

Minutes of the Meeting of the State Highway Commission  
of Virginia, Held in Richmond  
March 18, 1958

At 9:00 AM Tuesday, March 18, the following members of the State Highway Commission met in the Central Office Building in Richmond: Messrs. E. P. Harrow, G. Wallace Carper, S. S. Flythe, S. B. May, Burgess E. Nelson, S. W. Rawls and F. A. Davis. The meeting was called to order by Mr. Davis, Chairman. Messrs. Watkins and Wright were absent because of illness.

It was moved by Mr. Rawls and seconded by Mr. Carper that the minutes of the meeting of December 31, 1957, be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that the Commission approve the permits issued from December 31, 1957, to date, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that the Commission approve the permits cancelled from December 31, 1957, to date, inclusive, as recorded by the Department and as authorized June 25, 1947. Motion carried.

The Chairman reviewed generally legislation of the 1958 General Assembly as it affects the Highway Department.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm its letter ballot action as follows: that whereas, certain appurtenances located on the property leased from the Chesapeake and Ohio Railway for the Newport News Terminal of Chesapeake Ferries and located on the Pine Beach Terminal of the Chesapeake Ferries are to be removed prior to the cancellation of the lease for the former and the sale of the latter; and, WHEREAS, these appurtenances consisting of three buildings and two oil storage tanks have been certified by the Commissioner as no longer needed or useful in connection with the Revenue Bond Project; and, WHEREAS, Mr. Charles B. Leech, Jr., Equipment Engineer, has requested that the buildings and oil tanks be transferred to the Department of Highways in exchange for payment to the Revenue Bond Fund of \$3500.00 for the buildings and \$2000.00 for the oil tanks; NOW, THEREFORE, in accordance with the provisions of Section 715 of the Trust Indenture this Commission determines that the aforementioned articles are no longer needed and no longer useful in connection with the construction or operation and maintenance of the Revenue Bond Projects and authorizes the sale and transfer of these articles to the Department of Highways in exchange for the sums of money aforementioned, which sums of money shall be deposited to the Construction Fund of the Revenue Bond Fund. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm its letter ballot action as follows: That WHEREAS the Commonwealth by condemnation proceedings recorded in Deed Book 515, at Page 90 and at Page 415 in the office of the Clerk of the Corporation Court of the City of Norfolk did acquire certain real estate located at the end of 99th Street at Pine Beach from the Chesapeake Ferry Company; and WHEREAS, with the opening of the Hampton Roads Bridge Tunnel to traffic, ferry operations across Hampton Roads have ceased and the aforesaid real estate is no longer needed in connection with the ferry operations or the Bridge-Tunnel Project; and, WHEREAS, Section 53-75.6 of the 1950 Code of Virginia, as amended, provides for the manner in which property owned by the Commonwealth and no longer needed for the uses of the State Highway System may be sold and conveyed, and Section 715 of the Trust Indenture, dated September 1, 1949, between Virginia State Highway Commissioner and the National Bank of Commerce of Norfolk, as trustees, provides in substance that the Commission may from time to time sell such real estate forming a part of the Projects subject to the said Trust Indenture as the Commission by written resolution shall declare to be not needed or serving no useful purpose in connection with the maintenance and operation of such Projects if the Consulting Engineers shall in writing approve such sale; and, WHEREAS, the Consulting Engineers have approved the sale of the said property as evidenced by a letter from Parsons, Brinckerhoff, Hall and McDonald, dated January 26, 1958, addressed to Mr. Geo. D. Felix, Right of Way Engineer, Virginia Department of Highways; and, WHEREAS, the State Highway Commissioner has certified in writing that the said real estate and its appurtenances 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 the maintenance and operation of the Chesapeake Ferries or the Hampton Roads Bridge Tunnel; NOW, THEREFORE, this Commission hereby declares that the aforesaid real estate and its appurtenances are not needed and serve no useful purpose in connection with the maintenance and operation of the Hampton Roads Bridge Tunnel and its approaches, and as provided by Section 53-75.6 of the 1950 Code of Virginia, as amended, and by Section 715 of the aforesaid Trust Indenture of September 1, 1949, the sale and conveyance of such real estate, improvements and appurtenances, or any part or parts of same, and for such monetary consideration as may be recommended by the Right of Way Engineer of the Department of Highways to the Commissioner and approved and accepted by the Commissioner, is hereby approved, and the Commissioner is hereby authorized to execute and deliver deed or deeds of special warranty conveying said property or any part or parts of same, provided that the proceeds of any sale of such property shall be disposed of as provided for in the said Trust Indenture and that the Trustee shall be notified accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, as provided under Section 53-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following sections of old Route 5 in James City County be transferred from the Primary System to the Secondary System of Highways: Sections 2, 5 and 8 shown in red on plat dated May 2, 1957, Project 2547-01. That as provided under Section 53-76.1 of the 1950 Code, as amended, the following section of old Route 5 being no longer necessary for uses of the State Highway System it be discontinued: Section 1 as shown in yellow on the plat and project referred to. Further, that as provided under Section 53-76.5 of the 1950 Code, as amended, Sections 3, 4 and 7 of old Route 5 be abandoned to the extent of alteration, shown in blue on the plat and project referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, as provided under Section 53-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following section of old location of Route 51 in James City County be transferred from the Primary System to the Secondary System of Highways: Section two (2) shown in red on plat dated April 19, 1957, Project 2847-03-04. Further, that as provided under Section 53-76.5 of the 1950 Code, as amended, Section one (1) of old Route 51 be abandoned to the extent of alteration, shown in blue on the plat and project referred to. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that, as provided under Section 53-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following Sections of old location of Route 6 in Nelson County be transferred from the Primary System to the Secondary System of Highways: Sections 4 and 5 shown in red on plat dated June 5, 1957, Project 5162-01; Further, that as provided under Section 53-76.5 of the 1950 Code of Virginia, as amended, Sections 2 and 3 of old location of Route 6 be abandoned to the extent of alteration, shown in blue on the plat and project referred to. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that, as provided under Section 53-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following sections of old Routes 277, 540 and 522 in Clarke County be transferred from the Primary to the Secondary System of Highways: Sections 2, 3 and 4 shown in red on plat dated August 1, 1957, Projects 2621-02, 5221-03, 5521-02 and 5534-02. That as provided under Section 53-76.1 of the 1950 Code, as amended, the following sections of old Route 277 being no longer necessary for uses of the State Highway System they be discontinued: Sections 5 and 7 in Clarke County and Section 1 in Frederick County, shown in yellow on the plat and projects referred to. Further, that as provided under Section 53-76.5 of the 1950 Code, as amended, Section 6 of old Route 277 in Clarke County be abandoned to the extent of alteration, shown in blue on the plat and projects referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Carper, that, as provided under Section 55-76.1 of the 1950 Code of Virginia, as amended, the following section of old Route 8 (19) in Fluvanna County being no longer necessary for uses of the State Highway System it be discontinued: Section 1, length 0.20 mile as shown in yellow on plat dated February 14, 1958, Project 622-A. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Carper, that, as provided under Section 55-76.5 of the 1950 Code of Virginia, as amended, Section 1-A of the old location of Route 80 in Dickenson County be abandoned to the extent of alteration, 0.050 mile as shown in blue on plat dated December 19, 1957, Project 5425-05-04; Further, that as provided under Section 55-76.1 of the 1950 Code, as amended, Section 1-B of the old location of Route 80 being no longer necessary for uses of the State Highway System it be discontinued as such, 0.051 mile as shown in yellow on plat and project referred to. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that the following resolution be confirmed: WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Southampton Civic Center in Chesterfield County on July 30, 1957, concerning the proposed construction, reconstruction and/or relocation of Route 704 from the Intersection with Route 147 thence eastward towards the Stratford Shopping Center in Chesterfield County, State Project 0662-020-101; Federal Project S-488(4), and WHEREAS, proper notice was given in advance and all those present were given full opportunity to express themselves as to the improvement as such, as well as the location, their statements being duly recorded, and WHEREAS, the economic effects of the location and the proposed improvements have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now therefore, BE IT RESOLVED, that the construction of this project on an alternate location referred to as Line B-C, as sketched and displayed at the presentation, and necessary incidentals thereto, be approved as recommended by the Engineering Division of the Department of Highways, and by Resolution of the Board of Supervisors of Chesterfield County, adopted on September 10, 1957. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm its letter ballot action as follows: WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the City Council Chamber, Norfolk, Virginia, on December 19, 1957, concerning the proposed location of Route 480-A, Overpass and Approaches, Project 1760-122-073-074, Virginian Railway, Tidewater Drive, City of Norfolk; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded and WHEREAS, the economic effects of the location and the proposed improvements have been

examined and given proper consideration and this evidence, along with all other, has been carefully reviewed, now therefore BE IT RESOLVED, that the construction of roadway along the location as shown on the map of the Department entitled "Proposed Overpass and Approaches of the Virginian Railway on Tidewater Drive in the City of Norfolk" be approved. Motion carried.

Following an explanation by Mr. Fugate, it was moved by Mr. Rawls and seconded by Senator Nelson, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Buchanan High School, Buchanan, Va., on Wednesday, February 19, 1958, concerning the proposed location of Interstate Highway, Route 81, Project 0081-011 from Intersection Route 11, 1.0 Mile North Intersection Route 608 to 0.5 Mile North, North Corporate Limit Buchanan, Botetourt County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed, now therefore BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled, "Proposed Interstate Highway Development, Botetourt County, Route 11" as Line 1 be approved. Motion carried.

Following a full explanation by Mr. Fugate, Chief Engineer, it was moved by Mr. Rawls, seconded by Senator Nelson that WHEREAS in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the War Memorial Building, Winchester, Va., on Tuesday, February 18, 1958, concerning the proposed location of Interstate Highway, Route 81, Project 0081-084 from 1.0 mile south of Stephens City to Virginia-West Virginia State line north of Winchester, Frederick County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled, "Proposed Interstate Highway Development, Frederick County, Route 11" as Line "A" be approved. Motion carried.

Moved by Mr. Carper, seconded by Mr. Rawls, that WHEREAS, an allocation of \$5,000 was made from 1955-56 funds for pavement widening at the intersection of North Harrison Street on Routes 29 and 211 in Arlington County, and WHEREAS, it is apparent that this allocation will not be needed since the section involved will be taken care of by Urban construction; NOW THEREFORE BE IT RESOLVED, that the \$5,000 of 1955-56 funds be transferred to the Culpeper District Construction Reserve. Motion carried.

An explanation of the change in the maintenance agreement with the Town of Christiansburg was presented by Mr. W. F. Smith. It was moved by Mr. Flythe and seconded by Senator Nelson, that WHEREAS, the Council of the Town of Christiansburg, by resolution of October 15, 1957, requested a change in the method by which the streets are maintained from Section 55-50.4 (Choice #1) to Section 55-50.2 (Choice #3) of the Code of Virginia, as amended, and WHEREAS, this resolution declares the Town has purchased additional street maintenance equipment and is capable of maintaining its own streets, in addition to annual Town construction work performed, now THEREFORE BE IT RESOLVED, that after careful consideration, the Highway Commission does approve the change in the form of maintenance for 11.745 miles of streets in the Town of Christiansburg to Choice #3 in accordance with Section 55-50.2 of the 1950 Code of Virginia, as amended; and requested by the Town and recommended by the Engineering Division, effective beginning April 1, 1958. Motion carried.

Following brief comments by Mr. Mills on the request to erect Trail Blazer Signs on the right of way of the highways, it was moved by Mr. Carper, seconded by Mr. Rawls, that WHEREAS, the Highway Department is receiving a number of requests for the erection of trail blazers on the highway right of way; and WHEREAS, a study has been made by a committee of Highway Department engineers to determine the need of trail blazers and to recommend a policy regarding their use; now, therefore, BE IT RESOLVED that the following policy recommended by the committee be adopted by the State Highway Commission:

1. That "Trail Blazers" not be permitted to divert traffic, or to be used in any way for the advertising of a facility;
  2. That "Trail Blazers" be permitted only where they will be of service in directing traffic, and the extent of this service should be within a reasonable distance from the special facility; and
  3. That the erection of "Trail Blazers" be approved by the Traffic and Planning Division.
- Motion carried.

