawls, H. C. Rogers, Tucker G. Watkins, Jr., and Wm. A. Wright.

The meeting was called to order by the Chairman.

The Commissioner welcomed the full commission and the members of the Press.

Moved by Mr. Rawls, seconded by Mr. May, that the minutes of the meeting of January 5 be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission approve the permits issued from January 5 to March 29, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission approve the permits cancelled by the Commissioner, from January 5 to March 29 inclusive, as authorized June 25, 1947, and recorded in the Auditing Division. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1574-12-15-14, Route 635, 0.021 Mile E. Int. Route 629 (E. of Route 154)-0.08 Mile W. of Int. Route 618, Prince George County, to the low bidder, E. W. Woolfolk, Bowling Green, Va., at the bid of \$84,020.95 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$70,400.00 chargeable to this project; to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Senator Wright, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1371-25-24, Route 862, Int. Route 841 (E. of Sandy River)-Int. Route 844 (S. of Hinesville), Pittsylvania County, to the low bidder, Larimore Construction Co., Inc., Danville, Va., on REGULAR BID of \$104,986.58 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$115,450.00 chargeable to this project; to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Senator Wright, seconded by Senator Nelson, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1306-13-14, Route 875, 0.325 Mile S. of S. End Bridge over Hays's Creek-0.288 Mile N. of N. End Bridge over Harris Creek, Amherst County, to the low bidder, A. B. Torrance & Co., Inc., Elkton, Va., at the bid of \$51,744.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$56,900.00 chargeable to this project; to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1541-21-22, Route 711, 0.156 Mile E. of E. End N&W Overpass-0.287 Mile W. of W. End N&W Overpass, Halifax County, to the low bidder, Laramore Construction Co., Inc., Danville, Va., at the bid of \$46,520.90, that 10% additional be set aside to cover the cost of engineering and additional work and \$357.50 for work by the Railroad, making a total of approximately \$51,500.00 chargeable to this project; to be financed with \$46,500.00 Federal and \$5,000.00 NW Railroad Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1584-20, Route 615, 3.543 Miles W. Russell County Line-0.019 Mile W. Russell County Line, Scott County, to the low bidder, Kingsport Paving Company, Inc., Kingsport, Tenn., at the bid of \$52,512.84 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$57,550.00 chargeable to this project; to be financed 50/50 State and Federal Funds. Additional \$57,550.00 required to be provided in the County's 1956-57 Matched Federal Aid Secondary Funds. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1688-70, Alternate Route 1, Right turn Lane, Int. Alternate Route 1 and Fall Hill Avenue, City of Fredericksburg, to the low bidder, American Asphalt Products Company, Inc., Washington, D. C., at the bid of \$5,514.25, that 10% additional be set aside to cover the cost of engineering and additional work, \$220.00 for work by State Forces, and \$114.12 for Preparation of Plans, making a total of approximately \$4,000.00 chargeable to this project; to be financed with \$2,000.00 State and \$2,000.00 City of Fredericksburg Funds. Additional \$750.00 required to be provided from the Fredericksburg District Construction Reserve Fund. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received January 25 for Repairing and Resurfacing Parking Lot, Division of Motor Vehicles (Victoria Boulevard) Hampton, Va., to the low bidder, Clyde R. Royals, Hampton, Va., at the bid of \$2,458.55 and that 20% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$2,700.00 chargeable to this project; the expenditure to be charged to Accounts Receivable, Division of Motor Vehicles. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received January 25 for the construction of Project 3389-05-04-70-71, Routes 81 and 182, Int. Route 80-0.178 Mile S. NUL Williamsburg AND Int. Route 81-0.105 Mile N. Colonial Parkway, York County and City of Williamsburg, to the low bidder, Higginson Brothers, Hickory, Va., at the bid of \$171,749.45, that 10% additional be set aside to cover the cost of engineering and additional work, \$4,654.63 for work by State Forces, and \$1,641.65 for Survey & Plans, making a total of approximately \$185,200.00 chargeable to this project; to be financed with \$60,820.00 State; \$56,970.00 Federal; and \$77,410.00 City of Williamsburg Funds. Additional \$47,790.00 required Deficit of State's Share to be provided in the 1956-57 Allocations. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received January 25 for Furnishing and Pumping Asphalt Cement Under Concrete Pavements, Richmond District, Schedule: U-1-56, Routes 1 and 560, to the low bidder, Whitehurst Paving Company, Inc., Richmond, Va., at the bid of \$10,075.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$11,100.00 chargeable to this project, to be provided from the Richmond District Maintenance Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received January 25 for Furnishing and Pumping Asphalt Cement Under Concrete Pavements, Culpeper District, Schedule U-3-56, Routes 29 and 560, to the low bidder, Whitehurst Paving Company, Inc., Richmond, Va., at the bid of \$5,700.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$6,300.00 chargeable to this project; to be provided from Culpeper District Maintenance Funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. May, that the Commission confirm award of contract on bids received January 25 for Furnishing and Pumping Asphalt Cement under concrete pavements, Fredericksburg District, Schedule: U-2-56, Route 1, to the low bidder, Whitehurst Paving Company, Inc., Richmond, Va., at the bid of \$2,250.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$2,500.00 chargeable to this project, to be provided from Fredericksburg District Maintenance Funds. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received January 25 for Alterations and Additions to the Richmond District Office Building, to the low bidder, Burgess Construction Company, Richmond, Va., at the bid of \$65,451.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$72,000.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1595-09, Route 708, 0.047 Mile E. of Int. Route 58 (S. of Osceola)-Int. Route 91 (N. of Groselove Corner), Washington County, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$49,495.75 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$54,450.00 chargeable to this project, to be financed 50/50 State and Federal. Motion carried.

Moved by Mr. Rogers, seconded by Mr. May, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1575-04, Route 632, West Int. Route 655-Int. Route 58, Princess Anne County, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$155,226.59, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,064.41 for work by Railroad (not included in contract), making a total of approximately \$149,800.00 chargeable to this project, to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1553-11, Routes 822, 766, 737, 758, N. Int. Route 826 (Bloomfield)-0.09 Mile N. Int. Route 737 (W. of White Pump), Loudoun County, to the low bidder, Moyer Construction Company, Staunton, Va., at the bid of \$71,259.57 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$78,400.00 chargeable to this project, to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1507-10-11, Routes 810 and 808, 0.056 Mile S. Int. Route 808 (S. Stuart's Draft)-Int. Route 12 (N. Stuart's Draft), Augusta County, to the low bidder, Garrett, Moon & Pool, Inc., Blacksburg, Va., at the bid of \$150,290.25, that 10% additional be set aside to cover the cost of engineering and additional work and \$4,400.00 for work by the railroad (not included in contract), making a total of approximately \$169,700.00 chargeable to this project, to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1542-14, Route 606, Int. Route 645-0.04 Mile E. Int. Route 326 (S. of Hanover C.H.), Hanover County, to the low bidder, Taylor Construction Company, Kinsale, Va., at the bid of \$55,108.25 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$60,600.00 chargeable to this project, to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1658-06, Route 1, 0.513 Mile E. of WCL South Hill-WCL South Hill, Henkleburg County, to the low bidder, Adams Construction Co., Roanoke, Va., at the bid of \$28,704.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$31,600.00 chargeable to this project. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1620-08-09, Route 1, 0.005 Mile S. of SCL Richmond-0.78 Mile S. of SCL Richmond, Chesterfield County, to the low bidder, Atlantic Bitulithic Co., Inc., Richmond, Va., at the bid of \$218,441.74, that 10% additional be set aside to cover the cost of engineering and additional work and \$3,740.00 for work by State Forces (not included in contract), making a total of approximately \$244,050.00 chargeable to this project; to be financed with \$128,907.00 State and \$120,143.00 Federal Funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 29 for the construction of Project 5425-05-04, Route 80, Bridge & Approaches over Prater Creek in Haysi, Dickenson County, to the low bidder, Moore Brothers Company, Inc., Verona, Va., at the bid of \$132,543.10, that 10% additional be set aside to cover the cost of engineering and additional work, and \$1,281.50 for work by State Forces (not included in contract), making a total of approximately \$146,650.00 chargeable to this project; to be financed with \$74,061.00 State and \$72,789.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 29 for the construction of Project 5749-08-06, Route 14, 0.487 Mile S. of King & Queen C.H.-0.749 Mile N. of King & Queen C.H., King & Queen County, to the low bidder, Taylor Construction Company, Kingsale, Va., at the bid of \$58,556.55, that 10% additional be set aside to cover the cost of engineering and additional work and \$706.75 for work by State Forces (not included in contract), making a total of approximately \$65,100.00 chargeable to this project; to be financed with \$32,694.00 State and \$32,206.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 29 for the construction of Projects 4894-70 and 6194-71, Routes 188 & 143, Warwick Ave.-25th St.-35th St.-Jefferson Ave. AND WCL Hampton-0.082 Mile West, City of Newport News, to the low bidder, E. W. Muller Contractor, Warwick, Va., at the bid of \$178,987.75, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,188.00 for work by State Forces (not included in contract), making a total of approximately \$199,050.00 chargeable to this project; to be financed with \$50,805.00 State, \$98,440.00 Federal, and \$50,805.00 City of Newport News Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received February 29 for Maintenance Repairs to Chesapeake Ferry Slips: Pina Beach, Newport News and Old Point, to the low bidder, Tidewater Construction Corporation, Norfolk, Va., at the bid of \$55,525.00, chargeable to Revenue Bond Act - Reserve Maintenance Funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 29 for the construction of Project 4488-01-02, Route 91, 0.738 Mile S. of Tasewell County Line-0.515 Mile S. of Tasewell County Line, Smyth County, to the low bidder, McDowall & Wood, Inc., Salem, Va., at the bid of \$22,635.46, that 10% additional be set aside to cover the cost of engineering and additional work and \$248.35 for work by State Forces (not included in contract), making a total of approximately \$21,800.00 chargeable to this project; to be financed with \$48,535.00 State and \$45,485.00 Federal Funds. Additional \$18,800.00 required to be provided in the 1956-'56 Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received February 29 for the construction of Project 4488-05-07, Route 91, 1.545 Miles S. NCL Saltville-0.691 Mile S. NCL Saltville, Smyth County, to the low bidder, McDowall & Wood, Inc., Salem, Va., at the bid of \$149,554.03, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,048.10 for work by State Forces (not included in contract), making a total of approximately \$155,850.00 chargeable to this project; to be financed with \$85,206.00 State and \$82,144.00 Federal Funds. Additional \$80,550.00 required to be provided in the 1956-'57 Allocations. Motion carried.

Moved by Senator Nelson, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1505-18-20, Routes 766 and 684, Int. Route 29 (N. of Lynchburg)-0.042 Mile N. of Int. Route 684 AND 0.525 Mile W. Int. Route 766-Int. Route 766, Amherst County, to the low bidder, A. B. Burton Co., Inc., Lynchburg, Va., at the bid of \$91,575.99 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$100,750.00 chargeable to this project, to be financed with \$92,500.00 State and \$8,450.00 Federal Funds. Additional \$85,950.00 required on Project 1505-18 to be provided from the 1956-'57 Allocations and subsequent years; additional \$15,855.00 required on Project 1505-20 to be provided in the 1956-'57 County's Matched Secondary Federal Aid Funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Watkins, that the Commission confirm REJECTION of all bids received February 29 for the construction of Project 1379-07-06, Route 808, 0.557 Mile W. of W. End Bridge over Farnham Creek-0.205 Mile E. of E. End Bridge over Farnham Creek, Richmond County, the low bid being 10.2% over estimate and READVVERTISE. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received February 29 for the construction of Project 1515-18-21-22, Routes 726 and 621, 0.457 Miles S. of N&W RR Underpass-1.638 Miles N. of N&W RR Underpass, Campbell County, to the low bidder, Albert Brothers Contractors, Inc., Salem, Va., at the bid of \$251,918.19, that 10% additional be set aside to cover the cost of engineering and additional work and \$73,604.41 for work by the Railroad (not included in contract), making a total of approximately \$350,900.00 chargeable to this project; to be financed 50/50 State and Federal Funds. Additional \$244,528.00 required to be provided in the County's 1956-'57 Matched Secondary Federal Aid Funds and subsequent years. Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that the Commission confirm REJECTION of all bids received February 29 for the construction of Project 1576-15, Routes 604 and 652, Int. Route 295 at Greenwich-Int. Route 708 W. of Nokesville, Prince William County, the low bid being 11.8% over estimate, and READVISE. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1546-11, Route 611, Int. Route 258-Int. Route 641, Isle of Wight County, to the low bidder, D. W. Winkleson Carolina Co., Inc., Greensboro, N. C., at the bid of \$58,014.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$58,500.00 chargeable to this project, to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Senator Wright, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1671-17-18, Route 29, 8.481 Miles S. of SCL Gretna-2.150 Miles S. of SCL Gretna, Pittsylvania County, to the low bidder, A. B. Burton Co., Inc., Lynchburg, Va., at the bid of \$199,472.08, that 10% additional be set aside to cover the cost of engineering and additional work and \$680.00 for work by State Forces (not included in contract), making a total of approximately \$220,100.00 chargeable to this project, to be financed with \$110,591.00 State and \$109,709.00 Federal Funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1571-19-20, Routes 799, 605, 771, 608, Int. Route 40-0.076 Mile N. Int. Route 771 (N. of Tashes), Pittsylvania County, to the low bidder, Marvin V. Templeton & Son, Lynchburg, Va., at the bid of \$122,484.08 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$154,750.00 chargeable to this project, to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Senator Wright, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received March 14 for the construction of Projects 5007-01-02 and 5082-04, Route 276, 0.455 Mile S. Augusta-Rockingham County Line-0.540 Mile N. Augusta-Rockingham County Line, Augusta-Rockingham Counties, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$182,949.14, that 10% additional be set aside to cover the cost of engineering and additional work and \$814.48 for work by State Forces (not included in contract), making a total of approximately \$201,850.00 chargeable to this project, to be financed with \$101,228.00 State and \$100,622.00 Federal Funds. Additional \$51,850.00 required to be provided in the 1956-57 Allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. May, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1884-12, Route 15, 4.572 Miles E. of Int. Route 58 (Near Bowers Hill)-5.277 Miles E. of Int. Route 58 (Service Road Left), Norfolk County, to the low bidder, Birsch Construction Corporation, Norfolk, Va., at the bid of \$41,451.91, that 10% additional be set aside to cover the cost of engineering and additional work and \$357.50 for work by State Forces (not included in contract), making a total of approximately \$45,950.00 chargeable to this project, to be financed with \$23,152.00 State and \$22,798.00 Federal Funds. Additional \$350.00 required to be provided in the 1956-'57 Allocations. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1949-02, Route 85, 2.928 Miles E. Mattaponi River Bridge (West Point)-1.381 Miles W. Gloucester County Line, King & Queen County, to the low bidder, C. H. Lawson, Inc., Williamsburg, Va., at the bid of \$181,865.88, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,997.22 for work by State Forces (not included in contract), making a total of approximately \$203,050.00 chargeable to this project, to be financed with \$103,024.00 State and \$100,026.00 Federal Funds. Additional \$3,050.00 required to be provided in the 1956-'57 Allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received March 14 for the construction of Project 2041-13, Route 501, Va.-N.C. State Line-0.169 Mile N. of Int. Route 96, Halifax County, to the low bidder, A. B. Burton Co., Inc., Lynchburg, Va., at the bid of \$178,210.72, that 10% additional be set aside to cover the cost of engineering and additional work, and \$3,278.00 for work by State Forces (not included in contract), making a total of approximately \$199,500.00 chargeable to this project, to be financed with \$101,285.00 State and \$98,015.00 Federal Funds. Additional \$74,300.00 to be provided in the 1956-57 Allocations. Motion carried.