Mr. Eare, Fiscal Director, gave the Commission a report on the Revenue Bonds and the investment of funds in Government securities. The following resolutions were adopted.

WHEREAS, the State Highway Commission, an Agency of the Commonwealth of Virginia, has heretofore adopted a resolution authorizing the issuance of \$95,000,000 State of Virginia Toll Revenue Bonds, (Series 1954) and the execution and delivery of a Trust Indenture securing said bonds, and WHEREAS, the said Commission has heretofore adopted a resolution authorizing the investment of \$500,000 of the funds deposited to the credit of Reserve Maintenance Funds in U. S. Treasury 3 $\frac{1}{2}$ % Certificates due April 15, 1958, under provisions of Section 602 of the Trust Indenture, and WHEREAS, the Treasury Department is now offering various exchanges for these certificates, the shortest of these exchanges available being U. S. Treasury 2 $\frac{1}{2}$ % Certificates maturing February 14, 1959, now therefore, BE IT RESOLVED by the State Highway Commission that the Trustee be instructed to exchange the \$500,000 U. S. Treasury 3 $\frac{1}{2}$ % Certificates, due April 15, 1958, for U. S. Treasury 2 $\frac{1}{2}$ % Certificates maturing February 14, 1959.

WHEREAS, the State Highway Commission, an Agency of the Commonwealth of Virginia, has heretofore adopted a resolution authorizing the issuance of \$95,000,000 State of Virginia Toll Revenue Bonds, (Series 1954) and the execution and delivery of a Trust Indenture securing said bonds, and WHEREAS, the said Commission is authorized under provisions of Section 602 of the Trust Indenture to invest funds deposited to the credit of Reserve Maintenance Funds, during the time in which such funds are not required for Reserve Maintenance purposes, in direct obligations of the United States Government, and WHEREAS, there now exists a balance of \$250,000 which will not be needed for repair expenses before April, 1959, now therefore, BE IT RESOLVED by the State Highway Commission, the Consulting Engineers concurring, that the Trustee be instructed to invest \$250,000 Reserve Maintenance Funds in 1-7/8% Treasury Notes of the United States Government to mature February 28, 1959.

Following an explanation by Mr. J. P. Mills, Jr., Traffic and Planning Engineer, it was moved by Mr. Rawls, seconded by Mr. May, that WHEREAS, the Highway Commission has heretofore approved the designation of U. S. Route 15 over Hall Avenue, a new location in the City of Suffolk, and whereas it is now requested by the City Council of Suffolk and recommended by our Highway Engineers that it would be practicable to change the Route designation of U. S. Route 15 to follow State Route 537 leading from Suffolk east to Magnolia; NOW, THEREFORE, BE IT RESOLVED, that U. S. Route 15 be designated over present State Route 537, from the intersection of Hall Avenue and East Washington Street in Suffolk easterly to the intersection of Routes 58 and 460 at Magnolia; thus, eliminating the existing overlap of U. S. Route 15 over Routes 58 and 460 between Suffolk and Magnolia. Motion carried.

Following a very full explanation by Mr. Mills on the effect of an Alternate Route 15 in Hampton, it was moved by Mr. Rawls and seconded by Mr. Flythe that WHEREAS the City of Hampton, by resolution of its Council in a regular meeting on January 22, 1958, requested the State Highway Commission to establish an Alternate U.S. Route 15 beginning at U.S. Route 15 at Kiptopeke and following the ferry route to Old Point Comfort, thence along U.S. Route 258 to Benns Church, thence along State Route 10 to reintersect U.S. Route 15 in Suffolk and WHEREAS Engineers of the Department of Highways, after careful study, find that, 1. motorists may be misled by Alternate U.S. Route 15 marking in Suffolk and at Kiptopeke where boats to Old Point Comfort and Little Creek will use the same dock; 2. the Alternate U.S. Route 15 proposed passes over the James River Bridge where a second toll charge is made; 3. U.S. Route 15 traverses predominantly four lane highways, and the major part of the proposed Alternate U.S. Route 15 is two lane highways, part of which is presently carrying daily traffic volumes in excess of functional capacity; 4. the Kiptopeke-Old Point Comfort Ferry will operate on a four to four and one-half hour schedule, and motorists may be required to wait more than four hours; and 5. because of the reasons cited, it is not believed that the A.A.S.H.O. Route Numbering Committee would approve the establishment of the Alternate U.S. Route 15 as proposed. NOW THEREFORE, BE IT RESOLVED that it is considered not in the best interests of the users of U. S. Route 15 to establish an Alternate U.S. Route 15 as proposed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, request is made by Mr. Richard W. Copeland, Director, Department of Welfare and Institutions, that additional driveways within the grounds of the State Industrial Farm for Women, Goochland County, be taken over for maintenance as a part of the Primary System; the new driveways having been constructed to conform with design standards as required by the Department of Highways; NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 33-26 of the 1950 Code of Virginia, as amended, the newly constructed roads totaling 0.814 mile within the grounds of the State Industrial Farm for Women, be added to the Primary System of Highways, as indicated on the layout sketch dated October 25, 1957, and described as follows:

Line "B"-From existing Route 329 south to the Superintendent's house and small staff cottage, to the second leap post, 0.025 mile.

Line "D"-Farm Road, extension of present Route 329 from the east end of the hospital tunnel to Route 329 near the C & O Railroad tracks, 0.265 mile.

Line "G"-From present Route 329 south to a cul de sac end at the old Administration Building, 0.028 mile. Motion carried.



Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, request is made by Admiral A. D. Chandler, President of the College of William and Mary, that additional driveways within the grounds of the institution be taken over for maintenance as a part of the Primary System; the new driveways having been constructed to conform with design standards as required by the Department of Highways; NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 55-26 of the 1950 Code of Virginia, as amended, the newly constructed driveways totaling 0.205 mile north and south of new Phi Beta Kappa Memorial Hall on the grounds of the College of William and Mary, be added to the Primary System of Highways, as indicated on the layout sketch dated September 11, 1957. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, the Highway Commission is authorized to make certain payments to cities for maintenance of Streets, and WHEREAS, by terms of an annexation decree in the Circuit Court of the Counties of Bedford and Campbell, effective January 1, 1958, the corporate boundaries of the City of Lynchburg were extended to include within the annexed area certain roads of the Primary System; also other Streets formerly in the Counties; NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 55-115 of the 1950 Code of Virginia, as amended, the following street extensions of the Primary System be added to the designated streets within the City of Lynchburg for payment at the annual base rate of \$4,000 per mile:

	<u>Miles</u>
Route 29 (Wards Road) - from the old south city limits of Lynchburg south to the new south city limits	1.00
Route 128 (Greene Street, Carroll Road and Carrollton Rd.) from Campbell Ave. (Route 460) westerly to Wards Road (Route 29)	3.50
Route 291 (Old Forest Road)-from the old west city limits of Lynchburg northwest to the new west city limits	1.47
Route 297 (Timberlake Road)-from the old south city limits of Lynchburg southwest to the new south city limits	0.81
Route 460 E (Campbell Avenue)-from the old east city limits of Lynchburg southeast to the new east city limits	1.15
Route 460 W (Lakeside Drive)-from the old west city limits of Lynchburg west to the new west city limits	0.77
Route 501 (Boonsboro Road)-from the old west city limits of Lynchburg west to the new west city limits	1.20
TOTAL ADDITIONS	<u>9.90</u>

BE IT FURTHER RESOLVED, that pursuant to Section 55-115.2 of the 1950 Code of Virginia, as amended, certain other streets meeting required standards and comprising 15.15 miles within the area annexed by the City of Lynchburg, be added to the present allocation of mileage subject to payment for maintenance at the annual base rate of \$300 per mile; the above additions effective for payment beginning the third quarter, January 1, 1958. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by 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 1.8484 miles, effective beginning the third quarter, January 1, 1958. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made in a resolution passed by the Council of the Town of Salem on December 25, 1967, 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 Salem on additional streets totaling 1.144 miles, effective beginning the third quarter, January 1, 1968. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by Town of Wytheville 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 Wytheville on additional streets totaling 0.239 mile, effective beginning the third quarter, January 1, 1968. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by 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 8.42 miles, effective beginning the second quarter, October 1, 1957. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Fredericksburg 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 Fredericksburg on additional streets totaling 1.05 miles, effective beginning the third quarter, January 1, 1968. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 58-115.2 of the 1950 Code of Virginia, as amended, request is made by the City of Norfolk for payment at the base rate of \$500 per mile annually on additional streets meeting the required standards, also for deletion of several streets closed in connection with the alum clearance and re-development program; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 per mile annually be made to the City of Norfolk on additional streets totaling 48.09 miles and a deletion of payment on 1.94 miles, making a net addition of 46.15 miles, effective beginning the third quarter, January 1, 1958. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 58-115.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Marion 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 for maintenance at the base rate of \$500 per mile annually be made to the Town of Marion on additional streets totaling 0.472 mile, effective beginning the fourth quarter, April 1, 1958. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 58-115.2 of the 1950 Code of Virginia, as amended, request is made by 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 for maintenance at the base rate of \$500 per mile annually be made to the Town of Abingdon on additional streets totaling 0.275 mile, effective beginning the third quarter, January 1, 1958. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that WHEREAS, under authority of Section 58-115.2 of the 1950 Code of Virginia, as amended, request is made by City of Harrisonburg 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 Harrisonburg on additional streets totaling 6.119 miles, effective beginning the third quarter, January 1, 1958. Motion carried.

Following Mr. Mills' remarks giving the view of the Department's engineers, it was moved by Mr. Carper and seconded by Senator Nelson, that WHEREAS, Chapter 58 of the Acts of the Assembly of 1950 provide that the governing body of any county having a density of population in excess of two thousand per square mile may by ordinance provide for the regulation of parking on State highways, streets and public roads within its limits designated in such ordinance, including the installation and maintenance of parking meters and requiring the deposit therein of coins of denominations to be prescribed in such ordinance, and the determination of the times during which vehicles may be parked, provided that such

parking be in accordance with a plan approved by the State Highway Commission; and WHEREAS, the County of Arlington has advised the State Highway Commission that it plans to enact an ordinance providing for the parking of vehicles and the installation of parking meters which will involve the charge of five cents per hour on the south side of the two following sections of Route 244, known as the Columbia Pike:

1. Between South Cleveland Street and South Edgewood Street
2. Between South Walter Reed Drive and South Highland Street,

NOW THEREFORE, BE IT RESOLVED, that the State Highway Commission approves the plan of the County of Arlington. Motion carried.

Mr. Mills explained the request for renumbering Primary Routes in conflict with Interstate numbers. It was moved by Mr. Rawls, seconded by Senator Nelson, that WHEREAS, the Route numbers officially adopted for the National System of Interstate Highways conflicts with the present numbering of several Virginia State Primary Routes, NOW, THEREFORE, BE IT RESOLVED, that in order to eliminate the confusion of duplicated numbering, existing Virginia State Routes be renumbered as follows:

Present Route 64: From intersection of Route 83 at Fremont via Dante to intersection of Alt. Route 58 at St. Paul, to be renumbered as Route 63.

Present Route 68: From intersection of Alt. Route 58 south of St. Paul via Dungannon to intersection of Route 23 in Clinchport, to be renumbered as Route 65.

Present Route 81: From intersection of Route 62 at Poplar Camp toward Ivanhoe, to be renumbered as Route 69.

Present Route 85: From Pocahontas via Bluefield to the West Virginia Line, to be renumbered as Route 102. Motion carried.

Following an explanation by Mr. Geo. D. Felix, Right of Way Engineer, it was moved by Mr. Rawls and seconded by Mr. May, that, WHEREAS the Commonwealth is the owner of certain lands acquired from A. Lee Vestal and Georgia Elliot Vestal, husband and wife, and H. L. Wright, by deeds recorded in the Clerk's office of the Circuit Court of Washington County in Deed Book 308, at Page 168, and at Page 224 respectively, in connection with the construction, alteration and maintenance of State Highway Route 58, Project 1795-12, as shown on Sheet No. 5 of the plans for said Route and Project; and, WHEREAS, a portion of the lands so acquired is needed by the Norfolk and Western Railway Company to relocate a section of its track made necessary by the construction of the said Project; and, WHEREAS, the State Highway Commissioner has certified in writing that this portion of said lands 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 in Section 58-76.6 of the 1950 Code of Virginia as amended, the conveyance with special warranty of the said portion to the Norfolk and Western Railway Company, in exchange for other lands of the Railway Company needed for said Route and Project, is approved, and the Commissioner is authorized to execute a deed accordingly, subject to such conditions and provisions as may be for the best interest of the Commonwealth. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that, WHEREAS, the Commonwealth is the owner of a certain parcel of right of way on the former location of Route 522, originally a part of the Front Royal Turnpike; and, WHEREAS, Route 522 has been relocated and reconstructed; and, WHEREAS, in connection with the relocation of said Route 522, Project 2621-02, the Commonwealth acquired certain right of way from lands belonging to Lola F. Riddick for a cash consideration and, WHEREAS, the agreement covering the acquisition of said right of way included the provision that the Highway Commission would be requested to abandon and convey to the said Lola F. Riddick the eastern portion of the right of way of the old location along and adjacent to her lands; and, WHEREAS, the new location of Route 522 serves the same citizens as the old road and has been approved by the State Highway Commissioner and, WHEREAS, the Highway Commissioner has certified in writing that the eastern portion of the old location along and adjacent to the lands of the said Lola F. Riddick is no longer necessary for the uses of the State Highway system; NOW, THEREFORE, in accordance with the provisions of Section 55-78.5, 1950 Code of Virginia, as amended, the eastern portion of the said old location lying east of and beyond a line 49 feet from and concentric with the survey centerline of the north bound lane of said route and project from a point opposite survey Station 440/28 to a point opposite survey Station 441/37, and thence along the center of the said former location to a point 55 feet opposite and south of the survey centerline of the new location of Route 540 at Station 249/75 is hereby abandoned, and the State Highway Commissioner is hereby authorized in accordance with the provisions of Section 55-76.8 of the 1950 Code of Virginia, as amended, to execute a deed of quitclaim to the said Lola F. Riddick for the said eastern portion of the old location hereby abandoned. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 1508-18 (New 0825-008-01A), Route 625, Bridge over Cowpasture River-2.0 Miles from Fort Lewis, Bath County, to the low bidder, Monger Brothers, Elkton, Va., at the bid of \$49,027.24 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$53,950.00 chargeable to this project, to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 0036-074-010, Route 56, James River Bridge at Jordan Point, Near Hopewell, Prince George County, to the low bidder, Penniman & Browns, Inc., Baltimore, Md., at the bid of \$16,587.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$18,250.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 5487-04 (New 0049-067-004), Route 49, Int. Route 460 W. of Cross-Int. Route 560 W. Jennings Ordinary, Nottoway County, to the low bidder, D. E. Worley Construction Company, Rocky Mount, Va., at the bid of \$94,894.00, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,743.50 for work by State Forces and \$55,000.00 for Right of Way, making a total of approximately \$158,800.00 chargeable to this project; to be financed with \$70,279.00 State and \$88,521.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 4815-85-78-77-78 (New 7029-118-085-076-077-078), Route 29A, 0.254 Mile S. Int. Route 460 (Campbell Avenue)-0.623 Mile S. Int. Route 460 (Campbell Avenue), City of Lynchburg, to the low bidder, J. Lawson Jones, Contractor, Clarksville, Va., at the bid of \$438,975.37, that 10% additional be set aside to cover the cost of engineering and additional work, \$18,150.00 for work by State Forces and \$162,027.00 for Railroad work, making a total of approximately \$663,050.00 chargeable to this project; to be financed with \$15,800.00 State, \$420,500.00 Federal and \$228,950.00 City of Lynchburg Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 0415-029-008-G-4, B-53, B-55, B-56, Route 415, 0.152 Mile N. Route 620 (Braddock Road)-0.651 Mile N. Route 256 (Lee Jackson Memorial Highway), Fairfax County, to the low bidders, L. A. Reynolds Company, Inc., Winston-Salem, N. C., AND Barnhill and Long, Inc., Tarboro, N. C., at the bid of \$1,856,505.51, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,100.00 for work by State Forces, making a total of approximately \$1,801,250.00 chargeable to this project, to be financed with \$180,125.00 State and \$1,621,125.00 Federal Funds; the \$1,801,250.00 to be provided in the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 0415-029-008-G-3, Route 415, Route 617 (Back Lick Road)-0.121 Mile N. Route 620 (Braddock Road), Fairfax County, to the low bidder, Burkholder and Burkholder, Washington, D. C., at the bid of \$516,477.20, that 10% additional be set aside to cover the cost of engineering and additional work, \$275.00 for Right of Way and \$2,575.00 for work by State Forces, making a total of approximately \$570,800.00 chargeable to this project; to be financed with \$57,080.00 State and \$515,720.00 Federal Funds; the \$570,800.00 to be provided in the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 8082-21-05-20-25-07-08-09-25-28-29-50; 1982-10-11, Routes 81,55 (402), 2.057 Miles S. Int. Proposed Route 55-5,601 Miles N. Int. Proposed Route 55 AND ECL Harrisonburg-1,544 Miles E. of ECL Harrisonburg, Rockingham County, to the low bidder, Wright Contracting Co., Inc., Columbus, Ga., at the bid of \$4,008,555.10, that 10% additional be set aside to cover the cost of engineering and additional work, \$9,150.00 for Right of Way and \$57,785.00 for work by State Forces, making a total of approximately \$4,475,900.00 chargeable to this project, to be financed with \$447,890.00 State and \$4,028,510.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 8074-01-05-05-08-11, Contract No. 1 (New 0095-074-001-005-005-008-011), Route 95 (401), 0.731 Mile S. Int. Route 55-0,058 Mile S. Int. Route 628, Prince George County, to the low bidder, Elythe Brothers Company, Inc., Charlotte, N. C., at the bid of \$2,585,452.65, that 10% additional be set aside to cover the cost of engineering and additional work, \$770.00 for Right of Way and \$40,048.00 for work by State Forces, making a total of approximately \$2,664,900.00 chargeable to this project, to be financed with \$256,480.00 State and \$2,598,820.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 1764-71-72 Contract No. 2 (New 0068-122-071-072), Route 58, Approaches to N & W Underpass, City of Norfolk, to the low bidder, McLean Contracting Company, Baltimore, Md., at the bid of \$615,566.10, that 10% additional be set aside to cover the cost of engineering and additional work, \$902.00 for work by State Forces and \$195,592.00 for Railroad Work, making a total of approximately \$1,091,400.00 chargeable to this project; to be financed with \$542,450.00 Federal, \$250,650.00 City of Norfolk and \$218,500.00 Norfolk & Western Railroad Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 2929-07-08 (New 0238-029-007-008), Route 256, 0.250 Mile W. Int. Route 244 at Annandale-Int. Route 237 in Fairfax, Fairfax County, to the low bidder, Wilmoth Paving Company, Washington, D. C., at the bid of \$924,100.80, that 10% additional be set aside to cover the cost of engineering and additional work, \$2,420.00 for Right of Way (included in contract), \$5,920.00 for work by State Forces and \$522,500.00 for Right of Way (not included in contract), making a total of approximately \$1,547,550.00 chargeable to this project, to be financed with \$772,885.00 State, \$771,045.00 Federal and \$3,440.00 Town of Fairfax Funds; additional \$571,410.00 required to be provided in the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 1511-11-15-16 (New 0840-011-011-015-016), Route 640, 0.055 Mile W. of N. Int. Route 608-0.159 Mile E. of N. Int. Route 841 (South of Lithia), Botetourt County, to the low bidder, Webster H. Boose, Jr., and Company, Buchanan, Va., at the bid of \$126,221.97, that 10% additional be set aside to cover the cost of engineering and additional work, and \$24,550.00 for Railroad Work, making a total of approximately \$150,771.97 chargeable to this project, to be financed with \$70,550.00 State, \$90,170.00 Federal and \$2,050.00 Railroad Funds; additional \$18,047.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 2300 (New 0837-000-101, B-1), Route 237, Washington Boulevard and North Aberdeen Street, Arlington County, to the low bidder, E. L. Daniels, Arlington, Va., at the bid of \$52,416.09 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$57,656.69 chargeable to this project, to be financed entirely with State Funds; additional \$22,816.00 required to be provided from Arlington County Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 1881-24-25, (New 0631-081-084-025), Route 631, 0.53 Mile E. Int. Route 11 (S. of Lexington)-1.25 Miles E. Int. Route 11, Rockbridge County, to the low bidder, S. Varne Wilkins, Contractor, Amherst, Va., at the bid of \$76,895.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$84,060.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; the \$84,060.00 required to be provided in the 1958-59 and 1959-60 Matched Secondary Federal Aid Funds to the County. Motion carried;

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 2898-70 (New 0021-159-070-101), Route 21, SCL Wytheville-0.774 Mile N. of SCL Wytheville, Wythe County, to the low bidder, Pendleton Construction Corporation, Wytheville, Va., at the bid of \$87,452.75, that 10% additional be set aside to cover the cost of engineering and additional work, \$978.50 for work by State Forces and \$2,100.00 for Surveys and Plans, making a total of approximately \$90,531.25 chargeable to this project, to be financed 50/50 with State and Town of Wytheville funds; additional \$9,100.00 required to be provided from the Bristol District Reserve Fund. Motion carried.



Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 1510-07 (New 0610-010-007), Route 610, Int. Route 742 (Near Smyth County Line)-Int. Route 42, Bland County, to the low bidder, Rogers Brothers Construction Company, Cedar Bluff, Va., at the bid of \$27,251.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$30,000, chargeable to this project, to be financed 50/50 with State and Federal Funds; the \$30,000.00 to be provided in the 1958-59 and 1959-60 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 19 for the construction of Project 1585-25 (New 0615-085-025, B-1), Route 616, 0.005 Mile W. Int. Route 618 (N. of Garbo)-Int. Route 600 (Near South Clinchfield), Russell County, to the low bidder, McAnis Brothers, Contractors, North Tazewell, Va., at the bid of \$164,001.16, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$180,500.00 chargeable to this project, to be financed with \$90,300.00 State and \$90,200.00 Federal Funds; the \$180,500.00 to be provided in the Matched Secondary Federal Aid Funds to the County for 1958-60 and subsequent years. Motion carried.

Letter of January 28 to the Commission relative to the VAIC Studies on Highways and submitting a complete supplementary report, was brought to the attention of the Commission.

Reference was made to a letter of February 11 to the Commission relative to the "Five Reports on Virginia's Highways" a copy of which was mailed to each member.

Moved by Mr. May, seconded by Mr. Rawls, that WHEREAS in the fall of 1957 this Commission realized the necessity of increasing the hourly pay for labor and authorized a study to be made to determine what could be worked out, and WHEREAS, the study, when completed, indicated that to pay labor the minimum \$1.00 per hour as recommended, the result would be that this type of employee could receive as much or more than our regular monthly employees in the lower grades, and WHEREAS the request for increased salaries for those grades was presented to the Governor and approved by him on February 19, 1958, now BE IT RESOLVED that the Highway Commission confirm its action taken by letter ballot as of February 20, 1958, approving \$1.00 per hour as the minimum rate of pay for labor, effective March 1, 1958. Motion carried.

Letter of March 6th to the Commission relative to the Interstate System location in the vicinity of Natural Bridge was referred to.

Delegate James H. Thomson of Arlington and Mr. Duncan appeared before the Commission in the interest of Line "A" of the Interstate System location at Woodbridge as first decided upon. It was stated that the church people built the structure in view of the knowledge that the road would go through the proposed site of the church. Mr. D. E. Fugate, Assistant Chief Engineer reviewed the subject in full and slides were shown of all lines considered. Following the discussion it was moved by Mr. Rawls and seconded by Mr. May that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Garfield High School Auditorium near Woodbridge, Virginia, on August 7, 1957, concerning the proposed reconstruction of Route 1 and Interstate Route 95 from the intersection of Route 1 south of Triangle to the intersection of Route 350 north of Woodbridge, Prince William and Fairfax Counties; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded; WHEREAS, the hearing revealed opposition to the proposed route and WHEREAS an official request was received from the Board of Supervisors of Prince William County and interested citizens of the Woodbridge area to appear before the Highway Commission for a rehearing on the location in the Woodbridge area; WHEREAS, a rehearing was held in the auditorium, main highway office building, Richmond, Virginia, November 28, 1957, in the presence of the Highway Commission; and WHEREAS, upon statements conveyed at the rehearing an engineering restudy was accomplished of the Woodbridge area, in accordance with the desire of the county officials of Prince William County and interested citizens of the Woodbridge area; WHEREAS, this engineering restudy revealed that a location existed, comparable to Line "A", being a little longer, comparable cost, and complied with requests of county officials and local citizens. In addition, a favorable connection is feasible to present Routes 1 and 350, and complies with the Interstate design criteria; and WHEREAS, the economic effects of the location and the proposed improvement have been examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; now therefore BE IT RESOLVED, that the resolution passed by the Highway Commission on October 12, 1957, approving the line designated as Line "A" be rescinded, and BE IT FURTHER RESOLVED, that the location as shown and designated as Line "E" Alternate on a map of the Department entitled "Proposed Interstate Highway Development Route 1, Interstate Route 95, Prince William and Fairfax Counties" be approved. Motion carried.