Moved by Senator Wright, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received March 14 for the construction of Project 4889-01, Route 186, James City-York County Line-0.081 Mile W. Entrance Camp Peary, York County, to the low bidder, C. H. Lawson, Inc., Williamsburg, Va., at the bid of \$319,517.88, that 10% additional be set aside to cover the cost of engineering and additional work, and \$11,693.00 for work by State Forces (not included in contract), making a total of approximately \$365,150.00 chargeable to this project, to be financed with \$152,269.00 State and \$210,881.00 Federal Funds. Additional \$285,398.00 required to be provided in the 1956-57 Allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received March 14 for the construction of Project 2547-01, Route 5, 6.843 Miles E. Barretts Ferry Bridge-Int. Route 51, James City County, to the low bidder, C. H. Lawson, Inc., Williamsburg, Va., on REGULAR BID of \$84,720.92, that 10% additional be set aside to cover the cost of engineering and additional work, and \$935.35 for work by State Forces (not included in contract), making a total of approximately \$94,150.00 chargeable to this project, to be financed with \$47,554.00 State and \$46,596.00 Federal Funds. Additional \$14,150.00 required to be provided in the 1956-57 Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1882-08, Route 15, 1.959 Miles S. of Raccoon Creek-0.751 Mile S. of Raccoon Creek, Fluvanna County, to the low bidder, Walter W. Webber, Lynchburg, Va., on REGULAR BID of \$129,099.88, that 10% additional be set aside to cover the cost of engineering and additional work, and \$1,014.09 for work by State Forces (not included in contract), making a total of approximately \$145,000.00 chargeable to this project, to be financed with \$71,996.00 State and \$71,004.00 Federal Funds. Additional \$68,059.00 required to be provided in the 1956-57 Allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 14 for the construction of Project 5399-01-02, Route 51, Int. Route 168-Int. Route 60, York County, to the low bidder, W. H. Scott, Inc., Franklin, Va., at the bid of \$192,947.61, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,100.00 for work by State Forces (not included in contract), making a total of approximately \$213,550.00 chargeable to this project, to be financed with \$63,912.00 State, \$82,811.00 Federal, and \$48,827.00 Colonial Williamsburg Funds. Additional \$186,725.00 required to be provided in the 1956-57 Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm REJECTION of all bids received March 14 for the construction of Project 1585-13-14-20, Route 652, Int. Route 604 (W. of Woodstock)-Int. Route 600 (E. of Saunsville), Shenandoah County, the low bid being 23.0% over estimate and HEADVERTISE. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received March 14 for the construction of Project 4120-15, Route 10, 5.71 Miles S. of SCL Richmond-0.025 Mile S. of Cosby's Lake (Broad Rock Road), Chesterfield County, to the low bidder, Everett J. Joyce, Richmond, Va., at the bid of \$98,025.11, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,727.00 for work by State Forces (not included in contract), making a total of approximately \$99,550.00 chargeable to this project, to be financed with \$50,158.00 State and \$48,412.00 Federal Funds. Additional \$45,550.00 required to be provided in the 1956-57 Allocations and from the Richmond District Construction Reserve Fund. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received March 14 for the construction of Project 2567-09, Routes 360 and 480, 0.520 Mile E. WCL Burkeville-0.327 Mile E. WCL Burkeville, Nottoway County, to the low bidder, Garrett, Moon & Pool, Inc., Blackstone, Va., at the bid of \$55,315.30, that 10% additional be set aside to cover the cost of engineering and additional work and \$599.00 for work by State Forces (not included in contract), making a total of approximately \$61,450.00 chargeable to this project, to be financed with \$51,065.00 State, \$29,907.00 Federal and \$458.00 Town of Burkeville Funds. Additional \$55,992.00 required to be provided from the Richmond District Construction Reserve Fund. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1570-09, Route 614, 0.065 Mile N. Int. Route 775 (Carters Mill)-0.065 Mile N. Int. Route 658 (Bell Spur), Patrick County, to the low bidder, Lanford & Slater, Contractors, Roanoke, Va., at the bid of \$155,902.25 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$171,500.00 chargeable to this project, to be financed 50/50 State and Federal. Additional \$74,023.00 required to be provided in the County's 1956-57 Matched Secondary Federal Aid Funds. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received March 14 for the construction of Project 1541-19-20-23-24, Route 626, 0.218 Mile W. of Int. Route 785-0.332 Mile E. Int. Route 785 AND 0.455 Mile E. of Int. Route 785-0.928 Mile E. of Int. Route 785, Halifax County, to the low bidder, Stephen D. Steele, Rustburg, Va., at the bid of \$127,593.71, that 10% additional be set aside to cover the cost of engineering and additional work, and \$2,530.00 for work by Railroad (not included in contract), making a total of approximately \$142,650.00 chargeable to this project, to be financed with \$66,721.00 State and \$105,929.00 Federal Funds. Additional \$69,962.00 required to be provided in the County's 1956-57 Matched Secondary Federal Aid Funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. May, that the Commission confirm REJECTION of all bids received March 14 for the construction of Project 2755-09-10, Route 40, 0.117 Mile W. Int. Route 625 (At Ferrum)-0.605 Mile W. of Int. Route 625, Franklin County, the low bid being 16.5% over estimate, and READVISE. Motion carried.

Moved by Mr. Rawls, seconded by Senator Wright, that the Commission confirm award of contracts on Surface Treatment Bids received March 7, to the low bidders as follows:

Furnishing and Application of Bituminous Material  
and Application of State Owned Covering Material

<u>LOW BIDDER</u>	<u>DISTRICT AND SCHEDULE</u>	<u>AMOUNT</u>
Va. Asphalt Paving Co., Inc. Roanoke, Va.	Bristol - Class "G", Schedule 1 Salem - Class "C", Schedule 1	\$187,550.00 219,950.00
Sam Finley, Inc., Roanoke, Va.	Staunton- Class "C", Schedule 1	147,800.00
Adams Construction Co., Roanoke, Va.	Bristol - Class "C", Schedules 2, 3, 4	604,850.00
Sam Finley, Inc., Roanoke, Va.	Salem - Class "C", Schedule 2	355,150.00
Burton P. Short & Son, Petersburg, Va.	Richmond- Class "C", Schedule 2	220,200.00
Roanoke Paving Co., Inc., Roanoke, Va.	Lynchburg-Class "C", Schedules 1 and 2	621,500.00
Burton P. Short & Son, Petersburg, Va.	Suffolk - Class "C", Schedules 1 and 2	348,000.00
Powell & Bolling, Sandston, Va.	Gulpeper- Class "C", Schedules 1 and 2	485,100.00
Whitehurst Paving Co., Inc., Richmond, Va.	Richmond- Class "C", Schedules 1 and 3 Suffolk - Class "C", Schedules 3 and 4	402,200.00 414,560.00
John A. Hall & Co., Roanoke, Va.	Gulpeper- Class "B", Schedule 1	185,150.00
Whitehurst Paving Co., Inc., Richmond, Va.	Gulpeper- Class "B", Schedules 1 and 2	285,100.00
Va. Asphalt Paving Co., Inc., Roanoke, Va.	Staunton- Class "B"; "C", Schedules B-1; C-2	283,950.00

A total of \$4,616,950.00.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission reject the bid received March 14 from William B. Patram & Co., Richmond, Va., for House Moving on the properties of Bess N. Rickard, J. G. and V. M. Hoover, Alfred and Iva Wakeman, and E. A. Halsey, Jr., and Charlotte Halsey; Route 42, Project 2485-07-08, Shenandoah County. The bid being 17.9% over estimate the work be readvertised. Motion carried.

Under date of January 12 the Commissioner mailed to the Members of the Commission a copy of address by Governor Stanley to the General Assembly on January 11, 1958. This was confirmed.

A copy of H.B. 186 limiting the terms of office of the State Highway Commission which was mailed to each member of the Commission on January 27 by the Commissioner, asking for comments and advice, was confirmed.

The Commissioner also sent to the Members of the Commission on February 1, a copy of Senate Joint Resolution No. 12, which directs the Virginia Advisory Legislative Council to study and report on methods of allocating highway funds.

A copy of H.B. 472 sent to the Members of the Commission February 9 was referred to. The Bill had reference to increasing the number of the Members of the Commission. Again on February 18 the Chairman sent to each Member of the Commission a map and data regarding the 8 Construction Districts and the 10 Congressional Districts as suggested by Mr. Rawls.

Reference was also made to J. R. relative to NO DIVERSION of highway funds which is satisfactory to the General Assembly.

Moved by Mr. Rawls, seconded by Mr. Barrow, that following the hearing in Richmond on January 5, 1958 relative to the proposed relocation of Route 58 in the vicinity of LaGrass, the Commission confirm its letter ballot decision to hold to the location proposed by the Department's engineers, and to construct the overhead crossing as planned. Motion carried.

The Commission was advised by J. A. Andersen of his plans for the semi-centennial celebration of the State Highway Department. Various committees of the engineers of the Department have been set up to work up plans. The Governor has approved the expenditure of the small cost not to exceed \$1,000,00 from the funds provided in the administration budget of the Department. There will be a number of especially invited guests.

The Commissioner also advised of a luncheon for the Members of the Commission and their wives, by the State Chamber of Commerce at the Chamberlin Hotel at Old Point on April 12. This luncheon honors the Department for 50 years of service.

It was moved by Mr. Rawls, and seconded by Mr. Watkins, that the semi-centennial celebration meeting and luncheon be on Friday, June 22, 1958. Motion carried.

WHEREAS, Section 46-526 of the Code of Virginia of 1950, as amended, provides in part that the State Highway Commission may by general or special order, which may be amended or rescinded from time to time, increase the length of passenger busses permitted on certain highways, or parts thereof, designated by the State Highway Commission, to forty feet, and WHEREAS, the City of Richmond has advised that pursuant to Section 55 of Chapter 41 of the Richmond City Code of 1957, as amended by ordinance adopted the 28th day of November, 1955, it plans to authorize the Virginia Transit Company to operate passenger motor busses up to but not exceeding forty feet in length over the hereinafter mentioned routes within the City of Richmond, and WHEREAS, the City of Richmond has requested that the State Highway Commission issue a general or special order authorizing the Virginia Transit Company to operate passenger motor busses up to but not exceeding forty feet in length over the hereinafter mentioned routes within the City of Richmond, now, therefore IT IS ORDERED that the length of passenger busses permitted on the hereinafter routes in the City of Richmond, Virginia, be increased to forty feet. These routes have been described by the City of Richmond in certain referenced ordinances cited herein which it has passed from time to time as follows:

Ordinance No. 52-177-160 (Adopted October 27, 1952) (b) Lafayette Bus Line: Beginning at 12th Street and Main Street, along Main Street to 7th Street, along 7th Street to Broad Street, along Broad Street to Roseneath Road, where service will split into two divisions: First Division: Along Roseneath Road to Monument Avenue, along Monument Avenue to Commonwealth Avenue, along Commonwealth Avenue to Broad Street, along Broad Street to Roseneath Road, where junction is made with Second Division. Second Division: Along Broad Street to Lafayette Street, along Lafayette Street to Grove Avenue, along Grove Avenue to Malvern Avenue, along Malvern Avenue to Hanover Avenue, along Hanover Avenue to Lafayette Street, along Lafayette Street to Fitzhugh Avenue, along Fitzhugh Avenue to Broad Street, along Broad Street to Roseneath Road, where junction is made with First Division, both divisions to return over same route, - along Broad Street to 8th Street, along 8th Street to Cary Street, along Cary Street to 12th Street, along 12th Street to Main Street, the point of beginning.

Ordinance No. 52-158-150 (Adopted October 27, 1952) (x) Main Street-Fulton Hill Bus Line: Beginning at 12th and Main Streets, along Main Street to Louisiana Street, along Louisiana Street to 57th Street, along 57th Street to Osborne Road, along Osborne Road to Goddin Street, along Goddin Street to Williamsburg Avenue, along Williamsburg Avenue and Williamsburg Road to Darbytown Road, along Darbytown Road to Parker Street, along Parker Street to Williamsburg Road, along Williamsburg Road and Williamsburg Avenue to Louisiana Street, along Louisiana Street to Main Street, along Main Street to 12th Street, the point of beginning.

Ordinance No. 53-137-122 (Adopted June 8, 1955) (g) Main Street Bus Line: First Division: Beginning at 8th and Main Streets, along Main Street and Ellwood Avenue to Nanssmond Street, along Nanssmond Street to Cary Street, along Cary Street to 3rd Street, along 3rd Street to Franklin Street, along Franklin Street to 8th Street, along 8th Street to Main Street, the point of beginning. Second Division: Beginning at 12th Street and Main Street, along Main Street to Robinson Street, along Robinson Street to Cary Street, along Cary Street to 12th Street, along 12th Street to Main Street, the point of beginning.

Ordinance No. 58-155-120 (Adopted June 8, 1955) (c) Floyd Bus Line: Beginning at Belmont Avenue and West Cary Street, along West Cary Street to Robinson Street, along Robinson Street to Grove Avenue, along Grove Avenue to Park Avenue, along Park Avenue to Laurel Street, along Laurel Street to Franklin Street, along Franklin Street to 9th Street, along 9th Street to Grace Street, along Grace Street to Lombardy Street, along Lombardy Street to Hanover Avenue, along Hanover Avenue to Robinson Street, along Robinson Street to Main Street, along Main Street and Ellwood Avenue to Belmont Avenue, along Belmont Avenue to West Cary Street, the point of beginning.

Ordinance No. 52-152-145 (Adopted October 27, 1952) (s) Westhampton Bus Line: Beginning at University of Richmond Loop on Campus Drive, along Campus Drive to Three Chopt Road, along Three Chopt Road to Grove Avenue, along Grove Avenue to Park Avenue, along Park Avenue to Laurel Street, along Laurel Street to Franklin Street, along Franklin Street to 9th Street, along 9th Street to Grace Street, along Grace Street to Lombardy Street, along Lombardy Street to Hanover, along Hanover Avenue to Robinson Street, along Robinson Street to Grove Avenue, along Grove Avenue to Three Chopt Road, along Three Chopt Road to Campus Drive, along Campus Drive to Loop, the point of beginning.

Ordinance No. 50-107-99 (Adopted June 28, 1950) (d) Chamberlayne Avenue Bus Line: Beginning at 11th Street and Broad Street, along Broad Street to Adams Street, along Adams Street to Chamberlayne Avenue, along Chamberlayne Avenue to Claremont Avenue, along Claremont Avenue to Brook Road, along Brook Road to Asalea Avenue, along Asalea Avenue to Chamberlayne Avenue, along Chamberlayne Avenue to Leigh Street, along Leigh Street to 2nd Street, along 2nd Street to Broad Street, along Broad Street to 10th Street, along 10th Street to Capitol Street, along Capitol Street to 11th Street, along 11th Street to Broad Street, the point of beginning.

Ordinance No. 52-160-152 (Adopted October 27, 1952) (hh) Highland Park Bus Line: Beginning at 12th Street and Main Street, along Main Street to 7th Street, along 7th Street to Clay Street, along Clay Street to 5th Street, along 5th Street and 5th Street Viaduct to Rowan Avenue, along Rowan Avenue to Fourth Avenue, along Fourth Avenue to Brookland Park Boulevard, along Brookland Park Boulevard to Meadowbridge Road, along Meadowbridge Road to First Avenue, along First Avenue to Highland Street, along Highland Street to Patrick Street, along Patrick Street to Meadowbridge Road, along Meadowbridge Road to Brookland Park Boulevard, along Brookland Park Boulevard to Fourth Avenue, along Fourth Avenue to Rowan Avenue, along Rowan Avenue to 5th Street Viaduct, across 5th Street Viaduct and along 5th Street to Leigh Street, along Leigh Street to 8th Street, along 8th Street to Cary Street, along Cary Street to 12th Street, along 12th Street to Main Street, the point of beginning.