Mr. Felix brought the Commission up to date on the plans for the proposed new Highway Office Building, requesting the extension of the auditorium in the present building and removal of the air conditioning equipment to the new office building, etc., etc. It was moved by Mr. Rawls and seconded by Mr. Flythe, that, whereas, action has been taken with respect to the implementation of the resolution of the Highway Commission dated January 17, 1957, which authorized the employment of

architects to proceed with the design of the new Central Highway Office Building; and WHEREAS, it has now become necessary that other action be taken with respect to further implementation of this resolution and further advancement of the project; NOW THEREFORE, BE IT RESOLVED, that the Highway Commission in connection with the proposed construction approves the removal of the air conditioning unit in the existing Central Highway Building and its combination with the air conditioning system in the proposed new building and also approves the extension of the existing auditorium and basement thereof to an additional length of approximately fifty feet so as to double the capacity of the auditorium and provide additional basement space; BE IT FURTHER RESOLVED, that the Highway Commission authorizes the State Highway Commissioner to enter into negotiations with the City of Richmond concerning the accomplishment of the following items of work: 1. The relocation of 14th Street, 2. The relocation of utilities, 3. The construction of a bridge over 14th Street and a tunnel under the same, and 4. Such other items as are germane to the project and directly affects the City; BE IT FURTHER RESOLVED, that the Highway Commission authorizes the architect to complete plans, working drawings and specifications on the project and approves and directs the advancement of the project as rapidly as possible. Motion carried.

Following an explanation by Mr. Felix, it was moved by Mr. Rawls and seconded by Mr. Carper, that, WHEREAS, the Commonwealth is the owner of certain ferry landings and other facilities used in connection with the Gray's Point Ferry; and WHEREAS, with the completion of the Rappahannock River Bridge under Project 3459-01, operation of the said Ferry has been discontinued; and, WHEREAS, the new location of Route 3 across the aforesaid Bridge serves the same citizens as the old location and ferry, and has been approved by the State Highway Commissioner; and, WHEREAS, the State Highway Commissioner has certified in writing that the ferry landings and appurtenances are no longer necessary for the uses of the State Highway System; NOW, THEREFORE, in accordance with the provisions of Section 33-76.5 of the 1950 Code of Virginia, as amended, the portion of the old location between the mean low water line on the north side of the Rappahannock River at approximate survey Station 78/50 "D" and the mean low water line on the south side of the Rappahannock River at approximate survey Station 57/44.55 "E" is hereby abandoned, and in accordance with the provisions of Section 33-76.6 of the said Code, as amended, the State Highway Commissioner is hereby authorized to sell or otherwise dispose of for such consideration as he may deem requisite these portions of the ferry landings and appurtenances lying between the aforesaid stations, and to execute such deed or deeds of quitclaim as may be necessary. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that, WHEREAS, in connection with Route 11, Project 425-I, in the Town of Wytheville, in Wythe County, the Commonwealth did acquire certain right of way from Joseph C. Shaffer by deed dated December 18, 1957, recorded in Deed Book 88, Page 511, which included a certain widening and slope easement south of and adjacent to the normal 80 foot right of way for said Route and Project between Station 257/00 and Station 259/00, said widening consisting of approximately 0.055 acre; and, WHEREAS, the said Joseph C. Shaffer has requested that this 0.055 acre and easement be quitclaimed to him for a consideration of \$112.25; and, WHEREAS, by resolution adopted at a meeting of the Town Council of the Town of Wytheville on November 25, 1957, the said Town Council approved and requested such conveyance; and, WHEREAS, the State Highway Commissioner has certified in writing that this real estate 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 by Section 33-78.8 of the 1950 Code of Virginia, as amended, the conveyance of the said 0.055 acre and easement to Joseph C. Shaffer for a consideration of \$112.25 is approved and the State Highway Commissioner is authorized to execute a deed of quitclaim accordingly. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that, WHEREAS, in connection with Route 11, Project 1896-07-11, in Wythe County, the Commonwealth did acquire certain real estate from Russell L. Williams by deed dated September 7, 1956, recorded in Deed Book 155, Page 578; and, WHEREAS, in addition to the land conveyed by the said deed, any and all easements of access, light or air, incident to the lands of the grantor along certain lines described in the deed were also conveyed; and, WHEREAS, the description of the lines along which said easements were conveyed was erroneous and did not properly describe the lines along which access was to be limited; and, WHEREAS, the said Russell L. Williams has requested that the easements of access, light or air, be released and quitclaimed to him along certain of these lines without respect to the easements previously conveyed along other lines; and, WHEREAS, the State Highway Commissioner has certified in writing that these rights and easements do not constitute a section of the public road and are deemed no longer necessary for the uses of the State Highway System; NOW, THEREFORE, as provided in Section 33-78.8 of the 1950 Code of Virginia, as amended, the release and quitclaim of such rights and easements to Russell L. Williams is approved, and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that, WHEREAS, in connection with Route 33, Project 1943-15 in Henrico County, the Commonwealth did acquire certain right of way including a residue parcel of land, the latter containing 0.05 acre, more or less, shown on Sheet 12 of the plans for the said project, from Ruby L. Evans and M. Woodson Evans, husband and wife, by deed dated August 17, 1958, recorded in the Clark's office of the said county in Deed Book 825, Page 338; and,

WHEREAS, the Laurel Baptist Church is now the owner of other lands adjacent to the said 0.05 acre of residue and has offered to purchase said residue for the sum of \$50.00, which offer is deemed an adequate price for same; and, WHEREAS, the State Highway Commissioner has certified in writing that this residue parcel of land 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 by Section 53-75.6 of the 1950 Code of Virginia, as amended, the conveyance of the said 0.05 acre of land to Laurel Baptist Church or to the owner of record of the land adjacent thereto, with special warranty of title and for a consideration of \$50.00, is approved, and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that, WHEREAS, the Department of Highways has entered into an agreement with the Appalachian Electric Power Company whereby the Power Company is to convey to the Commonwealth the additional land needed from its property for the construction of Route 58, Project 1795-12, in Washington County as shown on Sheet No. 3 of the plans for said project, which agreement provides for payment to the Power Company of \$752.00 and conveyance of a parcel of land to be used for a new entrance to the remainder of the Power Company's property; and, WHEREAS, the Commonwealth has acquired from Harry Garrett and Mary Fischer Garrett by deed dated March 22, 1957, recorded in Deed Book 505, Page 377, the right of way needed from their property included a parcel containing 0.08 acre for the construction of the entrance to the remainder of the Power Company's property; and, WHEREAS, the State Highway Commissioner has certified in writing that the last named parcel 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 in Section 53-75.6 of the 1950 Code of Virginia as amended the conveyance by quitclaim of the said parcel of land to be used as an entrance to the remainder of the Power Company's property is hereby approved and the State Highway Commissioner is authorized to execute a deed of exchange accordingly. Motion carried.

Hon. John S. Battle appeared before the Commission relative to the location of the Interstate System in the vicinity of Natural Bridge; representing the Natural Bridge Corporation. He expressed appreciation for the opportunity to appear, gave a full description of the Natural Bridge facility and its earning power and went into great detail covering the project, the public hearings, the cost, etc., etc. Mr. Davis thanked him for coming and assured him that the Commission would give most careful consideration to the problem. //

The Commission was advised of the Engineers' Meeting to be held at Natural Bridge on April 17 and 18. Mr. Ellison advised of the proposed program and invited the Members of the Commission to be present.

The bids received on March 12th for surface treatment material were discussed by Mr. Harris, Assistant Chief Engineer. It was moved by Mr. Rials, seconded by Senator Nelson, that the Commission award contracts on Surface Treatment Bids received March 12th, to the low bidders as follows: Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material

<u>Low Bidder</u>	<u>District</u>	<u>and Schedule</u>	<u>Class</u>	<u>Amount</u>
Sam Finley, Inc., Roanoke, Va.	Bristol	- 1	"C"	\$250,200.00
	Salem	- 2	"C"	245,800.00
	Culpeper	- 2	"C"	289,850.00
	Staunton	- 2	"C"	182,950.00
	Staunton	- 1	"C"	114,450.00
Adams Construction Co., Inc. Roanoke, Va.	Bristol	- 2	"C"	182,550.00
	Salem	- 1	"C"	178,550.00
	Lynchburg	- 1	"C"	171,350.00
	Richmond	- 1	"C"	249,450.00
Roanoke Paving Co., Inc. Roanoke, Va.	Lynchburg	- 2	"C"	195,250.00
Burton P. Short & Son, Inc. Petersburg, Va.	Richmond	- 2	"C"	202,500.00
	Suffolk	- 1	"C"	154,900.00
	Suffolk	- 3	"C"	200,900.00
Ames and Webb, Inc., Norfolk, Va.	Suffolk	- 2	"C"	187,960.00
Alfred H. Smith, Branchville, Md.	Culpeper	- 1	"C"	225,150.00

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

Sam Finley, Inc., Roanoke, Va.	Bristol	- 1	"B"	\$1,800.00
Alfred H. Smith, Branchville, Md.	Fredericksburg	- 2	"B"	108,600.00
	Fredericksburg	- 1	"B"	91,750.00
B. A. Powell, Louisa, Va.	Staunton	- 1	"B"	39,500.00

Motion carried.

Mr. Fugate commented on the claim for additional compensation on Contract No. 4 of the Rappahannock River Bridge Project, the Toll Plaza, and it was moved by Mr. Rawls and seconded by Mr. Carper that the claim of the Harwood Construction Company on Project 2459, Route 200, error in plans of Toll Plaza for the Rappahannock River Bridge at Greys Point, Contract No. 4, having been most carefully and fully studied, the recommendation of the Department's engineers be accepted and the contractor be allowed \$1,901.78; the consulting engineers to be asked to bear one-half of the cost of final settlement. Motion carried.

Following Mr. Fugate's explanation relative to the designation of Route 801 as Limited Access the following resolution was adopted: Moved by Mr. May, seconded by Mr. Barrow, that the resolution adopted by the State Highway Commission at its meeting on March 4, 1955, designating the section of Route 801 from the north terminus from the Richmond-Petersburg Turnpike to the south end of the bridge over the Potomac River near Dahlgren be rescinded, and the following resolution be adopted in lieu thereof: Be it resolved That the section of Route 801 from its intersection with Routes 2 and 207 in Bowling Green, Virginia, to the south end of the bridge over the Potomac River near Dahlgren, Virginia, including any and all relocations and by-passes along such route which shall be deemed necessary or desirable by the Department, be designated a limited access highway in accordance with Article 3, Chapter 1, Title 55 of the Code of Virginia of 1950, as amended. It being understood that the section of Route 801 immediately north of Richmond within the limits of the proposed interchange with Richmond-Petersburg Turnpike and the Interstate System extending north from the Richmond-Petersburg Turnpike will remain a limited access highway in accordance with the general resolution of October 4, 1956 covering connecting roads, etc., at interchanges on the Interstate System. Motion carried.