Ordinance No. 52-159-151 (Adopted October 27, 1952) (t) Hull Street Bus Line: Beginning at 12th Street and Main Street, along Main Street to 14th Street, along 14th Street and Mayo Bridge to Hull Street, along Hull Street to Midlothian Turnpike, where service splits into two divisions: First Division: Along Hull Street to 42nd Street, along 42nd Street to Broad Rock Road, along Broad Rock Road to Hull Street, along Hull Street to Midlothian Turnpike. Second Division: Along Midlothian Turnpike to Bennoke Street, along Bennoke Street to Dunstan Avenue, along Dunstan

Avenue to 41st Street, along 41st Street to Forest Hill Avenue, along Forest Hill Avenue to Roanoke Street, along Roanoke Street to Midlothian Turnpike, along Midlothian Turnpike to Hull Street. Both the First and Second Divisions then return over the following route: Along Hull Street to Mayo Bridge, across Mayo Bridge and along 14th Street to Main Street, along Main Street to 12th Street, the point of beginning. Special routings as described by the Richmond Department of Public Safety over which school children are transported. Other streets which are used for routing to and from the garage and contemplated expansion service: Monument Avenue, North and South Boulevard, Franklin Street from Lombardy to 9th Street, Hermitage Road from City Limits to North Boulevard, Brookland Park Boulevard and Brookland Parkway, Laburnum Avenue from Hermitage Road to City Limits, East and West Broad Street from end to end, Thompeon Street, Rosenath Road from Grove Avenue to Broad Street, Sheppard Street from Patterson Avenue to Broad Street.

Moved by Mr. Rawls, seconded by Mr. Rogers, that WHEREAS, Section 48-336 of the Code of Virginia 1950 provides that the State Highway Commission, may, by general or special order, which may be amended or rescinded from time to time, increase the maximum weights permitted on the road surface of certain highways, or parts thereof, such as in the opinion of the Commission are capable from the standpoint of the design, strength and conditions, of carrying such maximum weights as prescribed in Subsections (3) and (4) of this section; and whereas, Sub-section (3) of said Section provides maximum limits of having 18,000 pounds axle weights and gross weights of 40,000 pounds for vehicles having three axles; and whereas, Sub-section (4) of said section provides maximum limits of 18,000 pounds axle weights and gross weights of 50,000 pounds for vehicles having four or more axles; and whereas, Section 48-337, provides that the State Highway Commission shall cause every highway or part thereof, on which the maximum weight per axle and the maximum gross weight have been increased as provided in the preceding Section to be marked with appropriate signs indicating respective weight limits permitted; the State Highway Commission hereby orders that appropriate signs be posted on the following:

<u>Route</u>	<u>From</u>	<u>To</u>	<u>Length (Miles)</u>
191	Int. Route 58 near Bowers Hill Norfolk County	Int. Route 337	5.14
108	Martinsville-Henry County	Int. Route 890 at Figabero	8.25
811	NCL Salem - Roanoke County Roanoke and Craig Counties	Int. Route 658-Craig County	26.83
99	ECL Pulaski- Pulaski County	Int. Route 100 at McAdam	2.80
600	Route 301 - Caroline County Caroline and King William Counties	Route 50-King William County	23.96
694	Route 58 - Halifax County	Va. - N.C. State Line	5.14
		TOTAL	66.12

(Total of 6,438.90 miles\* in the 50,000 pound system and 81.87 miles in the 40,000 pound system. \*5,975.89 miles in the Primary System, 463.51 miles in the Secondary System.)

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that, whereas, by proper resolutions the various Boards of Supervisors have requested the discontinuance of certain roads from the Secondary System; and whereas the Resident Engineers representing the Commission, did post notices and hold hearings in the respective counties to ascertain whether or not such roads should be discontinued; there being no valid opposition, now therefore, be it resolved, that the following roads be discontinued as parts of the Secondary System as provided by Section 88-78.7 of the 1950 Code of Virginia, as amended, effective this date.

HANOVER COUNTY - Old location of Route 610 between Sta. 145 / 00 and Sta. 145/70, Project 1842-08. Length 0.013 Mile.

HICKENSON COUNTY - Route 800-From 0.80 Mile W. Int. Route 804 to Int. Route 879. Length 0.10 Miles.

Route 807-From 0.49 Mile S. Int. Route 817 to Int. Route 895. Length 0.21 Miles.

Route 817-From 0.80 Mile E. Int. Route 814 to Int. Route 811. Length 1.50 Miles.

Route 829-From Int. Route 850 to Kentucky State Line. Length 1.80 Miles.

Route 831-From 0.56 Mile E. Int. Route 811 to 1.44 Miles E. Int. Route 811. Length 2.08 Miles.

Route 831-From 2.70 Miles E. Int. Route 811 to 3.35 Miles E. Int. Route 811. Length 0.65 Miles.

Route 831-From 0.69 Mile E. Int. Route 819 to Int. Route 817. Length 0.81 Miles.

Route 845-From 2.70 Miles N.W. Int. Route 852 to 0.89 Mile S.E. Int. Route 849. Length 1.81 Miles.

Route 875-From Int. Route 824 to Int. Route 831. Length 0.70 Mile.

Route 877-From Int. Route 892 to Int. Route 900. Length 4.10 Miles.

Route 882-From 0.25 Mile E. Int. Route 80 to Dead End. Length 0.85 Mile.

PYTSYLVANIA COUNTY - Old location of Route 737, from the SCL of Danville south to the new location and intersection of Route 738 at Sta. 70/90, Project 1871-17-18. Length 0.80 Miles.

HANOVER COUNTY - Route 750-From 0.70 Mile S.W. Route 55 to Route 824. Length 0.80 Miles.

HIGHLAND COUNTY - Sections 1 through 12 of the old location on Route 607, Project 1845-09-10-11 between the intersection of Route 842 and intersection of Route 806 at Trimble. Length 1.227 Miles.

Motion carried.

A letter of January 15 from Mr. B. A. Davis, Jr., Attorney, Town of Rocky Mount, was read to the Commission. This letter acknowledged letter of January 11 to him accepting as correct the full inscription to be placed on the plaque to be placed on the N&W Overhead Bridge on Route 220, in the Town of Rocky Mount, named in honor of William N. Angle.

Following the suggestions by Senator Burgess E. Nelson at the January 8 meeting, reports from Messrs. Wilkinson and Mills of the Traffic and Planning Division, were mailed to Senator Nelson on January 12. All indications point to the fact that with proposed revisions of the code the problem will be taken care of, providing for a minimum and maximum speed.



Moved by Mr. Rogers, seconded by Mr. Rawls, that due to extraordinary storm damage to the Secondary System in four Districts resulting from Hurricanes Connie and Diane in August, 1955, the Commission approve extra allowances as follows:

<u>County</u>	<u>Allowance</u>	<u>County</u>	<u>Allowance</u>
<b>BRISTOL DISTRICT</b>			
Buchanan	\$11,000	Reconstruction of bridge due to previous storms for which no previous allocation has been made.	District total \$11,000
<b>SALEM DISTRICT - None</b>			
<b>LYNCHBURG DISTRICT - None</b>			
<b>RICHMOND DISTRICT</b>			
Goochland	\$ 5,200	Hanover	52,000
Chesterfield	11,000	New Kent	2,900
Charles City	2,800		
		District Total	<u>55,700</u>
<b>SIFFOLK DISTRICT - None</b>			
<b>FREDERICKSBURG DISTRICT</b>			
Essex	\$ 8,000	Caroline	8,000
King William	15,000	Northumberland	1,000
Westmoreland	2,800	Lancaster	1,000
Richmond	6,200	Middlesex	1,000
Gloucester	3,600	King & Queen	8,000
		District Total	<u>55,600</u>
<b>GULPEPER DISTRICT</b>			
Louisa	\$ 2,100	Greene	7,200
Albemarle	9,800	Gulpeper	2,400
Madison	21,600	Rappahannock	28,000
Fairfax	8,000		
		District Total	<u>79,100</u>
<b>STAUNTON DISTRICT</b>			
Page	\$64,000	Warren	6,800
Augusta	2,700	Rockingham	8,000
Frederick	1,500	Shenandoah	8,000
		District Total	<u>82,000</u>
		State Total	<u><u>\$291,400</u></u>
Motion carried.			

The Commission had before it requests from the Patrick County Board of Supervisors and the Town Council of Stuart to name the Bridge across Mayo River in Stuart the "T. J. George Memorial Bridge." It was moved by Mr. Rakls, seconded by Mr. Flythe, that the Commission name the bridge subject to assurance from the Town and County that the cost of name plates would be paid for; all as provided in Section 38-173 of the 1950 Code of Virginia; a letter to such effect having been written to Hon. William F. Stone, Member of the House of Delegates on February 28 by J. A. Anderson. Motion carried.

The Commission was advised of legislative action providing no further free passage to students over the toll facilities in the State; and that a resolution adopted by the General Assembly on its last day requested the Highway Commission to do what it could to give aid to students. Mr. Ellison explained the problem fully to those present.

It was moved by Mr. Rakls and seconded by Mr. Rogers that the following resolution be adopted: WHEREAS, The General Assembly of Virginia by House Joint Resolution Number 107 has requested the State Highway Commission to study the feasibility of establishing special commutation rates for students required to use revenue bond act toll facilities, and WHEREAS, in compliance with said resolution the Commission authorized the traffic engineers named under Section 706 of the Trust Indenture securing the \$95,000,000 issue of State of Virginia Toll Revenue Bonds (Series of 1954) to study the possibility of revising the toll schedules required under Section 501 of the Indenture to provide special student commutation rates, and WHEREAS, in reports dated March 19, 1956, and March 20, 1956, the traffic engineers have recommended establishing certain special rates for commuting students required to use the toll facilities for regular attendance at state supported or privately endowed educational institutions approved by the State Board of Education; now, therefore, BE IT RESOLVED by the State Highway Commission that the toll schedules required under Section 501 of the Trust Indenture are revised to include the special commutation rates for students recommended by the traffic engineers. Motion carried.

WHEREAS, acknowledgement is made of the telegram from the Honorable Lewis A. McMurren, Jr., requesting that student passes for use on Revenue Bond Facilities be validated until the end of school year in June, 1956, and WHEREAS, in conformance with the emergency Bill passed by the General Assembly our Consulting Engineers approved reduced commuters' rates for students using Revenue Bond Facilities, and WHEREAS, a validation of existing passes would be in conflict with the Revenue Bond Indenture and in violation of the amendment to the Revenue Bond Act passed by the 1956 General Assembly, therefore BE IT RESOLVED, that the Highway Commission authorize the adoption of the student rates as approved by our Consultants. These rates to become effective April 10, 1956.

WHEREAS, a portion of State Highway Primary Route 315 shown in yellow on the accompanying layout sketch of the Department, dated January 16, 1958, comprising 0.52 mile, lying within the grounds of the R. E. Lee Camp Confederate Memorial Park and the Virginia Museum of Fine Arts has been altered, and WHEREAS, a new road shown in red on the attached layout sketch comprising 0.28 mile has been constructed in lieu thereof, which new road serves the same citizens as the old road, now, therefore BE IT RESOLVED, that under authority of Section 55-76.5 of the Code of Virginia of 1950, as amended, the old portion of State Highway Primary Route 315 comprising 0.52 mile lying within the grounds of the R. E. Lee Camp Confederate Memorial Park and the Virginia Museum of Fine Arts be abandoned and the new portion of Route 315 comprising 0.28 mile in length which has been constructed in lieu of the old road, be taken over for maintenance as a part of the primary system of State Highways. (Layout Sketch in file)

Moved by Mr. Rogers, seconded by Mr. Rawls, that, WHEREAS, construction on Project 2868-05-06-09 has been completed to provide a new connection between Route 20 and Route 15 along the south limits of the Town of Orange, it is recommended by our Engineers and the Town Council of Orange that Route 20 be routed over the new connection via the C & O Railroad underpass and that present Route 20 via the grade crossing of the C & O Railroad through the center of the Town of Orange be retained in the Primary System and designated as Alternate Route 20; NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 55-26 of the 1950 Code of Virginia, as amended, the new connection from a point near the intersection of Route 612 west to the intersection of Route 15 in the Town of Orange, a distance of 0.645 mile, be added to the Primary System of Highways; BE IT FURTHER RESOLVED, that the new connection be numbered Route 20 including the overlap on Route 15 to connect with west intersection of present Route 20; also, that present Route 20 in the Town of Orange between the east intersection of the new connection and its west intersection with Route 15, be numbered Alternate Route 20. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that, WHEREAS, in order to eliminate two "Y" routes and improve the numbering of primary highways within the Cities of Norfolk and South Norfolk and in the Counties of Norfolk and Princess Anne that are sources of confusion, it has been recommended by the engineers of the Highway Department and approved by the two cities involved that Routes 15-Y and 166-Y be eliminated by re-routing: Route 166; also renumber a portion of present Route 166 to carry new route number 190; NOW, THEREFORE, BE IT RESOLVED, that Route 166 be extended northeasterly from its intersection with present Route 166-Y, along present Route 166-Y to Route 460, overlapping Routes 460 and 58 to present Route 15-Y, thence along present Route 15-Y, overlapping a portion of Route 15 to its terminus at Route 60, thus eliminating Routes 166-Y and 15-Y; also, that new route number 190 be assigned to that part of present Route 166 beginning at its present intersection with present Route 166-Y Via Oak Grove to its terminus at the intersection with Route 165 at Kespeville. No change in maintenance payments to the Cities of Norfolk and South Norfolk is occasioned by reason of this revised route designation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that letter ballot action by the Commission be confirmed as follows: WHEREAS, by deed dated August 12, 1950, and recorded in the Clerk's Office of Essex County in Deed Book 77, Page 168, the Commonwealth acquired certain 66-foot right of way for a section of old Route 58 (then known as Tidewater Trail), now Route 17, Project 474-D, Plan Sheets 5 and 4, from J. E. Sadler; and WHEREAS, the said section of Route 17 has been altered and reconstructed on a 110-foot right of way, Project 2028-14, leaving a strip or section of the said 66-foot right of way and former location of Route 17 outside of said 110-foot right of way and along lands now owned by W. A. Croxton, who, with his wife, conveyed a portion of the latter right of way, Plan Sheet 15, to the Commonwealth by deed dated November 9, 1953, and recorded in the said Clerk's Office in Deed Book 90, Page 50; and WHEREAS, the said section of Route 17 as altered and reconstructed serves the same citizens as the old location, and said W. A. Croxton, whose property had been developed and improved in relation to the said 66-foot right of way and former location of Route 17, desires that the Commonwealth release to him the said strip or section of the same which contains 0.25 acre, more or less, and is adjacent to the northeast line of the said 110-foot right of way from Stations 753/80 (revised centerline) to 758/75 (original centerline); and the State Highway Commissioner deems that the sum of \$50.00 would be adequate consideration and has certified in writing that this strip or section is deemed no longer necessary for the uses of the State Highway System; now, THEREFORE, as provided for by Section 55-76.5 of the 1950 Code of Virginia, as amended, the strip or section of the former location of Route 17 and 66-foot right of way located as aforesaid is hereby declared abandoned; and as provided for by Section 55-76.6 of said Code, the release and quitclaim to the said W. A. Croxton of this strip or section for a consideration of \$50.00 is hereby approved and the State Highway Commissioner is authorized to execute and deliver a deed accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, whereas, in connection with a section of Route 59, Project 2781-01-02, at or near Rockbridge Baths, in Rockbridge County, the Commonwealth acquired certain right of way or land, Plan Sheets 3 and 4, from T. F. Anderson, single, by deed dated March 2, 1951, and recorded in the Clerk's Office of said County in Deed Book 211, Page 85; the northerly portion of this land lying along the southwest side of the normal 80-foot right of way of Route 59 as relocated and along the northerly and westerly sides of the right of way to be retained for the former location of Route 59 and the connection with the new location, Plan Sheet 4, which portion contains 0.07 acre, more or less; and Whereas, the Rockbridge Baths Volunteer Fire Department desires to purchase the said 0.07 acre, more or less, of land and erect, operate and maintain thereon fire fighting facilities and has offered the sum of \$14.00 for the same, which is deemed adequate by the State Highway Commissioner, and who has certified in writing that this portion or area does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System; now, THEREFORE, as provided for by Section 55-76.6 of the 1950 Code of Virginia, as amended, the release and quitclaim of the said northerly portion or 0.07 acre, more or less, of land to the Rockbridge Baths Volunteer Fire Department for a consideration of \$14.00 is hereby approved and the State Highway Commissioner is authorized to execute and deliver a deed accordingly. Motion carried.