Moved by Mr. Raffle, seconded by Mr. Barrow, that, WHEREAS, by proper resolutions the various Boards of Supervisors have requested the discontinuance of certain roads in 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, the proposed discontinuances meeting no valid opposition; NOW, THEREFORE, BE IT RESOLVED, that the following roads be discontinued as parts of the Secondary System as provided under Section 55-76.7 of the 1950 Code of Virginia, as amended; effective this date:

WARREN COUNTY - Old location of Route 649, Project 1596-05:	<u>MILES</u>
Section 6, from Sta. 152/00 north to Sta. 156/70 . . . . .	0.09
Section 7, from Sta. 180/40 north to Sta. 184/20 . . . . .	0.07

CHESTERFIELD COUNTY - Route 751, from Route 80 south to 0.45 mile west of Route 607 . . . . .	0.52
Route 802, from 0.15 mile east of Route 675 to 0.50 mile east of Route 675 . . . . .	0.35
Route 1845, from Route 10 to Route 1841 . . . . .	0.28
Route 644, from 0.04 mile west of Route 870 to 0.49 mile west of Route 870 . . . . .	0.45

STAFFORD COUNTY - Old location of Route 816, Project 1589-16-17-18:	
Section 1, from Sta. 228/30 to Sta. 239/50 . . . . .	0.25

ACCOMACK COUNTY - Old location of Route 802, Project 1501-15:	
Section 1, from Sta. 52/40 to Sta. 58/30 . . . . .	0.14

<b>RAPPAHANNOCK COUNTY - Old location of Route 647, Project 1578-04: MILES</b>	
Section 2, from Sta. 164/10 to 0.08 mile northwest . . . . .	0.08
<b>CAROLINE COUNTY - Old location of Route 721, Project 1516-15:</b>	
Section 2, from Sta. 170/20 to Sta. 181/65 . . . . .	0.16
Section 5, from Sta. 282/00 to Sta. 286/75 . . . . .	0.10
Section 20, from Sta. 272/00 to 0.09 Mile west . . . . .	0.09
<b>ALLEGHANY COUNTY - Old location of Route 600, Project 1508-21:</b>	
Section 1, from Sta. 16/80 to Sta. 22/10 . . . . .	0.07
<b>FLOYD COUNTY - Route 706, from Route 732 to 0.70 miles west of Route 732 . . . . .</b>	
	0.70
<b>DICKINSON COUNTY - Route 641, from 0.25 mile east of Route 651 to 1.00 mile east of Route 651 . . . . .</b>	
	0.77
Route 668, from 0.55 mile south of Route 65 to 1.33 mile south of Route 65 . . . . .	1.28
Route 674, from Route 654 to 0.90 mile east . . . . .	0.90
Route 678, from Route 669 to 5.22 mile north . . . . .	5.22
Route 682, from Route 601 to 1.05 mile west . . . . .	1.05
Route 706, from 0.52 mile south of Route 65-south . . . . .	0.09
<b>AMHERST COUNTY - Old location of Routes 683 and 684, Project 1508-18-19:</b>	
Section 1, Route 683, from 0.08 mile south of Route 786 at Sta. 10/75 southeast 0.01 mile to Route 29 . . . . .	0.01
Sections 2 and 3, Route 683, from Route 788 at Sta. 10/75 west 0.12 mile to Sta. 16/60, thence southwest 0.05 mile to a new connection opposite Sta. 17/45 . . . . .	0.17
Section 6, Route 684, from Sta. 62/90 looping N: to Sta. 72/00 . . . . .	0.15
Section 16-B, Route 683, lying between 55 feet and 60 feet west of center line of Route 29 . . . . .	0.02
Motion carried.	

Moved by Mr. Flythe, seconded by Mr. Rawls, that, WHEREAS, under authority of Section 55-115.2 of the 1960 Code of Virginia, as amended, request is made by City of Waynesboro 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 Waynesboro on additional streets totaling 5.918 miles, effective beginning the fourth quarter, April 1, 1958. Motion carried.



Mr. Mills commented on the request for a continuous route number in Prince George County from No. 154 to No. 156. It was moved by Mr. Barrow and seconded by Mr. Rawls, that, WHEREAS, officials of the City of Hopewell and others requested the renumbering of certain routes to extend Route 156 from its present terminus at Route 5 in Henrico County over Routes 5, 55, 10, and 154 to a new terminus at U. S. Route 501 in Prince George County, and WHEREAS, there appeared to be no reason why the request should not be granted, NOW, THEREFORE, BE IT RESOLVED, that Route 156 shall be described as follows: From the intersection of U.S. Route 560 at Mechanicsville via Fair Oaks to Routes 55 and 60, thence easterly along Routes 55 and 60 via Seven Pines to a point approximately four miles east of Seven Pines, thence southeasterly to Route 5, and continuing southeasterly along Route 5 to the approach to the Hopewell Ferry (Present Route 56); southerly via Hopewell Ferry to Route 10, along Route 10 to the east corporate line of Hopewell, continuing over Randolph Street, Commerce Street, Main Street, City Point Road, 15th Avenue, and Arlington Road in the City of Hopewell; thence south and southeasterly, (Present Route 154) to U.S. Route 501 in Prince George County. BE IT FURTHER RESOLVED, that Route 55 will terminate in the City of Hopewell at its junction with Route 10 at the intersection of Randolph and Commerce Streets. Motion carried.

Mr. G. L. Lavenstein, Mayor C. G. Dunn, Mr. Cotton, Director of Public Works, Mr. Brasfield, Richard S. Walker and others from Petersburg appeared before the Commission regarding the Intersection of Route 652 and the Interstate System Route south of Petersburg. A southbound off ramp and a northbound on ramp were requested instead of an interchange in order to make available property for industrial facilities. A letter and resolution from the Prince George County Board of Supervisors were presented to the Commission. The group was advised by the Chairman that the Commission could not pass on the problem today as it would like to have it again reviewed in the face of the facts brought out today.

The Commission instructed the Chairman to write a letter to Senator Wright expressing regret over his absence due to illness, and conveying its hope for rapid recovery and being able to join the Commission at its next meeting.

At noon the Commission recessed for lunch.

Mr. Eure gave each Member of the Commission a comparative statement of the estimated revenues and expenditures for the fiscal years 1957-58 and 1958-59; giving details covering revenues, deductions, Federal Grants, etc. Mr. Harris elaborated on the recommended allocations for the year 1958-1959, each Member being given a copy as follows and all having been fully discussed with the various Members.

**ESTIMATE OF REVENUES AND APPROPRIATIONS  
FISCAL YEAR 1958-59**

**ESTIMATED STATE REVENUE**

Gross Motor Fuel Tax	\$90,000,000	
Less Estimated Refunds:		
Motor Fuel Tax	5,580,000	
2 Counties Not Under Secondary Road Law	<u>1,498,000</u>	
Net Motor Fuel Tax		\$72,944,000
Registration of Titles		755,000
M.V. and Bus Line Licenses		22,500,000
Motor Vehicle Carriers Road Tax		400,000
M.V. Operators' License Fees		870,000
M.V. Miscellaneous Revenue		298,800
Fines from Overtweight Trucks		250,000
Outdoor Advertising		40,000
State Owned Toll Ferries:		
Hopewell		40,000
Jamestown		<u>122,000</u>
Total Revenue from State Sources		\$95,019,800

**LESS APPROPRIATIONS FOR OTHER STATE AGENCIES**

<b>Division of Motor Vehicles:</b>		
1957-58 Operations Deficit	\$ 275,256	
1958-59 Operations	3,845,644	
1958-60 Capital Outlay	72,857	
Total	<u>4,193,757</u>	
1958-59 Motor Vehicle Tags	280,000	4,458,757
<b>Department of State Police:</b>		
1958-59 Operations	6,624,100	
1958-60 Capital Outlay	<u>498,050</u>	7,122,150
<b>Department of Agriculture &amp; Insigrations:</b>		
Inspection of Gasoline & Motor Oils		59,058
<b>State Corporation Commission:</b>		
Regulating and Taxing Motor Vehicle Carriers	<u>429,600</u>	
Total for Other State Agencies		<u>12,044,542</u>
State Funds Available for Highways		85,975,258

**AID FEDERAL GRANTS**

Federal Aid Primary	7,450,792	
Federal Aid Secondary	5,605,254	
Federal Aid Urban	3,413,957	
Federal Aid Interstate	<u>40,084,558</u>	
Total Federal Aid		<u>56,554,561</u>
Total State and Federal Funds Available for Highways		<u>\$142,707,797</u>

APPROPRIATIONS FOR HIGHWAY DEPARTMENT  
FISCAL YEAR 1968-69

OVERHEAD EXPENSE (State Funds)

Highway Commission	\$ 12,900
Administration and Engineering	4,787,000
Traffic and Planning-Routine Operations & Truck Weighing	278,000
Highway Grounds and Buildings-Capital Outlay	1,500,000
Highway Grounds and Buildings-Maint. & Operations	155,000
Matching Employees' State Retirement System	500,000
Matching Employees' Federal Social Security	575,000
Surveys, Maps and Plans	1,000,000
Virginia Council of Highway Investigations and Research	200,000
Accident Prevention, Compensation Awards and Medical	120,000
Two-Way Radio System	25,000
Joint Hydraulic Study	4,000
Regulation of Outdoor Advertising	40,000
General Liability and Property Damage Insurance	15,000
	<hr/>
Total Overhead Carried Forward	\$9,211,900

Overhead - brought forward \$ 9,211,900

ROAD FUNDS

PRIMARY SYSTEM MAINTENANCE & REPLACEMENTS  
State Funds 15,000,000

PRIMARY SYSTEM CONSTRUCTION

Primary Federal Aid	\$7,450,792		
State Matching Fund	7,450,792	\$14,901,584	
50% of Secondary Federal Aid	1,740,970		
State Matching Fund	1,740,970	5,481,940	
Total Matched Federal Aid		18,383,524	
State Funds		10,847,270	
Total Primary Construction			29,060,794

INTERSTATE SYSTEM CONSTRUCTION

Interstate Federal Aid	40,064,656		
State Matching Fund	4,451,617	44,516,173	
State Funds		1,115,000	
Total Interstate Construction			45,629,173

URBAN SYSTEM CONSTRUCTION & STREET FUNDS

Urban Federal Aid	8,415,967		
State Matching Fund	1,854,098	5,288,060	
State Funds for Streets (Municipalities- 3,500 pop. or more):			
Primary- 550 MI. @ \$8,160	4,488,000		
Secondary-2,890 MI. @ \$612	1,829,860	6,317,860	
Total Urban System			11,585,950

SECONDARY SYSTEM MAINTENANCE, REPLACEMENTS & CONSTRUCTION

75% of Secondary Federal Aid	4,082,264		
State Matching Fund	4,082,264	8,124,528	
State Funds		25,125,472	
Total Secondary System			33,250,000

ACCESS ROADS TO INDUSTRIAL SITES

State Funds 1,000,000

Total Appropriation - Fiscal Year 1958-59 \$142,707,797

**COMPARATIVE STATEMENT OF ESTIMATED REVENUE AND APPROPRIATIONS  
FISCAL YEARS 1957-58 AND 1958-59**

	<u>Fiscal Year 1957-58</u>	<u>Fiscal Year 1958-59</u>	Increase or (Decrease)
<b><u>ESTIMATED STATE REVENUE</u></b>			
Gross Motor Fuel Tax	\$ 78,950,000	\$ 80,000,000	\$ 5,070,000
Less Refunds:			
Motor Fuel Tax	5,550,000	5,560,000	210,000
2 Counties not in Sec. System	1,439,000	1,496,000	57,000
Net Motor Fuel Tax	<u>70,141,000</u>	<u>72,944,000</u>	<u>2,803,000</u>
M.V. Registration of Titles	842,000	756,000	(87,000)
M.V. and Bus Line Licenses	20,414,000	22,500,000	2,086,000
M.V. Carriers Road Tax	500,000	400,000	(100,000)
M.V. Operators' License Fees	954,000	870,000	(84,000)
M.V. Misc. Revenues	265,000	298,800	33,800
Fines from Overweight Trucks	185,000	250,000	65,000
Outdoor Advertising	38,000	40,000	4,000
State Owned Ferries	250,000	182,000	(68,000)
<b>TOTAL from State Sources</b>	<u>99,547,000</u>	<u>99,019,800</u>	<u>4,472,800</u>
<b><u>DEDUCT APPROPRIATIONS FOR OTHER STATE AGENCIES</u></b>			
<b>Division of Motor Vehicles:</b>			
Prior Year Operating Deficit	--	275,266	275,266
Current Year Operations	3,037,880	3,845,644	807,764
Capital Outlay	--	72,857	72,857
M.V. License Tags	250,000	260,000	10,000
<b>TOTAL Div. of Motor Vehicles</b>	<u>3,287,880</u>	<u>4,453,767</u>	<u>1,165,877</u>
<b>Department of State Police:</b>			
Current Year Operations	5,808,000	6,624,100	816,100
Capital Outlay	--	498,050	498,050
<b>TOTAL Dept. of State Police</b>	<u>5,808,000</u>	<u>7,122,150</u>	<u>1,314,150</u>
Dept. of Agriculture & Immigration	57,000	59,055	2,055
State Corporation Commission	354,000	429,600	95,600
<b>TOTAL for Other State Agencies</b>	<u>6,456,880</u>	<u>12,044,542</u>	<u>5,577,662</u>
State Funds for Highways	84,080,140	85,976,258	1,895,118
<b><u>ADD FEDERAL GRANTS</u></b>			
Primary Federal Aid	7,358,278	7,450,792	92,514
Secondary Federal Aid	5,721,552	5,806,284	81,582
Urban Federal Aid	3,353,081	3,413,957	60,876
Interstate Federal Aid	34,413,985	40,064,556	5,650,571
<b>TOTAL Federal Aid</b>	<u>50,828,896</u>	<u>56,732,589</u>	<u>5,905,643</u>
<b>TOTAL STATE &amp; FEDERAL FUNDS FOR HIGHWAYS</b>	<u>\$154,907,136</u>	<u>\$142,707,797</u>	<u>\$7,800,861</u>