Moved by Mr. Rogers, seconded by Senator Nelson, that, whereas, at the meeting of the Commission held on March 24, 1955, a resolution was adopted concerning Section 1 and Section 2 of the old road location of Route 225 in Mathews County, as shown on plat of Location and Design Division dated September 28, 1953; Route 225 having been altered and constructed on new location (Projects 5857-01 and 5857-02), Section 1 having been abandoned pursuant to Section 55-76.5 of the Code of Virginia of 1950, as amended, and Section 2 having been transferred to the Secondary System pursuant to Section 55-27 of the said Code of Virginia; and WHEREAS, there is on file in the Central Office of the Commissioner a true copy of a resolution adopted by the Board of Supervisors of Mathews County at a meeting held on September 26, 1955, as follows: "IN RE: FERRY SLIP AT TWIGG'S FERRY. It appearing to the Board that by order entered at its meeting held July 26, 1954 it approved, among other things, the abandonment and removal of the ferry slip at the end of old Route 225 on the Mathews side of the Piankatsank River, the ferry having ceased operations in September, 1955, by reason of the bridge being built at said point, but it now appearing that it is desirable to retain said ferry slip for the use of persons engaged in the seafood industry and the public generally, it is ordered by the Board that the Department of Highways be, and it hereby is, advised that this Board desires to maintain the said ferry slip for the use of persons engaged in the seafood industry and of the public generally and does request the Department to turn it over to the County of Mathews for such purpose and does likewise request the Department to remove all the offshore piling near said slip." AND Whereas, the new location of Route 225 as altered and constructed serves the same citizens as the section of the old location, consisting of the former ferry landing slip and pier, adjoining the northerly end of said Section 2 and extending northerly approximately 100 feet into and over Piankatsank River; and the Commissioner has certified in writing that this section of the old location is deemed no longer necessary for the uses of the State Highway System; now, THEREFORE, as provided for by Section 55-76.5 of the Code of Virginia of 1950, as amended, the said section of the old location of Route 225 approximately 100 feet in length is hereby declared abandoned; and as provided for by Section 55-76.6 of the said Code, as amended, the release and quitclaim of any and all right, title and interest which the Commonwealth may have in and to the former ferry landing slip and pier thereon to the County of Mathews for a consideration of \$1.00 is hereby approved and the Commissioner is authorized to execute and deliver a deed accordingly; provided, however, that after the delivery of such deed, neither the Commonwealth nor her servants, employees or agents shall have any obligation or liability with respect to the location, construction, reconstruction, improvement, operation or maintenance of the said former ferry landing slip and pier. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that, whereas, the Salem District Headquarters facilities are now located on two certain tracts of land owned by the Commonwealth, one tract being situated in the Town of Salem, containing 8.89 acres, more or less, and shown on plat - R/W File #220 (c), and the other tract being situated in the County of Roanoke, containing 15.26 acres, more or less, and shown on plat - R/W File #335(B);

and Whereas, the State Highway Commission has determined, for reasons deemed to be in the public interest, that within the near future it will become desirable and necessary to cease the occupancy and use of the said two tracts of land for highway and road purposes and to reestablish and concentrate the headquarters facilities of the Salem District upon another certain tract of land along the north side of Route 11 west of Salem, which can be purchased by the Commonwealth at a price deemed reasonable; now, THEREFORE, the State Highway Commissioner is hereby authorized to purchase, in the name of the Commonwealth, the tract of land last mentioned and to offer for sale by sealed bids to be received by suitable modes of advertisement the two tracts of land first mentioned, together with such of the improvements located thereon as the Commissioner may deem not desirable or necessary to remove for further public use; these two tracts of land and such of the improvements thereon as aforesaid shall be advertised for sale separately and together, and the advertisement shall require that each bid be accompanied by a Certified or Cashier's Check payable to the Treasurer of Virginia in the sum of \$500.00 for each tract or such check in the amount of \$1000.00 with each bid on both tracts together; and, further, the advertisement shall provide that deed or deeds of special warranty of the Commonwealth will be tendered to the party or parties submitting bid or bids acceptable to the Commissioner prior to May 1, 1958, in exchange for the payment to the Commonwealth of the sum or sums bid and accepted, less the sum or sums accompanying the bid or bids as herein provided; and the Commissioner is hereby authorized to enter into the necessary contract or contracts to sell these tracts of land and improvements pursuant to the terms of the advertisement herein mentioned; it being the intent of the Commission to adopt a resolution at the proper time to authorize the execution of deed or deeds conveying these tracts of land at such time as they are no longer necessary for public highway or road purposes. Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that, whereas, in connection with the construction of former Route 508, now Route 17, Project 852-C, by deed dated July 1, 1952, and recorded in the Clerk's Office of Hansemond County in Deed Book 126, Page 3, J. G. Eberwine and Annie M. Eberwine, his wife, granted to the Commonwealth of Virginia borrow material, etc., on the lot of land described in said deed which contains the following provision: "For the consideration herein paid, the said grantees shall have fifty (50) years to move said material as it becomes necessary from time to time."; and Whereas, the said J. G. Eberwine and Annie M. Eberwine are deceased and their son, George K. Eberwine, is now the sole owner of the fee in and to the said lot of land, subject to the said deed dated July 1, 1952, under the will of the said J. G. Eberwine probated January 16, 1955, and recorded in the Clerk's Office of Hansemond County in Will Book 16, Page 541, and has requested that the Commonwealth release to him all right, title and interest granted by the said deed; and the State Highway Commissioner has certified in writing that it is no longer necessary for the Commonwealth to remove any borrow or other material from the said lot of land, that the same does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System; now, THEREFORE, as provided for by Section

55-76.6 of the Code of Virginia of 1950, as amended, the release and quitclaim of the right, title and interest of the Commonwealth in and to the said lot of land to the said George K. Eberwine for a consideration of \$1.00 is hereby approved and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that, whereas, at a meeting of the Board of Supervisors of Wise County, Virginia, held on February 14, 1956, the following resolution was adopted: "Whereas, in 1945 and 1947, pursuant to certain permits issued by the Virginia Department of Highways, to The Chesapeake and Ohio Railway Company and approved by the State Highway Commissioner, the Railway Company (a) located and constructed sections of its Meade Fork Subdivision railroad near Pound and Aldira, in Wise County, Virginia, upon and along a certain section of Primary Highway Route 25 (Project 158-R1) and certain sections of Secondary Highway Routes 650, 652 and 655 and (b) altered and constructed the said sections of highways upon and along its lands and at its cost and expense; the said permits having been granted with the understanding that the Railway Company would release and quitclaim to the Commonwealth of Virginia rights of way or parcels of land of suitable areas upon and along its lands for the said sections of highways when altered and constructed, there being one area or parcel on Route 25, one on Route 650, four on Route 652 and one on Route 655, a total of seven such areas or parcels; and in exchange for such release and quitclaim that the Commonwealth would release and quitclaim to the Railway Company the areas or parcels on the said sections of highways which would abut upon and along the latter's lands and be no longer necessary by reason of lying outside of the rights of way required for said sections of highways when altered and constructed, there being four areas or parcels on Route 25, one on Route 650, six on Route 652 and one on Route 655, a total of twelve such areas or parcels; and whereas, the said sections of highways as formerly located and as altered and constructed and the nineteen areas or parcels to be exchanged as aforesaid are shown on the Railway Company's Drawing Nos. 18891-85 (Route 25) and 18891-84 (Routes 650, 652 and 655), the first dated April 15, 1949, revised July 25, 1949, and the second dated March 30, 1949, last revised November 25, 1955; copies of which drawings having been examined and approved by this Board are hereby ordered to be filed as a part of the record and minutes in this matter; and whereas, the several sections of highways as altered and constructed and as shown on the said drawings serve the same citizens as before being altered and constructed and have been approved by the State Highway Commissioner; now, THEREFORE, as provided for by Section 55-76.12 of the Code of Virginia, the eight areas or parcels on Secondary Routes 650, 652 and 655 to be released and quitclaimed to the Railway Company and being no longer necessary for the uses of the Secondary System are hereby declared abandoned, and it is recommended that the State Highway Commission take the actions prescribed by Sections 55-76.5, 55-76.6 and 55-76.11 of the Code of Virginia as applicable to effect the release and quitclaim to the Railway Company of the four areas or parcels on Route 25 and of the eight areas or parcels on Routes 650, 652 and 655 as aforesaid, in exchange for the Railway Company's release and quitclaim to the Commonwealth of the seven areas or parcels on Routes 25, 650, 652 and 655 as aforesaid." and Whereas, in

connection with the foregoing recited resolution the State Highway Commission concurs with the Board of Supervisors of Wise County that the section of Primary Route 25 and the several sections of Secondary Routes 630, 632 and 633 as altered and constructed serve the same citizens as before being altered and constructed and have been approved by the State Highway Commissioner who has certified in writing that the four areas, or parcels of the former location of Route 25 proposed to be released and quitclaimed to The Chesapeake and Ohio Railway Company are deemed no longer necessary for the uses of the State Highway System and that the use of the eight areas or parcels of the former locations of Routes 630, 632 and 633, likewise proposed to be released and quitclaimed, is no longer deemed necessary; now, THEREFORE, as provided for by Section 55-76.5 of the Code of Virginia of 1950, as amended, the said four areas, parcels or sections of the former locations of Route 25 are hereby declared abandoned; and as provided for by Section 55-76.6 and Section 55-76.11 of said Code, as amended, the release and quitclaim of the said four and eight or twelve areas, parcels or sections, all now having been abandoned, to The Chesapeake and Ohio Railway Company in exchange for its release and quitclaim to the Commonwealth of Virginia of the seven areas or parcels of land, one on Route 25, one on Route 630, four on Route 632 and one on Route 633 as set out in the foregoing recited resolution, is hereby approved and the State Highway Commissioner is authorized to execute a deed or deeds accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that, whereas, in connection with Route 460, Project 1980-C6, in Roanoke County, by deed dated March 17, 1952, and recorded in the Clerk's Office of said County in Deed Book 436, Page 325, Margaret F. Bushong conveyed to the Commonwealth certain land in fee and an easement to use certain other and adjacent lands along the south side thereof, as shown outlined in red and green, respectively, on photo copies of Plan Sheets 3, 4 and 5 recorded as a part of said deed in State Highway Plat Book 1, Pages 98 and 99; no monetary consideration having been paid for said easement; and WHEREAS, William Thomas Crozier, Helen F. Crozier, Earl A. Buck and Edith G. Buck are now the owners of the fee in and underlying that portion of the easement lands shown outlined in green as aforesaid, lying opposite and between Station 268/00, approximately, and Station 275/50, approximately (office revised centerline), which portion comprises parts of Lots 9 through 16, inclusive, Block 1, Summit Hills Subdivision No. 1, as shown on a plat dated January 18, 1955, and recorded in the said Clerk's Office in Plat Book 5, Page 159; and WHEREAS, the said project has been constructed and opened to public use and the land underlying the said easement on and upon the said Lots 9 through 16, inclusive, has been graded approximately to the elevation of the adjacent highway; and the four parties named above as owners of the said lots have requested that the said easement in, upon and appurtenant to them be released in order to remove the encumbrances created thereby; and the State Highway Commissioner has certified in writing that the said easement in, upon and appurtenant to the said lots does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System; now, THEREFORE, as provided for by Section 55-76.6 of the Code of Virginia of 1950, as amended, the release and quitclaim of the said easement insofar as it encumbers the



said lands or lots owned by the said four parties to them for the nominal consideration of \$1.00 is hereby approved, and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that, whereas, the section of Route 250A in Albemarle County which was constructed as Project 3502-06-08 (old 1446) is a Limited Access Highway, as provided for and defined in Article 5, Chapter 1, Title 58 of the Code of Virginia of 1950, as amended; and by deed dated December 19, 1952, and recorded in the Clerk's Office of said County in Deed Book 308, Page 375, C. T. O'Neill and Jane W. O'Neill, husband and wife, conveyed a certain parcel of land shown on Project Plan Sheet 7 to the Commonwealth, portions of which are within the normal 160-foot right of way of Route 250A and the normal 40-foot right of way of connection of Rugby Road, Route 743, with Route 250A, which said deed also conveyed to the Commonwealth the easement and right of access, light and air as to the remaining and abutting lands of the grantors therein; and WHEREAS, it is necessary, and the said grantors have requested that the remaining land which abuts upon and along the southeast side of the said right of way of the said connection, be made accessible to and from Rugby Road, Route 743; and the State Highway Commissioner has certified in writing that a certain portion or segment of the said parcel of land lying in the southeast corner thereof and outside of the normal 40-foot right of way of Rugby Road, Route 743, does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System or for public road purposes, including Limited Access Highway Route 250A; now, THEREFORE, as provided for by Section 55-76.8 of the Code of Virginia of 1950, as amended, the conveyance of the said portion or segment of the said parcel of land to the said C. T. O'Neill and Jane W. O'Neill, with special warranty of title, together with the easement and right of access, light and air with respect to the land abutting thereon, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly, for a consideration of \$1.00, which said portion or segment is further described as having its northeast and northwest corners perpendicular to and 20 feet from the centerline of said connection at Station 2/70 "J" and Station 3/00 "J" and its northeasterly, southeasterly and southwesterly sides about 15 feet, about 30 feet and about 10 feet in length. Motion carried.

✓ Moved by Mr. Rogers, seconded by Mr. Rawls, that whereas, Primary Highway Route No. 850 in Fairfax County is a Limited Access Highway, as provided for and defined in Article 5, Chapter 1, Title 58 of the Code of Virginia of 1950, as amended, and in connection with section or Project No. 1400-E4 (440-DR-1) thereof at its southerly end, Vernon M. Lynch and Minnie I. Lynch, husband and wife, conveyed certain parcels of land to the Commonwealth of Virginia described as Parcel Nos. 1, 2, 3 and 4 and shown on Project Plan Sheets 3, 4, 4-B and 5, together with the easement and right of access, light and air appurtenant to all or a part of the said parcels of land (the description of Parcel No. 4 beginning with the following parenthetical statement "without the said existing easements of access, light or air") and to the remaining lands of the said Vernon M. and Minnie I. Lynch abutting upon the same, by deed dated June 9, 1954, and recorded in the Clerk's Office of Fairfax County, Virginia, in

Deed Book 1189, Page 300; and WHEREAS, a certain section of Secondary Highway Route No. 611 is located upon and within the land described in said deed as Parcel No. 3, which section is shown on Project Plan Sheet 4, and is approximately 200 feet in length and extends northerly from a corner in the southeast boundary of said Parcel No. 3 located in the northwest right of way line of the Richmond, Fredericksburg and Potomac Railroad Company radial to and 40 feet from the survey and plan centerline of said section of Route No. 611 at Station 525/42 to another corner in said boundary radial to and 40 feet from said centerline at Station 527/41 and perpendicular and 151 feet from the survey and plan centerline of the northbound lane of Route No. 350 at Station 511/47; and WHEREAS, Route No. 611, including the section thereof upon and within the said Parcel No. 3 and the section thereof upon and within the land described in the said deed as Parcel No. 4, is not a Limited Access Highway, and it was not the intent of the parties to the said deed that the same convey any easement or right of access, light or air belonging or appurtenant to the remaining lands abutting upon and along the southeast side of said Parcel No. 3 east of and between the two corners mentioned in the preceding clause hereof nor to the remaining lands abutting upon and along the east and west sides of said Parcel No. 4; and the State Highway Commissioner has certified in writing that the said easement and right of access, light and air appurtenant to the said remaining lands abutting upon and along the said two sections of Route No. 611 do not constitute a section of the public road and are deemed no longer necessary for the uses of the State Highway System, including Limited Access Highway Route No. 350; and WHEREAS, the record title in and to the said remaining lands abutting upon, along and opposite the said two sections of Route No. 611 is now recorded in the said Clark's Office in the name or style of Edwin Lynch, Trustee for Vernon M. Lynch & Sons, a partnership; now THEREFORE, as provided for by Section 53-76.6 of the Code of Virginia of 1950, as amended, the conveyance, release and quitclaim of the said easement and right of access, light and air appurtenant to the remaining lands abutting upon, along and opposite the said two sections of Route No. 611 to the said Edwin Lynch, Trustee for Vernon M. Lynch & Sons, a partnership, for a consideration of \$1.00, is hereby approved, and the State Highway Commissioner is authorized to execute a deed accordingly; it being the intent and purpose of the State Highway Commission to restore and revert to, in and upon the said remaining lands abutting upon, along and opposite the said two sections of Route No. 611 the easement and right of access, light and air existing before the execution of the said deed dated June 9, 1954. Motion carried.

Moved by Mr. Rogers, seconded by Senator Nelson, that, the resolution adopted March 4, 1955, and amended August 4, 1955, designating a certain section of Route 29 and 211 as a Limited Access Highway be further amended to read as follows: "That the section of Route 29 and 211 from a point 0.505 miles east of the Southern Railway crossing at Gainesville, to a point approximately 0.7 mile east of the Fairfax-Prince William County line, including the necessary connections for an interchange at the intersection of Route 55 relocated; and that section of Route 55, including any necessary relocations, from the intersection of Route 29 and 211 to a point 0.455 mile north of the intersection of Route 29 and 211, be designated as a Limited Access Highway, in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, Amended. Motion carried.

Moved by Mr. May, seconded by Mr. Rogers, that the resolution approved June 14, 1955, designating a certain section of Route 11 as a Limited Access Highway be amended to read as follows: "That the section of Routes 11, 101 and 100 from the intersection of the proposed Wytheville By-pass east of Wytheville including the necessary interchange, ramps, etc. at the intersection of the proposed By-pass, to a point approximately 0.6 mile west of the intersection of Route 99 at MoAdam including the necessary interchange, ramps, etc., at the intersection of Route 11 with Route 101, be designated as a Limited Access Highway, in accordance with Article 5, Chapter 1, Title 33 of the 1950 Code of Virginia, Amended." Motion carried.

Moved by Mr. Rawls, seconded by Senator Wright, that the resolution approved June 14, 1955, designating a certain section of Routes 188Y and 188 as a Limited Access Highway be amended to read as follows: "That the section of Routes 188Y and 188 from the intersection of Route 60 in James City County, including the necessary interchange, ramps, etc., at the intersection of Route 60, to the proposed intersection of Route 51 in York County, including the necessary interchange, ramps, etc., at the proposed intersection of Route 51, be designated as a Limited Access Highway in accordance with Article 5, Chapter 1, Title 33 of the 1950 Code of Virginia, Amended." Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the proposed Rocky Mount By-pass in Franklin County, beginning at the northern limits of the interchange where the proposed by-pass will leave present Route 220 north of Rocky Mount and extending south to the southern limits of the proposed interchange where the said by-pass will rejoin Route 220 south of Rocky Mount be declared a Limited Access Highway, in accordance with Article 5, Chapter 1, Title 33, of the 1950 Code of Virginia, Amended. Motion carried.

In discussing the proposal to declare as Limited Access the Rocky Mount By-pass, an article from "Better Roads" of March 1956, WHAT HAPPENED TO BOOSTER OF HIGHWAYS? by Mr. Charles M. Noble, Chief Engineer of the New Jersey Turnpike Authority was read to the Commission.

Moved by Senator Nelson, seconded by Mr. Rogers, that the section of Route 11 from the end of the proposed Marion By-pass approximately 0.6 mile west of Marion to the beginning of the four-lane divided pavement approximately 3.2 miles west of Marion, including any necessary relocations, interchanges, ramps, etc., be designated as a Limited Access Highway in accordance with Article 5, Chapter 1, Title 33 of the 1950 Code of Virginia, Amended. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the section of Route 55 and 17 from a point approximately 4.4 miles west of the intersection of Route 17 at Marshall to a point approximately 2.5 miles west of the intersection of Route 17 at Marshall, be designated as a Limited Access Highway, in accordance with Article 5, Chapter 1, Title 33, of the 1950 Code of Virginia, Amended. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the section of Route 11 from a point approximately 1.2 miles south of the Rockbridge-Botetourt County line to the north end of the proposed Buchanan By-pass, approximately 0.4 mile north of the north corporate limits of Buchanan, including any necessary relocations, interchanges, ramps, etc., be designated as a Limited Access Highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, Amended. Motion carried.

**POLICY OF THE VIRGINIA HIGHWAY COMMISSION RELATING  
TO THE ESTABLISHMENT OF LIMITED ACCESS HIGHWAYS**

WHEREAS, the increasing volume of motor vehicle transportation has brought to Virginia the problem of providing for safe and orderly movement of traffic on the highways of the Commonwealth, and WHEREAS, it is the duty of the State Highway Commission to provide for the safe movement of motor vehicles on roads serving through as well as local traffic, and WHEREAS, the Legislature of Virginia has enacted in 1942 what is now Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, providing for the establishment of Limited Access Highways, and WHEREAS, in order to guarantee the present and future use of these highways at design capacity and to accomplish the purpose set out in the foregoing legislation, it is necessary for the Commission to spend large sums of money for right of way and construction of limited access highways; now therefore, BE IT RESOLVED by the Highway Commission of Virginia that the Commission may declare highways and streets subject to controlled access by designating the same as "Limited Access" under the following conditions: 1. Principal and through highways where roadside development threatens the orderly movement of traffic and the volume and character of the traffic justifies such designation. 2. All distribution routes and by-passes constructed through or around cities and towns on Class I and Class II roads. 3. Such other routes as the Commission may deem necessary or advisable in order to protect the public interest.

A letter of February 16 to Hon. William F. Garter, Member of the House of Delegates, relative to by-pass for Route 220 at Ridgeway having been declared a Limited Access Highway, was read to the Commission. There was some discussion of the problem and the opposition to the section of road being so classed.

It was moved by General Anderson and seconded by Mr. Flythe, that by-pass for Route 220 at Ridgeway remain as it is. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that WHEREAS, new Route 11-A By-pass, Project 1581-70-71-09-10-11, a part of the Primary System, has been opened to traffic it is requested that the extension of Route 11-A, within the Town of Lexington be added for primary maintenance; BE IT RESOLVED THAT, under authority of Section 33-218 of the 1950 Code of Virginia, as amended that the extension of Route 11-A By-pass from Route 11 to the SE1 of Lexington, a distance of 0.518 mile, be added for payment to the Town at the base rate of \$4,000 per mile. This change to become effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that WHEREAS, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by the City of Falls Church for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Falls Church on additional streets totaling 4.757 miles, effective beginning the fourth quarter, April 1, 1956. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that WHEREAS, Route 110, within the City of Alexandria, has been determined no longer necessary as a street extension of the Primary System due to a change in the proposed Potomac River Bridge location and, WHEREAS, a portion of Route 110 was heretofore eligible for primary maintenance payment; BE IT RESOLVED, that, under Section 53-115 of the 1950 Code, as amended, the primary maintenance payment at the base rate of \$4,000 per mile be deleted on that portion of old Route 110, heretofore eligible for such payment, thus reducing the total primary mileage for the City of Alexandria by 0.16 mile. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Flythe, that WHEREAS, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by the City of Alexandria for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Alexandria on additional streets totaling 5.062 miles, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that WHEREAS, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by the City of Martinsville for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Martinsville on additional streets totaling 2.1415 miles, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that WHEREAS, under authority of Section 53-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Lynchburg for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 Per Mile annually be made to the City of Lynchburg on additional streets totaling 1.998 miles, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. May, seconded by Mr. Rogers, that WHEREAS, under authority of Section 55-50.2 of the 1950 Code of Virginia, as amended, request is made by the Town Council of Altavista for additional mileage on streets meeting required standards and subject to payment at the base rate of \$300 per mile annually; NOW, THEREFORE, BE IT RESOLVED, that the eligible streets totaling 0.218 mile be added to the designated streets for payment to the Town of Altavista, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Watkins, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Salem for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 Per Mile annually be made to the Town of Salem on additional streets totaling 2.474 miles, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the City of South Norfolk for payment at the base rate of \$300 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 Per Mile annually be made to the City of South Norfolk on additional streets totaling 1.191 miles, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Senator Wright, seconded by Mr. Flythe, that WHEREAS, under authority of Section 55-50.2 of the 1950 Code of Virginia, as amended, request is made by the Town Council of McKenney for additional mileage on streets meeting required standards and subject to payment at the base rate of \$300 per mile annually; NOW, THEREFORE, BE IT RESOLVED, that the eligible streets totaling 0.50 mile be added to the designated streets for payment to the Town of McKenney, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rogers, that WHEREAS, the City of Richmond, having concluded a temporary routing trial period of 90 days of primary extension of Route 560 within the City in an effort to relieve congestion, and WHEREAS, this temporary routing, as adopted by the City of Richmond, reviewed and recommended by the Highway Department's Engineers, has proven to satisfactorily relieve said congestion; NOW, THEREFORE, BE IT RESOLVED, that the Primary Extension routing of Route 560 within the City of Richmond be as follows: EXTENSION OF ROUTE 560 IN RICHMOND - From East City Limits along Mechanicsville Pike via Fairfield Ave., 17th St., Grace St., 18th St., Main St., 14th St., and Hull St., to the West City Limits of Richmond. BE IT FURTHER RESOLVED, that under authority of Section 55-115 of the 1950 Code, as amended, the portion of re-routed Route 560 between Broad and 14th Streets, 0.60 mile be added and 0.50 mile be deleted to make a net addition of 0.50 mile to the Primary System extensions for payment to the City at the base rate of \$4,000 per mile;

also under provisions of Section 55-115.2 of the 1950 Code, as amended, 0.50 mile be added and 0.60 mile be deleted to make a net deduction of 0.50 mile from the present mileage of other streets on which the City of Richmond is now receiving maintenance payments at the base rate of \$500 per mile; the changes to become effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Senator Nelson, seconded by Mr. May, that WHEREAS, by terms of an annexation decree in the Circuit Court of the County of Prince George, effective January 1, 1956, the corporate boundaries of the City of Petersburg were extended to include within the annexed area a portion of Primary System Route 460, formerly located in Prince George County, NOW, THEREFORE, BE IT RESOLVED, that the annexed portion of Route 460, beginning at the new east corporate limits of Petersburg, which is the western right of way line of the N & W Railroad, and running westerly to the old east corporate limits, a distance of 0.649 mile, be added to the designated Street extensions of the Primary System in the City of Petersburg for payment at the annual base rate of \$4000 per mile, effective beginning the third quarter, January 1, 1956, as provided under Section 55-115, of the 1950 Code of Virginia, as amended. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rogers, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Abingdon for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 Per Mile annually be made to the Town of Abingdon on additional streets totaling 0.953 mile, effective beginning the third quarter, January 1, 1956. Motion carried.

Moved by Senator Nelson, seconded by Mr. Barrow, that WHEREAS, by terms of an annexation decree in the Circuit Court of the County of Augusta, effective January 1, 1956, the corporate boundaries of the City of Staunton were extended to include within the annexed area certain roads in the Primary System; also other Streets formerly in the county of Augusta; NOW, THEREFORE, BE IT RESOLVED, that due to the annexation, the following extension of Primary System Routes be added to the designated Streets within the City of Staunton for payment at the base rate of \$4,000 per mile, as provided under Section 55-115 of the 1950 Code of Virginia, as amended:

Route 11-(Commerce Road)-from the old northeast city limits of Staunton east to the new northeast city limits . . . . .	0.46 Mile
Alternate Route 11-(Augusta Street)-from the old northeast city limits of Staunton east to the new northeast city limits . . . . .	0.42 Mile
TOTAL ADDITION . . . . .	0.88 Mile

BE IT FURTHER RESOLVED, that under the authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, that the City of Staunton receive quarterly payments at the annual base rate of \$500 per mile on the annexed portion of Collier Street (Route 900), leading from the old northeast city limits east to Alternate Route 11, a distance of 0.07 mile; the above changes to be made effective for payment to the City of Staunton beginning the third quarter, January 1, 1956. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that, WHEREAS, under authority of Section 33-50.2 of the 1950 Code of Virginia, as amended, request is made by the Town Council of Fairfax in a resolution dated February 8, 1956, for additional mileage on streets meeting required standards and subject to payment at the rate of \$500 per mile annually; NOW, THEREFORE, BE IT RESOLVED, that the eligible streets totaling 2,308 miles be added to the designated streets for payment to the Town of Fairfax, effective beginning the fourth quarter, April 1, 1956. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that WHEREAS, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the City of Hampton for payment at the base rate of \$500 Per Mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 per mile annually be made to the City of Hampton on additional streets totaling 27,626 miles, effective beginning the fourth quarter, April 1, 1956. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that as provided under Article 6.1, Section 33-76.1 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following section of old Route 5 in Charles City County being no longer necessary for use as a highway it be discontinued as a part of the Primary System: Section 1 shown on plat dated November 17, 1955, Project 2518-15. That as provided under Article 2, Section 33-27 of the 1950 Code, Section 2 shown on plat referred to be transferred from the Primary to the Secondary System. Further, as provided under Article 2, Section 33-141 of the 1950 Code of Virginia, as amended, Section 3 be added to the Secondary System as a connection, all as shown on the plat dated November 17, 1955, Project 2518-15. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rogers, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 153 in Amelia County being no longer necessary for use as a highway they be abandoned to the extent of alteration: Sections 1 and 3 shown on plat dated November 23, 1955, Project 5404-02-03. That as provided under Article 2, Section 33-141 of the 1950 Code, Amended, Section 2 shown on the plat referred to be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Rogers, seconded by Senator Nelson, that as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 297 in Campbell County being no longer necessary for use as a primary highway they be transferred to the Secondary System: Sections 1, 2 and 3 shown on plat dated November 23, 1955, Project 5915-02-03. That as provided under Article 2, Section 33-141 of the 1950 Code, Amended, Section 4 also shown on the plat referred to be added to the Secondary System as a connection. Motion carried.



Moved by Senator Nelson, seconded by Senator Wright, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following section of old Route 58 in Carroll County being no longer necessary for uses as a highway it be abandoned to the extent of alteration: Section 1 shown on plat dated December 30, 1955, Project 1717-01. That as provided under Article 2, Section 55-27 of the 1950 Code, Amended, Section 2 shown on the plat referred to be transferred from the Primary System to the Secondary System. Further, that as provided under Article 2, Section 55-141 of the 1950 Code of Virginia, as amended, Section 3 also shown on the plat dated December 30, 1955, be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following section of old Route 15 in Fluvanna County being no longer necessary for uses as a highway it be abandoned to the extent of alteration: Section 1 shown on plat dated February 17, 1956, Project 1832. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following section of old Route 87 in Tazewell County being no longer necessary for uses as a highway it be abandoned to the extent of alteration: Section 1 shown on plat dated March 21, 1956, relocation near Jewell Ridge. Motion carried.

Chapter 161 of the 1956 Acts of the General Assembly with reference to a revolving fund for the construction of certain access roads and how such access roads shall be maintained was read to the Commission.

On motion of Mr. Rawls, seconded by Mr. Flythe, the following POLICY was adopted on use of Industrial Access Road Funds: WHEREAS, Chapter 161 of the Acts of Assembly of 1956, provides for a revolving fund to be expended by the Commission for constructing, reconstructing, maintaining or improving access roads to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed, and WHEREAS, this act provides that in deciding whether or not to construct or improve any such access road and in determining the nature of the road to be constructed, the Commission shall base its consideration on the costs thereof in relation to the volume and nature of traffic to be generated as a result of developing the industrial establishment, and WHEREAS, the Commission finds it necessary in view of this act to readjust its policy heretofore adopted on May 4, 1955, be it RESOLVED THAT: (1) It is the sense of the Commission that no more than fifteen per cent of the total industrial access road funds made available by this act may be allocated to any one county in any one fiscal year. (2) However, where any persons or agencies agree to supplement these funds from sources other than highway revenue, the allowance to any one county as above from the highway industrial access fund may be increased over and above the fifteen per cent and to the extent necessary to match the amount so contributed dollar for dollar. The total allowance of highway funds when

increased in this manner may not then exceed twenty-five per cent of the total annual industrial access road fund. (5) It is not intended that access funds be anticipated from year to year. (4) Prior to the Commission's undertaking such construction or road improvements to an industry proposing to locate in a county, the Board of Supervisors should make recommendations and should be responsible for preliminary negotiations with the industries and others interested. Highway engineers will be available for consultation with the Board of Supervisors and others, and will prepare surveys, plans, engineering studies and cost estimates. The Commission hereby directs that a copy of this resolution be forwarded to the Board of Supervisors of each county, Chambers of Commerce and the State Department of Conservation and Development. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that, WHEREAS, the City of Roanoke proposes to extend the east-west runway at Woodrum Field (the city airport of Roanoke, Virginia); and WHEREAS, such extension will require the relocation of Primary Route 118 from a point just south of the airport to the intersection of Primary Route 117, a distance of approximately three-fourths of a mile; be it RESOLVED, that this Commission approves the making of such a relocation provided it is done in accordance with plans approved by our engineers, and provided FURTHER, that all expense in connection therewith will be borne by the City of Roanoke. Motion carried.