**APPROPRIATIONS FOR HIGHWAY DEPARTMENT**

<u>GENERAL EXPENSES - STATE FUNDS</u>	<u>Fiscal Year 1957-58</u>	<u>Fiscal Year 1958-59</u>	<u>Increase or (Decrease)</u>
Highway Commission	\$ 8,480	\$ 12,900	\$ 4,420
Administration and Engineering	8,982,000	4,787,000	795,000
Traffic and Planning - Routine Operations & Truck Weighing	500,000	278,000	(222,000)
Highway Grounds & Buildings - Capital Outlay	1,500,000	1,500,000	--
Highway Grounds & Buildings - Maintenance and Operations	155,000	155,000	--
Matching Employees' State Retirement System	480,520	500,000	9,480
Matching Employees' Federal Social Security	550,000	575,000	15,000
Surveys, Maps and Plans	500,000	1,000,000	500,000
Virginia Council of Highway Investigation and Research	150,000	200,000	50,000
Accident Prevention, Compensation Awards, Medical	120,000	120,000	--
Two-Way Radio System	25,000	25,000	--
Joint Hydraulic Study	4,000	4,000	--
Regulation of Outdoor Advertising	55,000	40,000	5,000
General Liability and Property Damage Insurance	<u>25,000</u>	<u>15,000</u>	<u>(10,000)</u>
Total General Expense	<u>\$ 9,065,000</u>	<u>\$ 9,211,900</u>	<u>\$1,146,900</u>

**HIGHWAY APPROPRIATIONS - CONTINUED**

	<u>Fiscal Year</u> 1957-58	<u>Fiscal Year</u> 1958-59	Increase or (Decrease)
General Expense - brought forward	\$ 8,085,000	\$ 8,211,900	\$1,126,900
<b><u>ROAD FUNDS</u></b>			
<b><u>PRIMARY MAINTENANCE AND REPLACEMENTS</u></b>			
State Funds - Regular Operations	18,000,000	18,000,000	1,000,000
State Funds-Storm Damage Repairs	1,400,100	--	(1,400,100)
Total	<u>19,400,100</u>	<u>18,000,000</u>	<u>(1,400,100)</u>
<b><u>PRIMARY SYSTEM CONSTRUCTION</u></b>			
Primary Federal Aid	7,858,278	7,450,792	92,514
State Matching Fund	7,858,278	7,450,792	92,514
30% of Secondary Federal Aid	1,718,496	1,740,970	24,474
State Matching Fund	1,718,496	1,740,970	24,474
Total Matched Federal Aid	<u>19,149,548</u>	<u>18,382,524</u>	<u>233,978</u>
State Funds	11,211,786	10,647,270	(564,516)
Total Primary Construction	<u>29,361,334</u>	<u>29,030,794</u>	<u>(330,540)</u>
<b><u>INTERSTATE SYSTEM CONSTRUCTION</u></b>			
Interstate Federal Aid	34,415,985	40,084,658	5,668,673
State Matching Fund	5,825,778	4,451,817	627,841
State Funds	--	1,115,000	1,115,000
Total Interstate System	<u>40,241,763</u>	<u>45,651,475</u>	<u>7,391,412</u>
<b><u>URBAN SYSTEM CONSTRUCTION AND STREET FUNDS</u></b>			
Urban Federal Aid	5,558,081	5,415,957	80,876
State Matching Fund	1,826,661	1,854,095	25,232
State Funds for Streets:			
Current year requirement	5,867,530	6,817,880	480,550
Prior year deficit	898,470	--	(898,470)
Total Urban System	<u>11,592,942</u>	<u>11,588,932</u>	<u>(7,012)</u>
<b><u>SECONDARY SYSTEM CONSTRUCTION, MAINT., REPLAC.</u></b>			
70% of Secondary Federal Aid	4,005,158	4,082,264	57,106
State Matching Fund	4,005,158	4,082,264	57,106
State Funds	<u>25,259,688</u>	<u>25,125,472</u>	<u>(134,216)</u>
Total Secondary System	<u>33,270,004</u>	<u>33,290,000</u>	<u>19,996</u>
<b><u>ACCESS ROADS TO INDUSTRIAL SITES</u></b>			
State Funds	1,000,000	1,000,000	--
<b>TOTAL Appropriations-Highway Dept.</b>	<u><u>\$154,907,156</u></u>	<u><u>\$148,707,797</u></u>	<u><u>\$7,800,681</u></u>

**INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1958-1959**

Tentative Allocation of  
 State Funds  
 1959 Federal-aid Primary Funds 333,898,622  
 1959 Federal-aid Secondary Funds (30% of Apportionment) 7,450,792  
 1,740,970  
 40,064,556  
 3,413,857  
 386,245,897

District	Apportionment of \$40,767,384 Based on Factors of Area, Population and Mileage	Apportionment of \$2,000,000 Fund in accordance with Sec. 33-32, The Code of Virginia.	Apportionment of \$40,064,556 Fed.-aid Interstate Funds on the basis of need.	Apportionment of \$3,413,957 Fed.-aid Urban Funds Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1956.	Total of Combined Funds
Bristol	13.31	\$ 5,426,139	7.58	\$ 89,104	\$ 8,904,736
Salem	12.75	5,197,841	8.56	335,933	9,245,900
Lynchburg	11.49	4,684,172	0.16	218,152	5,214,227
Richmond	14.57	5,939,808	18.22	691,326	14,135,096
Suffolk	15.18	6,188,489	17.39	1,267,602	14,700,317
Fred'burg	7.46	3,041,247	3.49	29,702	4,605,402
Chilpeper	13.69	5,581,055	23.08	566,376	15,602,731
Staunton	11.55	4,708,633	21.52	215,762	13,837,488
<b>TOTAL</b>	<b>100.00</b>	<b>\$40,767,384</b>	<b>100.00</b>	<b>\$3,413,957</b>	<b>\$86,245,897</b>

**APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1958-59**

District	Apportionment of \$40,767,384 Based on Factors of Area, Population and Mileage	Apportionment of \$2,000,000 Fund in accordance with Sec. 33-32, The Code of Virginia.	Apportionment of \$40,064,556 Fed.-aid Interstate Funds on the basis of need.	Apportionment of \$3,413,957 Fed.-aid Urban Funds Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1956.	Total of Combined Funds
Bristol	13.31	\$ 5,426,139	7.58	\$ 89,104	\$ 8,904,736
Salem	12.75	5,197,841	8.56	335,933	9,245,900
Lynchburg	11.49	4,684,172	0.16	218,152	5,214,227
Richmond	14.57	5,939,808	18.22	691,326	14,135,096
Suffolk	15.18	6,188,489	17.39	1,267,602	14,700,317
Fred'burg	7.46	3,041,247	3.49	29,702	4,605,402
Chilpeper	13.69	5,581,055	23.08	566,376	15,602,731
Staunton	11.55	4,708,633	21.52	215,762	13,837,488
<b>TOTAL</b>	<b>100.00</b>	<b>\$40,767,384</b>	<b>100.00</b>	<b>\$3,413,957</b>	<b>\$86,245,897</b>



**SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS**

FISCAL YEAR 1958 - 1959

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 6,317,680
Urban Federal-aid-(Excluding \$51,208 for Planning)	5,862,748
Matching Urban Federal-aid 25%(Including Arlington County's 50%)	1,628,488
Preliminary Engineering (Rural Primary - \$1,122,000) (Interstate - 5,469,000)	7,891,000
Rights of Way (Rural Primary - \$4,051,200) (Interstate - 9,544,800)	13,596,000
New Signs and Signals	350,000
Planning {Urban - \$ 76,814} {Rural Primary - 275,750} {Interstate - 687,742}	1,040,306
Landscaping	306,000
Construction (Rural Primary - \$22,926,844) (Interstate - 29,147,651)	52,074,495
<b>Total</b>	<b>\$88,245,897</b>

Moved by Mr. Hay, seconded by Mr. Rawls, that the tentative allocations for 1958-1959 be as follows:

Bristol District

	<u>AMOUNT</u>
City Street Funds (Mileage Basis)	\$ 400,878
Urban Federal-aid (Exclusive of Planning)	87,787
Matching Urban Federal-aid - 2%	43,884
Preliminary Engineering (Rural Primary-\$ 200,000) (Interstate - 1,200,000)	1,400,000
Rights of Way (Rural Primary-\$890,000) (Interstate - 851,000)	1,221,000
New Signs and Signals	37,000
Planning (Urban - \$ 2,000) (Rural Primary- 36,702) (Interstate - 50,615)	89,323
Landscaping	<u>55,000</u>
Total	<u>\$6,814,347</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
81 (11)	Washington, Smyth, Wythe	Tennessee State Line - East (Supplemental Allocation)	<u>\$1,677,076</u>
Total, Interstate System Construction			<u>\$1,677,076</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

11	Smyth	WGL Marion - West (Asphaltic Concrete Surfacing)	\$ 12,500
11	Wythe	EGL Wytheville - East (Asphaltic Concrete Surfacing)	25,000
18	Tazewell	Village of Bishop (Supplemental Allocation for Sidewalks)	12,000
19	Russell	West Int. Route 80-Belfast Mills (Asphaltic Concrete Surfacing)	71,000

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
19, 460	Faswell, Russell	West Faswell - West (Supplemental Allocation-Reconstruction)	\$ . 500,000
21	Bland	South Gap - South (Asphaltic Concrete Surfacing)	51,000
*21	Bland	North Side Brushy Mountain (Supplemental Allocation-Reconstruction)	200,000
*21	Grayson	Independence - South (Reconstruction)	200,000
25	Wise	Appalachia-Norton (Supplemental Allocation-Reconstruction)	500,000
58	Washington	Route 11 (East of Abingdon)-South (Asphaltic Concrete Surfacing)	19,000
58	Washington	West Bristol - West (Supplemental Allocation-Reconstruction)	100,000
58	Scott	Duffield - West (Supplemental Allocation for Br. over N. Fork Clinch River)	100,000
58	Lee	Rice Hill-Jonesville (Continue Reconstruction of Sections)	200,000
Alt. 58	Wise	East Norton - East (Continue Reconstruction)	100,000
61	Faswell	West Bland County Line-West (Continue Reconstruction)	175,000
65 (Old 64)	Russell	St. Paul - Hamlin (Supplemental Allocation-Reconstruction)	200,000
65 (Old 66)	Russell	Banders Corner - West (Complete Reconstruction)	80,000
67	Faswell	Richlands - North (Continue Spot Improvement)	65,000