The subject of a modern highway from Saltville to Route 11, requested by the Olin Mathieson Chemical Corporation was reported on by the Chairman.

The Commissioner stated that the Commission would hear from time to time about the Interstate System. Work on the System will depend on the standards set up and the part the Federal Government will play in putting up funds. The Department is going slow in making recommendations until more is known.

Each Member of the Commission was given a statement showing the breakdown by counties of rural construction allocations, expenditures and statewide rank of primary allocations; and other primary funds allocated beginning July 1, 1948, through June 30, 1958.

A report on the forecast of revenues and statement of appropriations and recommended Primary Construction Allocations for the fiscal year beginning July 1, 1956, was given to the Commission in a letter of March 15 from Chief Engineer F. A. Davis; also a letter of March 19 from Mr. A. B. Bure, Fiscal Director; together with a comparative statement of funds.

**ESTIMATE OF REVENUES AND APPROPRIATIONS  
FISCAL YEAR 1956-57**

**ESTIMATED STATE REVENUE:**

Gross Motor Fuel Tax	\$71,250,000.	
Less Estimated Refunds:		
Motor Fuel Tax	5,000,000.	
2 Counties not under Secondary Road Law	<u>1,350,000.</u>	
Net Motor Fuel Tax		\$64,900,000.
Registration of Titles		750,000.
M.V. and Bus Line Licenses		18,425,000.
M.V. Carriers Road Tax		1,250,000.
M.V. Chauffeur's and Operating Licenses		750,000.
M.V. Miscellaneous Revenue		227,150.
Fines from Overweight Trucks		475,000.
Outdoor Advertising		35,000.
State Owned Toll Ferries:		
Grey's Point		64,000.
Hopewell		41,000.
Janestown		<u>121,000.</u>
Total Revenue from State Sources		<u>\$87,038,150.</u>

**LESS APPROPRIATIONS FOR OTHER STATE AGENCIES**

Division of Motor Vehicles:		
1956-57 Operations	5,000,570.	
1956-58 Capital Outlay	55,000.	
1958-57 Purchase of M.V. Tags	<u>200,000.</u>	5,255,570.
Department of State Police:		
1956-57 Operations	5,558,845.	
1956-58 Capital Outlay	<u>359,095.</u>	5,917,940.
State Corporation Commission-		
Regulating and Taxing Motor		
Carriers . . . . .		328,970.
Attorney General-Legal Services		
for Highway Department . .		21,000.
Div. of Grounds and Buildings:		
Maintenance and Operation of		
Highway Building at Richmond		65,000.
Dept. of Agri. and Immigration:		
Inspection of Gas and Motor Oil		57,000.
Division of Personnel:Expense of		
Highway Personnel Asst.		<u>5,000.</u>
Total for Other State Agencies		<u>9,628,480.</u>
State Funds Available for Highways		77,409,670.
<b><u>ADD FEDERAL GRANTS</u></b>		
Federal Aid Primary	5,990,689.	
Federal Aid Secondary	4,658,508.	
Federal Aid Urban	2,704,545.	
Federal Aid Interstate	<u>3,471,022.</u>	
Total Federal Aid		<u>16,824,764.</u>
Total State and Federal Funds Available for Highways		<u>\$94,234,434.</u>

APPROPRIATIONS FOR HIGHWAY DEPARTMENT  
FISCAL YEAR 1956-57

	<u>Primary System</u>	<u>Secondary System</u>	<u>Urban System</u>	<u>TOTAL</u>
Highway Commission	4,577	3,058	650	8,490
Administration and Engineering	2,123,550	1,415,700	393,250	3,932,500
Traffic and Planning - Routine Operations and Truck Weighing	270,000	180,000	50,000	500,000
Highway Grounds and Buildings- Capital Outlay	270,000	180,000	50,000	500,000
Highway Grounds & Buildings- Maint. and Operation (Including 1955-56 deficit of \$75,000)	81,000	54,000	15,000	150,000
Matching Employees' State Retirement System	210,600	140,400	89,000	390,000
Matching Employees' Federal Social Security	280,800	187,200	52,000	520,000
Surveys, Maps and Plans-General (Incl. 1955-56 deficit of \$90,000)	324,000	218,000	60,000	600,000
Va. Council of Highway Investigation and Research	54,000	38,000	10,000	100,000
Accident Prevention, Compensation Awards and Medical	64,800	45,200	12,000	120,000
Two-Way Radio System	15,500	9,000	2,500	25,000
Joint Hydraulic Study	2,160	1,440	400	4,000
Regulation-Outdoor Advertising	18,900	12,600	3,500	35,000
General Liability and Property Damage Insurance (Including 1955-56 deficit of \$26,595)	27,000	18,000	5,000	50,000
Sub-total	<u>\$3,744,987</u>	<u>2,496,593</u>	<u>593,500</u>	<u>6,835,080</u>

	PRIMARY SYSTEM MAINTENANCE & REPLACEMENTS (Incl. 1956-55 deficit of \$112,915)	PRIMARY SYSTEM	SECONDARY SYSTEM	URBAN SYSTEM	TOTAL
<b>PRIMARY SYSTEM CONSTRUCTION</b>					
<u>Primary Federal Aid-Matched 50% Fed.-50% State</u>	11,981,378				
<u>30% of Secondary Fed. Aid-Matched 50% Fed.-50% State</u>	2,795,204				
<u>Interstate Federal Aid-Matched 60% Fed.-40% State</u>	5,785,037				
<u>Total Federal Aid-Matched</u>	<u>20,561,519</u>				
<u>Total Federal Aid-Matched</u>	<u>13,867,037</u>	34,428,556			34,428,556
State Funds - Rural Construction, Rights of Way, etc.					
<b>SECONDARY SYSTEM MAINTENANCE, REPLACEMENTS AND CONSTRUCTION</b>					
<u>70% of Secondary Fed. Aid-Matched 50% Fed.-50% State</u>	6,521,912				
<u>State Funds</u>	<u>24,905,891</u>				
<u>Total</u>			31,427,803		31,427,803
<b>URBAN SYSTEM CONSTRUCTION AND STREET FUNDS</b>					
<u>Urban Federal Aid-Matched 50% Fed.-25% State (Remaining 25% to be matched by cities)</u>	4,173,362				
<u>Street Funds--(Municipalities of 3,500 population or more):</u>					
<u>Primary Streets-- 539¢ wd. @ \$6,980</u>	\$3,767,246				
<u>Sec. Streets-- 281¢ wd. @ \$ 523</u>	<u>1,486,577</u>				
<u>Total</u>	<u>5,253,823</u>				
<u>Total Appropriation to Primary, Secondary and Urban Systems</u>		<u>49,316,358</u>			
<u>Access Bonds to Industrial Sites--(HB-401-Acts 1956)</u>			<u>33,924,396</u>		
<u>Total Appropriation 1956-57</u>			<u>10,120,685</u>		
				<u>9,427,185</u>	
				<u>93,361,439</u>	
				<u>872,995</u>	
				<u>94,234,434</u>	

COMPARATIVE STATEMENT OF ESTIMATED REVENUES AND APPROPRIATIONS  
FISCAL YEARS 1955-56 AND 1956-57

	<u>Fiscal Year</u> 1955-56	<u>Fiscal Year</u> 1956-57
<u>ESTIMATED REVENUES</u>		
Gross Motor Fuel Tax	67,000,000	71,250,000
Less Estimated Refunds:		
Motor Fuel Tax	4,750,000	5,000,000
2 Counties not under Secondary Road Law	1,275,000	1,550,000
Total Refunds	<u>6,025,000</u>	<u>6,550,000</u>
Registration of Titles	725,000	750,000
M.V. and Bus Line Licenses	16,750,000	18,425,000
M.V. Carrier's Road Tax	1,500,000	1,250,000
M.V. Chauffeur's and Operator's Licenses	500,000	750,000
M.V. Miscellaneous Revenues	175,000	227,150
Fines from Overweight Trucks	-	475,000
Outdoor Advertising	28,000	35,000
State Owned Toll Ferries:		
Gray's Point Ferry	60,000	64,000
Hopewell Ferry	55,000	41,000
Jamestown Ferry	87,000	121,000
Total Estimated State Revenue	<u>80,885,000</u>	<u>87,088,150</u>
<u>LESS APPROPRIATIONS FOR OTHER STATE AGENCIES</u>		
Division of Motor Vehicles-Operations	2,727,370	3,000,570
Division of Motor Vehicles-Capital Outlay	-	55,000
Division of Motor Vehicles-Purchase of M.V. Tags	180,000	200,000
Department of State Police-Operations	5,581,770	5,558,845
Department of State Police-Capital Outlay	-	359,095
State Corporation Commission-Registering and Taxing Motor Carriers	880,545	926,970
Attorney General-Legal Service	21,000	21,000
Division of Grounds & Buildings-Maint. & Operation of Highway Building	60,000	65,000
Department of Agriculture & Immigration-Inspecting Gasoline and Motor Oils	75,245	57,000
Division of Personnel-Highway Personnel Assistant	5,000	5,000
Total for Other State Agencies	<u>8,880,955</u>	<u>9,628,480</u>
State Funds Available for Highways	71,954,070	77,409,670
<u>ADD FEDERAL GRANTS</u>		
Federal Aid Primary	5,997,988	6,990,689
Federal Aid Secondary	4,881,747	4,658,508
Federal Aid Urban	2,697,681	2,704,545
Federal Aid Interstate	3,488,488	3,471,022
Total Federal Aid	<u>16,865,904</u>	<u>18,824,764</u>
Total State and Federal Funds available for Highways	<u>88,779,974</u>	<u>94,234,434</u>

**APPROPRIATIONS FOR HIGHWAY DEPARTMENT**

	<u>Fiscal Year</u> 1955-56	<u>Fiscal Year</u> 1956-57
Highway Commission	\$ 8,500	\$ 8,480
Administration and Engineering	3,428,000	3,932,500
T & P-Routine Operation & Truck Weighing	670,000	500,000
Highway Grounds & Buildings:Capital Outlay	500,000	500,000
Highway G. and Bldgs:Maintenance & Operations	- - -	150,000
Matching Employees' State Retirement System and S.S.	850,000	810,000
Surveys, Maps and Plans:General	400,000	600,000
Va. Council of Hy. Investigation & Research	100,000	100,000
Accident Prevention:Compensation Awards and Medical	110,000	120,000
Two-Way Radio System:Capital Outlay	8,000	25,000
Joint Hydraulic Study	4,000	4,000
Outdoor Advertising	28,000	35,000
Blue Ridge Parkway Right of Way	150,000	- - -
General Liability & Property Damage Insurance	- - -	50,000
	<u>6,254,500</u>	<u>6,934,980</u>
Primary Maintenance & Replacements	10,572,200	11,142,915
<b>PRIMARY CONSTRUCTION</b>		
Primary Federal Aid-Matched		
50% Federal - 50% State . . . . .	11,995,976	11,981,378
80% of Secondary Federal Aid - Matched 50% Federal-50% State . . . . .	2,797,048	2,785,104
Interstate Federal Aid - Matched 60% Federal-40% State . . . . .	5,780,815	5,785,037
TOTAL Fed. Aid and State Matching Funds	<u>20,573,839</u>	<u>20,551,519</u>
State Funds - Rural Construction, R/W, etc	11,517,496	13,887,037
TOTAL Primary Construction Funds	<u>32,091,335</u>	<u>34,438,556</u>
<b>SECONDARY MAINTENANCE, REPLACEMENTS AND CONSTRUCTION</b>		
70% of Sec. Fed. Aid-Matched 50% Federal and 50% State . . . . .	6,528,446	6,521,912
State Funds	<u>24,487,357</u>	<u>24,905,891</u>
Total Secondary System Funds	<u>31,015,803</u>	<u>31,427,803</u>
<b>URBAN CONSTRUCTION AND STREET FUNDS</b>		
Urban Fed.Aid-Matched 50% Fed. 45% State Streets Funds @ \$6,555 per mile Primary and 492 per mile Secondary	4,182,770	4,175,352
Street Funds @ \$6,980 per mile Primary 523 per mile Secondary	4,885,378	- - -
Total Urban Streets	<u>9,068,148</u>	<u>5,265,825</u>
Access Roads to Industrial Sites (HB 404- Acts of 1956) . . . . .	- - -	872,995
Total Federal and State Appropriations for Highways . . . . .	<u>\$88,779,974</u>	<u>\$94,234,454</u>

PRIMAry CONSTRUCTION FUNDS - FISCAL YEAR 1956-57

Total Allocation of State Funds \$30,291,933.  
 1957 Federal-aid Primary Funds 5,990,689.  
 1957 Federal-aid Secondary Funds (30% of Apportionment) 1,397,552.  
 1957 Federal-aid Interstate Funds 3,471,022.  
 1957 Federal-aid Urban Funds 2,704,545.  
 Total Funds \$43,855,711.

APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1956-1957

District	Apportionment of \$39,151,196, Based on Factors of Area, Population and Mileage	Apportionment of \$2,000,000, Fund on the basis of the Uncompleted Mileage in the Primary System as Provided for in Section 33-32, Code of Virginia of 1950.	Apportionment of \$2,704,545, Federal-aid Urban Funds. Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1954.	Total of Combined Funds			
	Percentage	Amount	Percentage	Amount			
Bristol	13.30	\$ 5,207,109.	17.63	\$ 352,600.	2.61	\$ 70,589.	\$ 5,630,298.
Salem	12.72	4,980,032.	14.13	282,600.	9.84	266,127.	5,528,759.
Lynchburg	11.57	4,529,793.	12.39	247,800.	6.39	172,820.	4,950,413.
Richmond	14.56	5,700,414.	10.21	204,200.	20.25	547,670.	6,452,284.
Suffolk	15.17	5,939,237.	13.85	277,000.	37.13	1,004,198.	7,220,435.
Fredericksburg	7.44	2,912,849.	6.81	136,200.	0.87	23,530.	3,072,579.
Dulles	13.67	5,351,969.	10.42	208,400.	16.59	448,684.	6,009,053.
Staunton	11.57	4,529,793.	14.56	291,200.	6.32	170,927.	4,991,920.
TOTAL	100.00	\$39,151,196.	100.00	\$2,000,000.	100.00	\$2,704,545.	\$43,855,711.



SUMMARY OF PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1956-'57

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$5,253,823.
Urban Federal-aid -	2,704,545.
Matching Urban Federal-aid 25% - (Including Arlington County's 50%)	1,468,617.
Preliminary Engineering -	1,800,000.
Rights of Way - (Rural Primary - \$4,599,000) (Interstate - \$2,125,000) -	7,024,000.
New Signs and Signals -	259,500.
Planning -	508,421.
Landscaping -	305,000.
Construction -	24,751,635.
<b>TOTAL</b>	<hr/> \$45,855,741

Moved by Mr. May, seconded by Mr. Rogers, that the tentative allocations for the Bristol District for 1966-67 be as follows:

BRISTOL DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) =	\$ 585,963.
Urban Federal-aid =	70,589.
Matching Urban Federal-aid - 25% =	85,295.
Preliminary Engineering =	210,000.
Rights of Way - (Rural Primary = \$484,000.) (Interstate = \$400,000.) =	884,000.
New Signs and Signals =	25,000.
Planning =	41,000.
Landscaping =	50,000.
<b>TOTAL =</b>	<b>\$1,841,857.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
*11	Smyth, Washington & Wythe	Reconstruction on Interstate System	\$ 970,000.
11	Washington	Asphaltic Concrete Surfacing between Bristol and Abingdon	80,000.
16	Grayson	New Connection at North Carolina State Line	101,441.
16	Tazewell	Heavy Bituminous Surfacing South of Route 19	15,000.
19 & 460	Tazewell	Tazewell - East & West (Asphaltic concrete surfacing)	75,000.
19 & 460	Tazewell & Russell	West Tazewell - West (Supplemental allocation to continue reconstruction)	500,000.
21	Bland	Guard Rail on Brushy Mountain	5,000.
21	Wythe	Wytheville - South (Asphaltic concrete surfacing)	70,000.
25	Wise	Continue Reconstruction between Appalachia and Norton	250,000.
25	Lee	Tennessee State Line - Kentucky State Line (Reconstruction)	200,000.
42	Smyth	Continue Spot Improvement Between Broadford and Route 16	25,000.
58	Washington	Damascus - West (Continue reconstruction)	170,000.
58	Lee	Relocate Section Between Rose Hill and Jonesville (Supplemental allocation)	100,000.
Alt. 58	Wise	Norton-East (Reconstruct sections)	100,000.
61	Tazewell	Bland County Line - West (Continue reconstruction)	150,000.
64	Dickenson	Reconstruction Through Trammel	175,000.
64	Russell	Relocation at Dante (Supplemental allocation)	120,000.

\*Route 11 is on National Interstate System. Federal requirements governing location and design of system not yet determined. Specific project locations to be determined later.

<u>BRISTOL DISTRICT (CONTINUED)</u>			
<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
66	Russell	Banners Corner - West (Continue reconstruction)	\$ 100,000.
66	Scott	Replace Bridges Over Cows and Mill Creeks Between Clinchport and Fort Blackmore (Supplemental allocation)	50,000.
67	Tazewell	Richlands - North (Spot improvement)	50,000.
71	Russell	East Scott County Line - East (Continue reconstruction)	100,000.
76	Washington	Replace Weak Bridge Over Beaver Creek	50,000.
80	Dickenson	Continue Spot Improvement Through the Breaks Between Kentucky State Line and Route 86	50,000.
80	Russell	Buchanan County Line - Honaker (Continue reconstruction)	100,000.
82	Russell	Lebanon - Cleveland (To complete recon- struction)	140,000.
85	Tazewell	Bluefield-East (Reconstruction)	100,000.
91	Tazewell	Route 19-South (Continue spot improvement)	50,000.
91	Smyth	Bridge and Approaches Laurel Fork at Broadford (Supplemental allocation)	16,800.
91	Smyth	Bridge and Approaches North Fork Holston River at Saltville (Supplemental allocation)	60,200.
91	Smyth & Washington	For Study and Plans Between Saltville and Route 11	30,000.
91	Washington	Ketron Corner-Damascus (Continue improvement)	50,000.
460	Buchanan	Grundy-East (Supplemental allocation for reconstruction)	150,000.
Total, Rural Construction			<u>\$5,968,441.</u>

URBAN CONSTRUCTION  
(Exclusive of Urban Federal-aid)  
To be matched by Town

89	Grayson	50-50 Project with Town of Galax for Asphaltic Concrete Surfacing	\$ 5,000.
1956-57 Bristol District Total			<u>\$5,650,298.</u>

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the tentative allocations for the Salem District for 1956-1957, be as follows:

SALEM DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) =	\$ 668,850.
Urban Federal-aid =	266,127.
Matching Urban Federal-aid - 25% =	133,083.
Preliminary Engineering =	550,000.
Rights of Way - (Rural Primary = \$880,000) = (Interstate = \$200,000)	880,000.
New Signs and Signals =	52,000.
Flaming =	59,200.
Landscaping =	40,000.
<b>TOTAL =</b>	<b>\$2,589,240.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
*11	Botetourt	Between Rockbridge County Line and Buchanan (Supplemental allocation for dual-lane construction)	\$ 250,000.
11	Montgomery	West of Roanoke County Line-West (Asphaltic concrete surfacing)	80,000.
40	Franklin	Short Revision and Replacement of Two Small Wood Bridges at Ferrum (Supplemental allocation)	35,000.
52	Carroll	Curb and Gutter and Sidewalk in Hillsville from Route 58 - South	69,519.
58	Carroll	Galax - Woodlawn (Supplemental allocation for relocation)	300,000.
58	Patrick	Henry County Line - West (Continuous reconstruction)	300,000.
*100	Pulaski	Dublin - West (Continuous reconstruction)	300,000.
100	Pulaski	Construct Climbing Lane on South Side of Cloyds Mountain	75,000.
220	Henry	Reconstruction between Martinsville and Bassett Fork (To supplement allocation of \$220,870. to be transferred from Relocation at Ridgeway)	170,000.
220 & 58	Henry	Partial Appropriation for New Bridge over Smith River	550,000.
220	Franklin	Partial Appropriation for Relocation at Rocky Mount	300,000.
220	Franklin	Through Boones Hill (Supplemental allocation for reconstruction to four-lanes)	100,000.
220	Franklin	Bridge and Approaches Chestnut Creek (Supplemental allocation)	75,000.
221	Floyd	Widen, Curb and Gutter and Sidewalk in Town of Floyd	50,000.

\*Routes 11 and 100 are on National Interstate System. Federal requirements governing location and design of systems not yet determined. Specific project locations shown are those preferred but may have to be shifted.

SALEM DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
297	Bedford	Replace Weak Bridge over Lick Creek	\$ 40,000.
514	Montgomery	Improvement in Grounds of Virginia Polytechnic Institute	50,000.
450	Giles	Pearisburg-West (Supplemental allocation for four-lane construction)	100,000.
480	Giles	Reconstruction of Gap in Pembroke	100,000.
480	Bedford	West of Bedford-West (Continue dual-laning)	300,000.
460	Montgomery	Extend Curb and Gutter and Widening in Town of Christiansburg	30,000.
501	Bedford	Improvement on Locke Mountain (Supplemental allocation)	50,000.
Total, Rural Construction			<u>\$5,124,519.</u>

URBAN CONSTRUCTION  
(Exclusive of Urban Federal-aid)  
To be matched by City

11	City of Radford	50-50 Project for Asphaltic Concrete Surfacing	15,000.
1956-'57 Salem District Total			<u>\$5,528,759.</u>

Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the tentative allocations for the Lynchburg District for 1956-1957, be as follows:

LYNCHBURG DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) =	\$ 471,607.
Urban Federal-aid =	172,820.
Matching Urban Federal-aid - 25% =	86,410.
Preliminary Engineering =	180,000.
Rights of Way - (Rural Primary = \$765,000.) =	
(Interstate = None ) =	765,000.
New Signs and Signals =	30,000.
Planning =	35,654.
Landscapeing =	50,000.
<b>TOTAL =</b>	<b>\$1,791,491.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
6	Nelson	Woods Mill - Martins Store (Continue reconstruction)	\$ 180,000.
15	Buckingham	Improve Vertical and Horizontal Curves Between Sprousses Corner and Sheppards	60,000.
15	Charlotte & Prince Edward	Route 360-North (Asphaltic concrete surfacing)	66,000.
29	Ashurst	Alt. Route 29-North (Asphaltic concrete surfacing on sections)	20,000.
29	Nelson	Woods Mill-Albemarle County Line (Supplemental allocation to complete reconstruction)	112,000.
29	Pittsylvania	Gretna-South (Continue reconstruction)	250,000.
29	Pittsylvania	Ghatham-South (Asphaltic Concrete surfacing)	50,000.
29A	Campbell	SC1 Lynchburg-Route 29 (Partial alloca- tion for rural section of the Lynchburg Distribution Road)	150,000.
40	Campbell	Widen, Curb and Gutter in Town of Brook- neal Between Main Street and Williams St.	25,000.
40	Charlotte	Between Charlotte Court House and Phenix (Supplemental allocation to complete scarifying and strengthening sections)	30,000.
40	Charlotte	Town of Keyville (Improvement from Int. Routes 15 & 560-West)	50,000.
40	Pittsylvania	Town of Gretna (Curb and gutter and widening from Route 29-West)	25,000.
41	Pittsylvania	Darville-Northwest (Continue reconstruction)	40,000.
45	Campbell	Town of Altavista (Continue curb and gutter, sidewalk and street widening)	60,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
45	Campbell	Bedford County Line-East (Recondition sections and replace two weak bridges)	\$ 56,922.
47	Charlotte	Between Charlotte Court House and Drakes Branch (Reconstruction)	100,000.
51	Pittsylvania	Widening and Curb and Gutter from WOL Darville-West	50,000.
58	Halifax	East Darville-East (Continuous dual-laning)	500,000.
126	Campbell	Overpass and Approaches Norfolk and Western Railway (Supplemental allocation)	100,000.
128	Campbell	Overpass and Approaches Southern Railway (Relocation)	110,000.
151	Amherst	Piney River-South (Supplemental Allocation for reconstruction)	150,000.
297	Campbell	West Lynchburg-West (Continuous dual-laning)	250,000.
544	Halifax	Between Scottsburg and Route 360 (Supplemental allocation to complete improvements)	25,000.
360	Prince Edward	Continuous Reconstruction East and West of Meherrin	350,000.
560 & 15	Charlotte	Town of Keysville (Supplemental allocation for curb and gutter and sidewalk)	25,000.
460	Appomattox	Town of Appomattox (Curb and gutter and street widening from Route T-1004 to Route 727)	40,000.
501	Halifax	South Volens-South (Scarify, strengthen and retreat)	60,000.
501	Halifax	Bridge and Approaches Banister River (Supplemental Allocation)	200,000.
501	Halifax	Route 96-North Carolina State Line (Supplemental allocation for reconstruction)	75,000.
		Total, Rural Construction	<u>\$5,158,922.</u>
		1956-57, Lynchburg District Total	<u>\$4,950,415.</u>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the tentative allocations for the Richmond District for 1956-1957, be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) =	\$ 881,071.
Urban Federal-aid =	547,870.
Matching Urban Federal-aid - 25% =	273,835.
Preliminary Engineering =	170,000.
Rights of Way - (Rural Primary \$775,000.) = (Interstate \$375,000.) =	1,150,000.
New Signs and Signals =	27,500.
Planning =	44,875.
Landscaping =	45,000.
<b>TOTAL =</b>	<b>\$3,119,951.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
		<u>RURAL CONSTRUCTION</u>	
*	Henrico & Hanover	Interstate System North of Richmond	\$ 900,000.
1	Dinwiddie	McKenney - North (Asphaltic concrete surfacing)	75,000.
5	Charles City	Asphaltic Concrete Surfacing on Sections East of Route 56	40,000.
6	Charles City	Route 155-East (Reconstruction)	50,000.
8	Goochland	Reconstruction of Gap at Goochland Court House	125,000.
10	Chesterfield	Relocation at Cowbys Lake (Supplemental allocation)	25,000.
33	Henrico	Greendale - Northwest (Supplemental allocation to continue reconstruction)	50,000.
33	New Kent	Bridge and Approaches Pamunkey River at West Point (Supplemental allocation)	80,000.
35	New Kent	New Bridge over Thoroughfare Creek	50,000.
38	Charles City & Prince George	Bridge over James River near Hopewell (Supplemental allocation)	250,000.
40	Dinwiddie	Daylight Curves at Turkey Egg Creek	20,000.

\*Federal requirements governing location and design of system not yet determined. Specific project locations to be determined later.



RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
40 & 49	Lunenburg	Victoria - Lynenburg Court House (Supplemental allocation for reconstruction)	\$ 115,000.
48	Brunswick	Route 1 Toward Lawrenceville (Supplemental allocation)	50,000.
49	Mecklenburg	Chase City - South (Supplemental allocation for reconstruction)	150,000.
54	Hanover	Between Ashland and Route 2 (Recondition sections)	40,000.
58	Mecklenburg	Relocation at LaCrosse (Supplemental allocation)	150,000.
60	Henrico	Curb and Gutter and Sidewalk Between Sandston and Seven Pines	40,000.
157	Lunenburg	Overpass and Approaches, Virginian Railroad South of Kenbridge	125,000.
161 & 356	Henrico	Reconstruction of Intersection	60,000.
161	Henrico	Richmond - North (Supplemental allocation for improvement)	40,000.
250	Henrico	Richmond - West (Reconstruction)	522,555.
360	Chesterfield & Amelia	West Richmond - West (Continue dual-laning)	400,000.
480	Dinwiddie	West Ford - West ( Continue reconstruction)	125,000.
522	Powhatan	Relocate Two Reverse Curves North of Route 60	20,000.
Total, Rural Construction			<u>\$5,502,555.</u>

URBAN CONSTRUCTION

(Exclusive of Urban Federal-aid)

To be matched by City

10	City of Hopewell	Sixth Avenue - Appomattox River Bridge (Four lane construction)	50,000.
1956-57 Richmond District Total			<u>\$6,452,284.</u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the tentative allocations for the Suffolk District for 1956-1957, be as follows:

SUFFOLK DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$2,000,102.
Urban Federal-aid -	1,004,198.
Matching Urban Federal-aid - 25% -	502,099.
Preliminary Engineering -	170,000.
Rights of Way - (Rural Primary - \$525,000.) - (Interstate - \$300,000.) -	825,000.
New Signs and Signals -	45,000.
Planning -	48,728.
Landscaping -	<u>40,000.</u>
TOTAL -	<u>\$4,655,125.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
			<u>RURAL CONSTRUCTION</u>
5	James City	Route 51 - West (Supplemental allocation for reconstruction)	\$ 40,000.
18	Norfolk & Princess Anne	Frontage Roads on Military By-pass	50,000.
18 & 58	Princess Anne	Frontage Roads at Interchange	18,000.
18	Princess Anne	Diamond Springs - Route 80 (Supplemental allocation to complete dual-laning)	100,000.
18	Northampton & Accomack	North Eastville - North (Asphaltic concrete surfacing)	100,000.
51	James City	Relocation to New Ferry Slip at Glass House Point (Supplemental allocation)	147,000.
51	York	Route 168 - Route 60 (Construct on new location)	170,000.
51 & 152	York	Route 60 - NGL Williamsburg (Supplemental allocation)	48,000.
51	Surry & Sussex	New Bridge over Blackwater River on New Location to Eliminate Two Weak Bridges	50,000.

<u>SUFFOLK DISTRICT (CONTINUED)</u>			
<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount.</u>
58	Princess Anne	Left-turn Lanes at Intersection of Routes 644 and 632	\$ 15,000.
58	Southampton	West Franklin - West (Continue Improvement)	150,000.
60	Princess Anne	Partial Appropriation for new Bridge over Lynnhaven Inlet (Supplemental allocation)	500,000.
60	York & James City	Williamsburg - West (Reconstruction)	100,000.
164	Princess Anne	Complete Limited Access Highway Between Norfolk and Virginia Beach (Supplemental allocation)	84,000.
166	Norfolk	Bridge over Southern Branch Elizabeth River (Partial allocation for new bridge)	90,000.
168	York	Complete Dual-laning Between Camp Peary and Route 60	300,000.
168	City of Norfolk & Princess Anne County	Route 165 in Norfolk - Route 60 at Little Creek (Partial allocation for reconstruction to four-lanes for 50-50 City and Rural Project)	150,000.
173	York	Route 17 - Goodwin Neck Area (Reconstruction)	100,000.
258	Isle of Wight	South Isle of Wight Court House - South (Reconstruction)	70,000.
501	Sussex	North Emporia-North (Supplemental allocation)	500,000.
Total, Rural Construction			<u>\$2,577,000.</u>
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal-aid)			
31 & 60	City of Williamsburg	To be matched by City 50-50 Project for Asphaltic Concrete Surfacing	\$ 10,510.
1958-57 Suffolk District Total			<u><u>\$7,220,455.</u></u>

Motion carried.