\* Specific project location shown may be shifted, depending upon location of Interstate System.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
71	Russell	E. Scott County Line - East (Continue Reconstruction)	\$ 150,000
72	Wise	Bridge over Guest River South of Coeburn	150,000
80	Russell	Town of Henaker (Widen Present Street)	50,000
80	Dickenson	Ky. State Line - Route 85 (Continue Improvement Through the Breaks)	80,000
80	Dickenson	Br. and Approaches, Russell Fork S. of Haysi (Supplemental Allocation)	15,000
85	Dickenson	Haysi - Clinchco (Reconstruction)	187,815
85	Dickenson	Construct New Br. over Russell Fork at Haysi	150,000
91	Washington	N & W Railway Overpass at Glade Springs, New Connection to Route 11 (Supplemental Allocation)	150,000
91	Washington	Br. and Approaches over Middle Fork Holston River N. of Damascus	185,000
121	Wythe	Br. over Reed Creek at Max Meadows	50,000
460	Buchanan	Town of Grundy (Supplemental Allocation for Curb-Gutter-Sidewalk)	85,000
460	Buchanan	East Vansant - East (Widen to Four Lanes)	275,000
460	Buchanan	West Grundy - West (Asphaltic Concrete Surfacing between Routes 609 and 645)	55,000
		Reserve	<u>50,000</u>
		Total, Rural Primary System Construction	<u>\$8,915,515</u>
		1958-59 Bristol District Total	<u><u>\$8,904,755</u></u>

<u>SALM DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$ 795,153
Urban Federal-aid (Exclusive of Planning)		330,895
Matching Urban Federal-aid - 25%		185,447
Preliminary Engineering (Rural Primary-\$160,000) (Interstate - 540,000)		700,000
Rights of Way (Rural Primary-\$562,200) (Interstate - 805,000)		1,365,200
New Signs and Signals		50,000
Planning (Urban - \$ 7,569) (Rural Primary- 55,158) (Interstate - 57,169)		99,878
Landscaping		45,000
	<b>Total</b>	<b>\$3,551,571</b>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
81 (11)	Hotelcourt	South Rockbridge County Line-South (Supplemental Allocation)	\$2,505,698
<b>Total, Interstate System Construction</b>			<b>\$2,505,698</b>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
8	Floyd	Town of Floyd (Widen, Curb and Gutter from Route 221 - North)	\$ 30,000
8	Montgomery	Christiansburg - Riner (Asphaltic Concrete Surfacing)	50,000
45	Bedford	N. Bedford-North (Supplemental Allocation to widen and Ease Curves)	50,000

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
*52	Carroll	Fancy Gap - South (Supplemental Allocation for Reconstruction)	\$ 200,000
52	Carroll	Town of Hillsville (Widen, Curb-Gutter from Route 52-North)	50,000
57	Henry	Bassett - West (Supplemental Allocation-Reconstruction)	100,000
57	Henry	Bridges over Leatherwood Creek (E. of Martinsville)	55,000
Alt.57	Henry	Stanleytown-Bassett (Start Reconstruction)	200,000
58	Carroll	Woodlawn By-pass (Asphaltic Concrete Surf.)	25,000
58	Patrick	W. Henry County Line-West (Continue Reconstruction)	500,000
58	Henry	E. Martinsville - East (Dual-laning)	106,781
61	Giles	Barrows-West (Supplemental Allocation for Reconstruction)	100,000
97	Carroll	Grayson County Line - East (Widen and Ease Curves)	75,000
99	Pulaski	Pulaski-South (Reconstruction)	250,000
100	Pulaski	Dublin-North (Asphaltic Concrete Surfacing)	11,000
116	Roanoke	Roanoke-East (Reconstruction)	100,000
117	Roanoke	Route 11-WCL Roanoke (Reconstruction)	500,000
220	Franklin	Relocation at Rocky Mount (Supplemental Allocation)	500,000
220	Henry	Town of Ridgeway (Curb-Gutter-Widening)	50,000

\* Specific project location shown may be shifted, depending upon location of Interstate System.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Henry	Martinsville-Bassett Fork Supplemental Allocation)	\$ 250,000
220	Roanoke	Franklin County Line-North (Asphaltic Concrete Surfacing on S. Bound Lane)	45,000
220, 58	Henry	New Bridge over Smith River (Supplemental Allocation)	288,646
514	Montgomery	Improvement in Grounds of Virginia Polytechnic Institute (Continue Improvement)	50,000
460	Giles	Hogea Store-East (Continue Reconstruction)	100,000
501	Bedford	Lynchburg-Big Island(Continue Improvement)	100,000
		Reserve	<u>19,204</u>
		Total, Rural Primary System Construction	<u>\$5,198,651</u>
		1958-1959 Salem District Total	<u>\$9,245,900</u>

<u>LYNCHBURG DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$ 539,762
Urban Federal-aid (Exclusive of Planning)		214,860
Matching Urban Federal-aid - 25%		107,440
Preliminary Engineering (Rural Primary - \$112,000) (Interstate - 4,000)		116,000
Rights of Way (Rural Primary - \$800,000) (Interstate - 17,000)		617,000
New Signs and Signals		27,500
Planning (Urban - \$ 4,908) (Rural Primary - 31,684) (Interstate - 1,088)		37,680
Landscaping		<u>40,000</u>
Total		<u>\$1,780,242</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
84 (250)	Nelson	Augusta County Line-Albemarle County Line (Supplemental Allocation)	\$ <u>50,939</u>
		Total, Interstate System Construction	\$ <u>50,939</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
6	Nelson	North Woods Mill-Martins Store (Continue Reconstruction)	\$ 165,000
15	Buckingham	Sprouses Corner-Sheppards (Supplemental Allocation for Reconstruction)	200,000
15	Charlotte	Barnes Junction-Henry County Line (Supplemental Allocation-Reconstruction)	100,000



LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
24	Campbell	Concord-Hustburg (Reconstruction)	\$ 150,000
29	Pittsylvania	South Gretna-South (Continue Reconstruction)	350,000
29	Anherst	Town of Anherst (Widening, Curb-Gutter from Route 60-North)	200,000
29	Anherst, Nelson	Route 151-Route 188 (Asphaltic Concrete Surfacing)	95,000
40	Pittsylvania	Town of Gretna (Supplemental Allocation-Widening, Curb-Gutter from Route 29-West)	60,000
41	Pittsylvania	Danville-W.W.(Continue Reconstruction)	75,000
45	Campbell	Bedford County Line - East (Continue Improvement)	75,000
45	Campbell	In Altavista-west (Continue Sidewalk on N. Side in Town, Reconstruction WCL-West)	70,000
45	Prince Edward Cumberland	New Br. over Appomattox River at Farmville (Partial Allocation)	100,000
47	Charlotte	Drakes Branch-Route 360 (Continue Reconstruction)	75,000
47	Charlotte	Charlotte C.H. (Continue Curb-Gutter South of Route 40)	25,000
49, 88	Halifax	Overpass and Approaches Atlantic & Danville RR at Virginia (Supplemental Allocation - New Overpass)	100,000
58	Pittsylvania	West Danville-West (Supplemental Allocation-Dual-laning)	150,000
68	Pittsylvania	Halifax County Line-West (Asphaltic Concrete Surfacing on W. Bound Lane)	20,000

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
59	Charlotte	Keyville-Drakes Branch(Reconstruction) \$	100,000
60	Cumberland	Improvement in Cumberland C.H. (Supplemental Allocation)	25,000
88	Pittsylvania	Connection to N.C. Line (Reconstruction)	40,000
96	Halifax	Mayo-Virgilina (Reconstruction)	75,048
151	Nelson	Br. and Relocation at Williams Creek near Avon	120,000
304	Halifax	E. of Route 58-E.(Dual-lane Construction)	500,000
304	Halifax	Route 360-W.(Asphaltic Concrete Surfacing)	95,000
360	Prince Edward Charlotte	West Maherrin-West (Continue Reconstruction)	420,000
450	Appomattox	Town of Appomattox (Supplemental Allocation for Curb-Outter-Street Widening from Route T-1004 to Route 727)	20,000
460	Prince Edward	Route 307-East (Reconstruction)	<u>200,000</u>
		Total, Rural Primary System Construction	\$5,405,048
			<hr/>
		1958-59 Lynchburg District Total	<u>\$5,214,227</u>

<u>RICHMOND DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$1,012,858
Urban Federal-aid (Exclusive of Planning)		680,956
Matching Urban Federal-aid - 25%		540,478
Preliminary Engineering (Rural Primary - \$180,000) (Interstate - 840,000)		1,000,000
Rights of Way (Rural Primary - \$ 528,000) (Interstate - 1,787,000)		2,818,000
New Signs and Signals		31,500
Planning (Urban - \$ 15,555) (Rural Primary - 40,177) (Interstate - 121,668)		177,396
Landscaping		<u>30,000</u>
	Total	<u>\$5,566,187</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
95 (501)	City of Peters- burg, Fr. George	Petersburg-South (Supplemental Allocation)	\$2,500,000
95 (1)	Henrico, Hanover	Richmond-Ashland (Supplemental Allocation)	<u>2,084,978</u>
	Total, Interstate System Construction		<u>\$5,584,978</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Dinwiddie	Route 480-Dinwiddie C.H. (Asphaltic Concrete Surfacing)	\$ 100,000
5	Charles City	E. Charles City C.H.-East (Continuous Reconstruction)	125,000

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Gooshland	W. Gooshland C.H.-West (Scarify, Strengthen Pavement, Widen Shoulders)	\$ 72,956
6	Henrico	WCL Richmond-Gooshland County Line (Asphaltic Concrete Surfacing)	50,000
10	Chesterfield	Route 1-East (Supplemental Allocation)	212,000
10	Chesterfield	S. Gosbys Lake-S.(Continue Reconstruction)	150,000
36	Charles City, Prince George	Br. over James River near Hopewell (Supplemental Allocation)	250,000
38	Prince George	Petersburg-Hopewell (Begin Four-lane Construction)	250,000
40	Lunenburg	Town of Kenbridge (Curb-Gutter- Sidewalk between Routes 687 and WCL)	75,000
40	Dinwiddie	McKenney-East (Recondition)	40,000
40	Dinwiddie	Town of McKenney (Curb-Gutter- Sidewalk on N. Side from Route 1-West)	35,000
47	Mecklenburg	Town of South Hill (Extend Curb-Gutter- Sidewalk along Atlantic Street)	30,000
49	Mecklenburg	South Chase City-South (Continue Reconstruction)	150,000
58	Brunswick	Lawrenceville By-Pass (Supplemental Allocation)	500,000
60	Chesterfield	W. Richmond-West(Continue Dual-laning)	500,000
109	Prince George	Route 480-Fort Lee (Supplemental Allocation for Reconstruction)	60,000
167	Lunenburg	Town of Kenbridge (Curb-Gutter- Sidewalk on N. Side from High School-East)	25,000

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
154	Prince George	Route 301-East (Reconstruction)	\$ 125,000
181	Chesterfield	301 Richmond-Route 80 (Reconstruction)	40,000
380	Chesterfield	W. Richmond-West (Continue Dual-laning)	400,000
480	Dixie	West Ford-West (Continue Reconstruction)	150,000
480	Dixie	Hebron East and West (Asphaltic Concrete Surfacing)	24,000
480	Prince George	Accident Prone Location between Int. Routes 108 and 882 (Resurfacing and Additional Superelevation on Curve)	<u>20,000</u>
		Total, Rural Primary System Construction	\$ 2,963,956
		1958-59 Richmond District Total	<u><u>\$14,155,096</u></u>

<u>SUFFOLK DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$2,402,119
Urban Federal-aid (Exclusive of Planning)		1,248,568
Matching Urban Federal-aid - 25%		624,294
Preliminary Engineering (Rural Primary - \$110,000) (Interstate - 590,000)		500,000
Rights of Way (Rural Primary - \$ 558,000) (Interstate - 1,809,000)		2,147,000
New Signs and Signals		66,000
Planning (Urban - \$ 28,521) (Rural Primary - 41,859) (Interstate - 118,120)		188,500
Landscaping		30,000
		<hr/>
Total		<u>\$7,205,501</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>Total</u>
<u>INTERSTATE SYSTEM</u>			
95 (301)	Greenville	Esopus By-pass-N. C. State Line (Supplemental Allocation)	\$ 560,000
84	Cities of Warwick, Hampton	Route 168 (West of Oyster Point Road)-Route 258 (Supplemental Allocation)	<u>5,259,795</u>
Total, Interstate System Construction			<u>\$5,819,795</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