Moved by Senator Wright, seconded by Mr. Watkins, that the tentative allocations for the Fredericksburg District for 1958-1957 be as follows:

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$ 89,119.
Urban Federal-aid -	23,550.
Matching Urban Federal-aid - 28% -	11,785.
Preliminary Engineering -	110,000.
Rights of Way - (Rural Primary - \$475,000.) - (Interstate - \$250,000.) -	725,000.
New Signs and Signals -	50,000.
Planning -	25,070.
Landscaping -	35,000.
TOTAL -	<u>\$1,047,484.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
		<u>RURAL CONSTRUCTION</u>	
*		Interstate System	\$ 500,000.
1	Spotsylvania	Matta River - North (Asphaltic concrete surfacing)	75,000.
1	Stafford	Northbound Lane Stafford Wayside (Widen and stabilize shoulders)	16,000.
1	Caroline, Spotsylvania & Stafford	Widen Bridges and Culverts	50,000.
2 & 17	Caroline & Spotsylvania	New Post - North and South (Asphaltic concrete surfacing)	47,000.
3	Westmoreland	Oak Grove - East (Asphaltic concrete surfacing)	32,000.
3	Spotsylvania	Correct Accident Prone Location Approximately 2 Miles West of Fredericksburg	50,000.
3	Richmond	Relocation at Farnham	75,000.
3	Lancaster	Irvington - White Stone (Supplemental allocation for reconstruction)	80,000.
3 & 200	Lancaster	Curb and Gutter in Town of White Stone	10,000.

\*Federal requirements governing location and design of Interstate System not yet determined. Specific project locations to be determined later.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
14	Mathews	Ease Curves Between Mathews Court House and Susan (Supplemental allocation)	\$ 40,000.
17	Gloucester	Between Gloucester and Gloucester Point (Asphaltic concrete surfacing)	55,000.
17 & 35	Gloucester & Middlesex	Glenns - Saluda (Reconstruction)	250,000.
30	King William	West Point - North (Continue improvement north of Port Richmond and asphaltic concrete surfacing between West Point and Port Richmond)	80,000.
55	King & Queen & Gloucester	Shacklefords East and West (Supplemental allocation for reconstruction)	200,000.
206	King George & Westmoreland	Between Route 301 and Potomac Beach (Continue reconstruction)	125,000.
216	Gloucester	Complete Gaps Between Route 17 & Achilles	55,000.
223	Mathews	Gaps Between Route 198 and Milford Haven Bridge (Reconditioning)	40,000.
227	Middlesex	Bridge over Urbanna Creek (Supplemental allocation)	125,000.
360	King & Queen & Essex	Construct Gap East of St. Stephens Church and Relocate at Millers Tavern	110,000.
360	Essex	Asphaltic Concrete Surfacing on Relocation at Piscataway Creek	54,000.
360	Northumberland	Heathsville-East and West (Supplemental allocation for asphaltic concrete surfacing)	40,000.
		Reserve	48,095.
		TOTAL, Rural Construction	<u>\$2,017,095.</u>

URBAN CONSTRUCTION

(Exclusive of Urban Federal-aid)

To be matched by City

Alt. 1	City of Fredericksburg	50-50 Project for Spot Asphaltic Concrete Surfacing	8,000.
		1956-57 Fredericksburg District Total	<u>\$8,072,579.</u>

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Reids, that the tentative allocations, for the Culpeper District for 1956-1957, be as follows:

CULPEPER DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 340,405.
Urban Federal-aid -	448,884.
Matching Urban Federal-aid - 25% - (Including Arlington County's 50%)	340,887.
Preliminary Engineering -	330,000.
Rights of Way -(Rural Primary - \$635,000.) - (Interstate - \$400,000.)	1,035,000.
New Signs and Signals -	40,000.
Planning -	42,130.
Landscaping -	80,000.
<b>TOTAL -</b>	<b>\$2,507,106.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Prince William	Additional Crossover at Dumfries (Supplemental allocation)	\$ 20,000.
1 & 241	Fairfax	Channelization of Intersection at Penn Daw (Supplemental allocation)	35,000.
3	Orange & Culpeper	Wilderness-West (Strengthen base and resurface)	75,000.
7, 50, & 338	Fairfax	Partial Appropriation for Grade Separation (Supplemental allocation)	300,000.
15	Plumanna	South Raccoon Creek-South (Supplemental allocation for reconstruction)	85,000.
15	Loudoun	Leesburg - North (Reconstruction)	200,000.
15	Orange	Revise Vertical Curve South of Orange	40,000.
17	Fauquier	Delaplans-North (Reconstruction)	268,947.
20	Orange	Between Orange and Wilderness (Supplemental allocation to widen and recondition base)	100,000.
20	Albemarle	Route 250 Toward Barboursville (Supplemental allocation to widen bridges and ease curves)	50,000.
29	Albemarle	North of Charlottesville-North (Continuous dual lane construction)	200,000.
29	Albemarle	South Charlottesville-South (Supplemental allocation for reconstruction)	100,000.
29	Madison	Madison Court House-North (Shoulder widening and stabilization)	15,000.
29	Culpeper	Culpeper-South (Shoulder widening and stabilization)	15,000.
*29 & 211	Fairfax & Prince William	Between Centreville and Gainesville (Continue dual-laning)	400,000.

\*Route 29 - 211 is on National Interstate System. Federal requirements governing locations and design of system not yet determined. Specific project locations shown are those preferred but may have to be shifted.

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
55	Louisa	Town of Louisa (Continue improvements)	\$ 50,000.
50	Fairfax	Construct Two Frontage Road Bridges and Approaches at Trippe Run	15,000.
50	Loudoun & Fauquier	Middleburg-West (Reconstruction)	150,000.
50 & 17	Loudoun & Fauquier	Relocation at Paris (Supplemental allocation)	150,000.
55	Fluvanna	Relocate Two Curves Near Route 15	15,000.
*55 & 17	Fauquier	West Marshall - West (Supplemental allocation for reconstruction)	150,000.
125	Fairfax	West of Chain Bridge-West (Reconstruction)	200,000.
125	Fairfax	Town of Vienna (Supplemental allocation for curb and gutter and widening from Lawyers Road - Park Street)	90,000.
211	Rappahannock	Page County Line (Panorama)-East (Supplemental allocation to construct climbing lane)	100,000.
251	Orange	Town of Gordonsville (Curb and gutter and widen on east side from Route 55-South)	15,000.
234	Prince William	Improvement in Manassas (Supplemental allocation)	60,000.
236	Fairfax	Annandale-West (Supplemental allocation for dual-laning)	200,000.
244	Arlington	South of Route 120 (Glebe Road)-South (Reconstruction)	100,000.
*250	Albemarle	Route 29 Toward Route 250 (Supplemental allocation to extend Charlottesville By-pass)	200,000.
502	Albemarle	Improvement in Grounds of University of Virginia	25,000.
		Total, Rural Construction	<u>\$5,401,947.</u>
		1956-57, Culpeper District Total	<u>\$8,000,055.</u>

URBAN FEDERAL-AID PROJECT

Not included in above Rural Allocations

(To be financed 50% Urban Federal-aid and 50% State matching)

29 & 211	Arlington	Glebe Road Toward Falls Church	\$ 400,000.
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\*Routes 55-17 and Route 250 are on National Interstate System. Federal requirements governing locations and design of system not yet determined. Specific project locations shown are those preferred but may have to be shifted.

Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the tentative allocations for the Staunton District for 1956-1957, be as follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$ 488,716.
Urban Federal-aid -	170,927.
Matching Urban Federal-aid - 25% -	85,463.
Preliminary Engineering -	500,000.
Rights of Way - (Rural Primary - \$550,000.) (Interstate - \$200,000.)	750,000.
New Signs and Signals -	50,000.
Planning -	35,746.
Landscaping -	35,000.
<b>TOTAL -</b>	<b>\$1,698,862.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
7	Clarke	Town of Berryville (Curb and gutter and sidewalk)	\$ 50,000.
7	Clarke	Shenandoah River - Berryville (Asphaltic concrete surfacing)	40,000.
*11	Rockingham	Partial Appropriation for Harrisonburg By-pass (Supplemental allocation)	700,000.
11	Frederick	Middletown - South (Asphaltic concrete surfacing)	50,000.
11	Frederick	Winchester - North (Asphaltic concrete surfacing)	60,000.
11	Rockbridge	Sidewalk in Fairfield	5,000.
11	Rockbridge	North of Fairfield - North (Asphaltic concrete surfacing)	70,000.
59	Bath	Foot of Warm Spring Mountain - East (Continuous reconstruction)	200,000.
42	Rockingham	North of Harrisonburg - North (Asphaltic concrete surfacing)	70,000.
42	Shenandoah	Route 11 (Near Woodstock) Toward Columbia Furnace (Supplemental allocation for reconstruction)	40,000.
42	Shenandoah	Forestville-Gutz Corner (Reconstruction)	143,000.
42	Augusta	Sidewalk in Churchville (On west side from Route 250 - south)	5,000.
42	Augusta	Replace Weak Bridge over Dry Creek North of Churchville	22,000.
50	Frederick	West Virginia State Line - East (Asphaltic concrete surfacing)	20,000.
50 & 17	Clarke	Ashby Gap - West (Reconstruction)	100,000.
50	Frederick	West Winchester - West (Supplemental allocation for reconstruction)	150,000.

\*Route 11 is on National Interstate System. Federal requirements governing location and design of System not yet determined. Specific project location shown is that preferred but may have to be shifted.



<u>STAUNTON DISTRICT (CONTINUED)</u>			
<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
*60	Alleghany	Island Ford Bridge and Approaches (Supplemental allocation)	\$ 250,000.
*60	Alleghany	Relocation of Chesapeake & Ohio Railway Underpass at Cliftondale (Supplemental allocation)	110,000.
60	Rockbridge	Between Buena Vista and Lexington (Reconstruction)	150,000.
211	Page & Shenandoah	Climbing Lane on Massanutten Mountain (Supplemental allocation)	166,000.
250	Augusta	West of Lens Fountain-West(Reconstruction)	57,068.
256	Rockingham	Change Norfolk & Western Railway Grade Crossing and Install Protective Devices in Town of Grottoes	15,000.
257	Rockingham	Sidewalk in Town of Bridgewater	1,000.
257	Rockingham	Replace Narrow and Weak Bridge over Dry River west of Dayton	90,000.
259	Rockingham	Broadway-Route 11 (Supplemental allocation for spot improvement.)	40,000.
260	Rockingham & Shenandoah	Timberville-New Market (Continue reconstruction)	90,000.
276	Augusta & Rockingham	New Bridge over North River (Supplemental allocation)	70,000.
276	Rockingham	South Route 55 - South (Continue improvement)	30,000.
540	Rockingham	Between Augusta County Line and Elkton (Asphaltic concrete surfacing)	70,000.
540	Page	Improvements in Town of Stanley	15,000.
540 & 522	Warren, Frederick & Clarke	Between Cedarville and Double Toll Gate (Asphaltic concrete surfacing on sections of old lanes)	40,000.
540	Clarke	Between Double Toll Gate and Waterloo, Route 50 (Reconstruction)	200,000.
		Total, Rural Construction	<u>\$5,098,068.</u>
		1956-57, Staunton District Total	<u><u>\$4,991,920.</u></u>

\*Route 60 is on National Interstate System. Federal requirements governing location and design of System not yet determined. Specific project locations shown are those preferred but may have to be shifted.

Notice carried.

Moved by Mr. Watkins, seconded by Mr. Rogers, that the public hearings on the Tentative Allocations be held as follows:

For the Salem, Bristol, Staunton and Lynchburg Districts, the hearings will be held in the auditorium of the Appalachian Electric Power Company Building, corner of Franklin Road and First Street, S.W., Roanoke, Virginia, on Thursday, May 17, at 8:30 A.M. Districts will be heard in the following order:

Salem District  
Bristol District  
Staunton District  
Lynchburg District.

For the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the hearings will be held in the First Floor Auditorium of the Central Highway Office Building, 1221 East Broad Street, Richmond, Va., on Friday, May 18, at 9:00 A.M. Districts will be heard in the following order:

Richmond District  
Fredericksburg District  
Culpeper District  
Suffolk District.

Motion carried.

Mr. Rawls interested in any legislation of the 1936 Legislature that affected the right of way problem.

At the request of General Anderson, Mr. A. S. Mattox appeared before the Commission to explain recent legislation regarding eminent domain, with particular reference to right of way purchased for future use. The Commission was advised as follows: The Bill sponsored by the Department of Highways was killed because future use was provided for in the Bill known as the Stone Bill. The Stone Bill gives the Highway Commission broader powers than the existing statutes covering eminent domain, due to the fact that the Commission will be able to condemn publicly-owned properties and also rights of way for future use. It was explained that the statute covering the filing of Certificates has been revised whereby landowners would be allowed to collect 90% of the amount filed into Court and, upon payment by the Department of this amount, title would pass from the landowner to the Commonwealth. Should the Commissioners award less than the amount the landowner had collected, then the Court would place a lien against the remaining property so the Commonwealth could recover the excess amount that had been paid. In general, our eminent domain laws were strengthened by the last Legislature.

The Commission Members were each given a report on the Status of the Primary and Secondary Systems as of December 31, 1955.

Garden Week being scheduled for April 21 - 28 this year the Commission was advised that copies of the Garden Club booklet and the Department's Garden Week map were available.

A book gotten out by the Ford Motor Company on "Freedom of the American Road" was given to each Member of the Commission.

A verbal report was made on the Revenue Bond Projects; progress being made, etc.

Mr. Rawls stated that the Richmond-Petersburg Toll Authority was progressing quite well; with some right of way trouble being experienced.

Mr. May reported due to having encountered some adverse conditions the Old Dominion Turnpike Authority is more or less in "moth balls" until 1957.

It was reported that the Hampton Roads Bridge-Tunnel Project was making satisfactory progress. It was also reported that it is believed that the Elizabeth River Tunnel Commission will find it necessary to build a second tube under Elizabeth River, traffic engineers having reported it to be feasible.

Mr. Flythe is of the opinion that it will require a great deal of effort on the part of all public relations officials to create a real demand for additional revenue. He believes that the man on a good road is well satisfied and cannot see the need for more revenue to spend on roads not improved to the same degree.

Mr. Barrow thinks it is difficult to sell "a bill of goods" to the people of the State; that many people do not understand why more funds are needed to do the necessary road work required.

Senator Wright stated that he was quite satisfied with the tentative allocations as set up. He made further comment on the Commission, saying that the morals of the Commissioner reflected the morals of the members. He paid special tribute to J. A. Anderson, his ability as highway administrator and engineer; stating that he reflected credit on the department because of the honors that have come to him, and presented to the Commissioner a resolution adopted by the Members of the Commission on November 4, 1955, a copy of which follows:

**RESOLUTION**

In appreciation of  
**GENERAL JAMES A. ANDERSON, COMMISSIONER**  
**VIRGINIA STATE HIGHWAY COMMISSION**

Whereas, The International Road Federation recently held its second meeting in Rome, Italy, with forty-seven countries being represented; and,

Whereas, our Chairman, General James A. Anderson, in recognition of his many contributions to highway development in the United States, was selected to preside and address this distinguished conference; and,

Whereas, in addition to this high honor, we desire to preserve in our records as of this date, some of his many other coveted honors, such as past president of the American Association of State Highway Officials, member of the Executive Committee of the American Association of Highway Officials and winner of the Bartlett Award; and,

Whereas, all these and many other accomplishments of General Anderson, as a man and a public official, have reflected great honor upon the Commonwealth of Virginia, and focused world-wide attention upon her in highway engineering.

Be It Resolved: That, we as members of the Virginia State Highway Commission, desiring to express our appreciation of the high-honors General Anderson has brought and is bringing to the Commonwealth of Virginia, and also to express our appreciation of his useful life, his outstanding ability in the engineering field, his unselfish and abiding devotion to public duty, his rectitude of purpose as an administrator, and his probity of character as a man, do hereby present him with this resolution as a warm token of the high esteem which we hold for the Chairman of our Commission.

Wm. A. Wright  
S. S. Flythe  
Howard G. Rogers  
S. D. May

E. P. Barrow  
T. C. Watkins, Jr.  
Burgess E. Nelson  
S. W. Rawls

General Anderson replied to Senator Wright and Members of the Commission that he accepted in great humility and with the deep sense of the unworthiness of having such nice things said about him. He stated that it was a great privilege to work for and with such a splendid Commission.

There being no further business the Commission adjourned at 12:00 o'clock noon and proceeded to lunch at the Raleigh Hotel where it was joined by Governor Stanley and Mr. Carter Lowance.

Approved -

J. A. Anderson  
Commissioner

Attested -

P. W. Rault  
Secretary.