10	Isle of Wight	Pagan River Br. at Smithfield (Supplemental Allocation-Replace Piers)	\$ 75,650
15	Northampton	Bayview-South (Supplemental Allocation for Dual-laning)	225,000
16	Norfolk	Interchange Channelization	50,000
17			

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13	Norfolk and Princess Anne	Frontage Roads on Military By-pass	\$ 50,000
17	Norfolk	Churchland By-Pass (Reconstruction)	170,000
55	Southampton	Route 55-Boykins (Continue Reconstruction of Sections)	100,000
58	Southampton	Town of Courtland (Supplemental Allocation for Curb and Gutter)	55,000
60	Princess Anne	Route 166-Route 15, Little Creek (Supplemental Allocation to Match Defense Access Funds)	189,701
60	Princess Anne	Route 166-East (Continue Dual-laning)	200,000
60	James City York	West Williamsburg-West (Continue Reconstruction)	125,000
186	Norfolk	Bk. over S. Branch Elizabeth River (Supplemental Allocation)	275,000
258	Isle of Wight	S. Isle of Wight Court House-South (Continue Reconstruction)	50,000
258	Southampton	Bk. and Approaches Hottoway River (Supplemental Allocation)	250,000
258	Southampton	Franklin - South (Reconstruction)	<u>105,872</u>
		Total Rural Primary System Construction	\$ 1,877,025
		1958-59 Suffolk District Total	<u><u>\$14,700,517</u></u>

<u>FREDERICKSBURG DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$ 105,974
Urban Federal-aid (Exclusive of Planning)		29,257
Matching Urban Federal-aid - 25%		14,628
Preliminary Engineering (Rural Primary - \$100,000) (Interstate - 75,000)		175,000
Rights of Way (Rural Primary - \$401,000) (Interstate - 383,800)		784,800
New Signs and Signals		28,000
Planning (Urban - \$ 667) (Rural Primary - 20,571) (Interstate - 25,504)		44,642
Landscaping		40,000
	<b>Total</b>	<b>\$1,202,201</b>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
95 (1)	Stafford Spotylvania Caroline	Prince William County Line-South (Supplemental Allocation)	\$1,150,354
		<b>Total, Interstate System Construction</b>	<b>\$1,150,354</b>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Stafford	Oranes Corner - N, Accokeek Creek (Asphaltic Concrete Surfacing)	\$ 50,000
5	King George	Route 501-West (Reconstruction)	150,000
5	Richmond	Relocation at Parnham (Asphaltic Concrete Surfacing)	18,500
5	Lancaster	Kilmarnock-White Stone (Asphaltic Concrete Surfacing)	45,000



FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
8	Lancaster	Richmond County Lane - Lively (Asphaltic Concrete Surfacing)	\$ 45,000
14	Mathews	S. Mathews Court House - Bayside (Continue Improvement)	100,000
14	King & Queen	S. King & Queen C.H. - South (Continue Reconstruction)	55,000
14	Mathews	Route 188-E. Gloucester County Line (Asphaltic Concrete Surfacing)	38,000
17	Gloucester	Gloucester Point-North (Supplemental Allocation for Dual-laning)	300,000
17	Essex	Center Cross-N. (Continue Reconstruction)	250,000
17	Essex	In Teppahannock-N. (Dual-laning)	100,000
50	King William	Route 360-N. (Reconstruction)	125,000
50	King William	Central Garage-Port Richmond (Recondition Sections)	60,000
201	Northumberland	Town of Heathville (Widen, Curb- Gutter from Route 360-S.)	28,000
218	Stafford King George	East Fredericksburg-East (Recondition Sections)	45,000
227	Middlesex	Approaches to Urbanna Bridge (Asphaltic Concrete Surfacing)	12,000
301 2	Caroline	Town of Bowling Green (Curb-Gutter, Sidewalk-Widening)	47,847
354	Lancaster	Idwalton-South (Supplemental Allocation for Reconstruction of Sections)	100,000
360	King William	Manquin-E. (Asphaltic Concrete Surfacing)	58,500
360	King William	Manquin-W. (Continue Reconstruction)	175,000
360	Essex & Richmond	Downing Bridge at Teppahannock (Partial Allocation toward New Br.)	<u>500,000</u>
Total, Rural Primary System Construction			<u>\$2,272,847</u>
1958-59 Fredericksburg District Total			<u>\$4,605,402</u>

<u>CULPEPER DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$ 399,878
Urban Federal-aid (Exclusive of Planning)		557,879
Matching Urban Federal-aid - 25% (Including Arlington County's 50%)		426,054
Preliminary Engineering (Rural Primary - \$ 150,000) (Interstate - 2,840,000)		3,000,000
Rights of Way (Rural Primary - \$ 504,000) (Interstate - 1,820,000)		2,324,000
New Signs and Signals		80,000
Planning (Urban - \$ 12,744) (Rural Primary - 37,750) (Interstate - 154,115)		204,609
Landscaping		<u>40,000</u>
Total		<u>\$7,082,221</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
55 (55,17)	Fauquier	West Marshall - West Supplemental Allocation)	\$1,000,000
415 (88)	Fairfax	Washington Circumferential Route	4,717,088
Total, Interstate System Construction			<u>\$5,717,088</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Fairfax, Pr. Wa.	Cocoquam Creek Br. (Supplemental Allocation to Replace Pier)	\$ 24,300
8	Culpeper	Orange County Lane-Lignum (Scarify, Strengthen and Resurface)	74,917
7	Loudoun	Town of Leesburg (Improvement on One-Way Street System)	25,000

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Loudoun	Town of Purcellville (Continue Improvement)	40,000
15	Fluvanna	N. Dixie-North (Supplemental Allocation for Reconstruction)	100,000
15 29	Culpeper	Brandy North and South (Supplemental Allocation)	92,515
15 55	Orange	Town of Gordonsville (Reconstruction from N. of SCL - North)	55,000
15	Loudoun	Leesburg-North (Supplemental Allocation)	66,763
17	Fauquier	N. Delaplains-N. (Supplemental Allocation)	352,578
17	Fauquier	N. Stafford County Line-N. (Reconstruction)	150,000
20	Albemarle	Route 250 toward Barboursville (Supplemental Allocation, Base Curves-Widen Br.)	60,000
20	Orange	E. Orange-E. (widen & Strengthen Surface)	100,000
28	Prince William	Nokesville North and South (Supplemental Allocation for Reconstruction)	100,000
29, 211	Fairfax	Sidewalk on one side, Route 50-Fairfax High School (Joint Project with Town of Fairfax)	5,000
29, 211	Arlington	Off Ramp, Key Br.-George Washington Parkway (Supplemental Allocation, 50-50 Project with National Park Service)	45,000
50	Loudoun, Fauquier	Middleburg-W. (Supplemental Allocation-Reconstruction)	125,000
55	Fluvanna	Reallocate Two Curves Near Route 15 (Supplemental Allocation)	26,000
120	Arlington	Remodel Pinnett Run Br. and Int. (Supplemental Allocation)	40,000
125	Fairfax, Arlington	Langley-East and West (Supplemental Allocation for Dual-lane Construction)	100,000
211	Rappahan- nock	Page County Line-East (Continue Construction of Climbing Lane)	100,000
251	Orange	Route 55-Somerset (Continue Improvement)	25,000

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
236	Fairfax	Annandale East and West (Supplemental Allocation for Dual-laning)	\$ 468,990
244	Fairfax	Br. and Approaches over Holmes Run (Supplemental Allocation)	100,000
250	Albemarle	Route 29-Route 250 (Supplemental Allocation to Extend Charlottesville By-pass)	500,000
303	Arlington	Glebe Road-Fairfax County Line (Widen Culvert)	10,000
		Reserve	<u>99,351</u>
		Total, Rural Primary System Construction	<u>\$ 2,858,418</u>
		1958-59 Culpeper District Total	<u><u>\$15,602,751</u></u>

URBAN FEDERAL-AID PROJECTS

Not included in above Rural Allocations  
(To be financed 50% Urban Federal-aid  
and 50% State Matching)

29, 211	Arlington	Key Bridge-West (Supplemental Allocation to Construct 4 Lanes Divided)	\$588,456
180	Arlington	S. Wayne Street-S. Lang St. (Supplemental Allocation)	200,000
180	Arlington	Route 29 & 211-Route 303 (Supplemental Allocation to Construct 4 Lanes Divided)	<u>100,000</u>
		Total	\$588,456

<u>STAUNTON DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis)		\$ 801,982
Urban Federal-aid (Exclusive of Planning)		212,526
Matching Urban Federal-aid - 25%		108,263
Preliminary Engineering (Rural Primary - \$120,000) (Interstate - 580,000)		700,000
Rights of Way (Rural Primary - \$ 450,000) (Interstate - 2,214,000)		2,664,000
New Signs and Signals		81,000
Planning (Urban - \$ 4,864) (Rural Primary - 51,849) (Interstate - 145,698)		180,401
Landscaping		<u>45,000</u>
	Total	<u>\$4,521,172</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
64 (60)	Alleghany	W. Clifton Forge-West (Supplemental Allocation)	\$2,500,000
81 (11)	Rockbridge	Botetourt County Line-North Supplemental Allocation)	1,000,000
81 (11)	Frederick	Winchester By-pass	<u>5,581,700</u>
		Total, Interstate System Construction	<u>\$8,881,700</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
7	Clarke	Town of Barryville (Curb-Gutter-Sidewalk)	\$ 20,000
55	Rockingham	Harrisonburg - East (Dual-laning)	250,000
59	Bath	Foot of Wana Springs Mountain-East (Continue Reconstruction)	150,000

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
39	Rockbridge	Rockbridge Baths toward Lexington (Supplemental Allocation-Reconstruction)	\$100,000
42	Shenandoah	Route 11 toward Columbia Furnace (Continuous Reconstruction)	80,000
50, 17	Frederick	Route 522 (East Winchester)-East (Asphaltic Concrete Surfacing)	25,000
50	Frederick	West Winchester-West (Continuous Reconstruction)	500,000
60	Rockbridge	Buena Vista-Lexington (Supplemental Allocation)	67,000
60	Alleghany	West Virginia Line-East (Asphaltic Concrete Surfacing)	25,000
211	Page	E. Shenandoah County Line-East (Continuous Construction of Climbing Lane, Massanutten Mountain)	300,000
220	Alleghany	North Covington-North (Asphaltic Concrete Surfacing)	62,816
257	Rockingham	West Dayton-W. (Widen and Base Curves)	75,000
259, Alt. 259	Rockingham	Broadway-Route 11 (Supplemental Allocation)	100,000
268	Shenandoah	Route 42-Mt. Jackson (Improvement-Sections)	100,000
276	Rockingham	South Route 88-S. (Continuous Improvement)	100,000
340	Page	S. Warren County Line-Int. Route 211 in Luray (Asphaltic Concrete Surfacing)	80,000
340	Page	Town of Stanley (Supplemental Allocation for Curb-Gutter-Sidewalks)	20,000
340	Page	Town of Shenandoah (Curb-Gutter, Widening, Sidewalk on one side from Maryland St., -S.)	100,000

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Warren	SCL Front Royal-Bentonville (Route 615) (Asphaltic Concrete Surfacing)	\$ 85,000
522, 340	Warren, Frederick	Minesvaugh North and South (Reconstruct Section of Southbound Lane)	125,000
Total, Rural Primary System Construction			\$ 2,404,618
<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-aid) To be Matched by Town			
522	Warren	Town of Front Royal (Replace Bridge over Happy Creek)	\$ 80,000
1958-59 Staunton District Total			\$15,857,488

Motion carried.

Moved by Mr. May, seconded by Mr. Emis, that notice be given of the hearings on the tentative allocations for 1968-1969 as set up today, as follows:

PUBLIC HEARINGS

For the Salem, Bristol, Staunton and Lynchburg Districts, the hearings will be held in the auditorium of the Hotel Roanoke, Roanoke, Virginia, on Thursday, May 15, at 8:50 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, Virginia, on Friday, May 15, at 9:00 A.M. Districts will be heard in the following order:

Richmond District  
Fredericksburg District  
Culpeper District  
Suffolk District.

Motion carried.

There were no special comments or suggestions and the meeting was adjourned at 5:00 P.M. to meet again on May 15th in Roanoke.

Approved -

  
Chairman

Attested -

  
Secretary



Pages 167 to 187 inadvertently omitted.