

**Minutes  
of  
Meeting of State Highway Commission of Virginia  
Richmond, Virginia  
March 15, 1962**

The State Highway Commission of Virginia met at the Central Highway Office Building, Richmond, Virginia, at 10:00 A.M. on March 15, 1962. The Chairman, H. H. Harris, presided.

Present: Chairman H. H. Harris, Messrs. E. P. Barrow, G. Wallace Carper, W. N. Chinn, Jr., S. S. Flythe, E. S. Holland, Burgess E. Nelson, and Tucker C. Watkins, Jr. Mr. W. M. Sclater, Jr. was absent due to illness.

Mr. Flythe nominated Mr. E. P. Barrow to succeed Mr. S. W. Rawls, retired, as secretary of the Commission. The nomination was seconded by Senator Nelson and all members present voted Aye.

On motion of Mr. Barrow, seconded by Senator Nelson, the minutes of the meeting of February 15, 1962 were approved.

Motion was made by Senator Nelson, seconded by Mr. Carper, that permits issued from February 15, 1962 to March 14, 1962, inclusive, as shown in records of the Department, be approved. Motion carried.

On motion of Senator Nelson, seconded by Mr. Carper, the cancellation of permits from February 15, 1962 to March 14, 1962, inclusive, as shown in records of the Department, was approved.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0619-049-104, C501, B603; Route 619, 0.950 mile N. Int. Rt. 721 (W. of Biscoe)-0.393 Mile N. Beaver Branch, King and Queen County, to the low bidder, L. S. Abernathy & Co., Inc., Glen Allen, Virginia, at the bid of \$68,464.25, and that 10% additional be set aside to cover the cost of engineering and additional work and \$208.00 for work by State forces, making a total of approximately \$75,500.00 chargeable to the project, to be financed with \$37,650.00 State and \$37,850.00 Federal funds. \$49,000.00 to be provided for in the County's 1962-63 Secondary Budget and \$24,243.00 to be provided for in the County's 1963-64 Secondary Budget. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0600-024-104, C501, Route 600, Int. Rt. 634-Cumberland-Buckingham County Line, Cumberland County, to the low bidder, Thompson-Arthur paving Co., Danville, Virginia, at the bid of \$80,565.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$88,600.00 chargeable to the project, to be financed with \$88,600.00 State funds. \$41,601.00 to be provided for in the County's 1962-63 Secondary Budget. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0413-029-006, L801 (6.237 miles of Planting), Rt. 617 (Back Lick Road)-0.260 Mile N. Rt. 50, Fairfax County, to the low bidder, Central Jersey Landscape Co., Inc., East Brunswick, New Jersey, at the bid of \$43,844.50, and that 10% additional be set aside to cover the cost of engineering and additional work and \$356.00 for work by State forces, making a total of approximately \$48,600.00 chargeable to the project, to be financed with \$4,850.00 State funds and \$43,750.00 Federal funds. \$48,600.00 to be provided for in 1962-63 Interstate Construction Allocation. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0081-077-102, C501, Route 81, Pulaski County, Concrete Cribbing at Route 99 Interchange, to the low bidder, Bowling Construction Company, Sinsfield, West Virginia, at the bid of \$29,282.50, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$32,200.00 chargeable to the project, to be financed with \$3,200.00 State and \$29,000.00 Federal funds. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0711-033-106,C501; 107, C501, Route 711, Int. Rt. 220 in Rocky Mount-Int. Rt. 40, Franklin County, to the low bidder, Thompson-Arthur Paving Co., Danville, Virginia, at the bid of \$156,046.61, and that 10% additional be set aside to cover the cost of engineering and additional work and \$208.00 for work by State forces, making a total of approximately \$171,850.00 chargeable to the project, to be financed with \$85,150.00 State; Federal \$85,350.00, and \$1,350.00 Town of Rocky Mount funds. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0655-005-111,C501, Route 655, Int. Rt. 29-0.978 Mile N. Int. Route 656, Amherst County, to the low bidder, McDowell & Wood, Inc., Salem, Virginia, at the bid of \$96,275.96, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$105,900.00 chargeable to the project, to be financed with State funds. \$11,900.00 to be provided for in the County's 1962-63 Secondary Budget. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0651-089-104,C501,B602, Route 651, 0.467 mile W. of W. End Br. Potomac Run-0.361 mile E. of End Br. Potomac Run, Stafford County, to the low bidder, Wilkins Construction Co., Inc., Amherst, Virginia, at the bid of \$126,798.71, and that 10% additional be set aside to cover the cost of engineering and additional work and \$208.00 for work by State forces, making a total of approximately \$139,700.00 chargeable to the project, to be financed with \$69,750.00 State and \$69,950.00 Federal funds. \$59,000 to be provided from the County's 1962-63 Secondary Federal Aid funds and \$76,163.00 from the County's 1963-64 Secondary Federal aid funds. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0691-081-108,C501,B601, B602, Route 631; 0.273 mile N. Proposed Int. Rt. 631 and 706-0.123 mile S. Int. Rt. 608, Rockbridge County, to the low bidder, Charles W. Barger & Son Construction Co., Inc., Lexington, Virginia, at the bid of \$140,130.70, and that 10% additional be set aside to cover the cost of engineering and additional work and \$208.00 for work by State forces, making a total of approximately \$154,350.00 chargeable to the project, to be financed with \$77,100.00 State and \$77,250.00 Federal funds. \$92,884.00 to be provided for in the County's 1962-63 Matched Secondary Federal Aid Funds, and \$61,466.00 to be provided for in the County's 1963-64 Matched Secondary Federal Aid funds. Motion carried.

Moved by Senator Nelson seconded by Mr. Carper that the Commission confirm award of contract on bids received March 7 for the construction of Project 0095-040-102,8901, S902; Route 95, North Carolina State Line-2.292 Miles N. Int. Rt. 58 (Permanent Traffic Signs), Greenville County, to the low bidder, General Outdoor Advertising Co., Inc., Richmond, Virginia, at the bid of \$88,709.00, and that 10% additional be set aside to cover the cost of engineering and additional work and \$712.00 for work by State Forces, making a total of approximately \$98,300.00 chargeable to the project, to be financed with \$9,750.00 State and \$88,550.00 Federal Funds. Motion carried.

Moved by Mr. Flythe seconded by Mr. Barrow that

WHEREAS, a request has been received from the Town of Rich Creek to extend the curb and gutter and street widening on Project 0460-035-019,C-501, which is now under way in the town, by the addition of curb and gutter on the west end of the project; and

WHEREAS, it seems desirable to make this improvement; therefore,

BE IT RESOLVED, that the sum of \$25,000 is allocated from the Salem District Construction Reserve to supplement the allocation made to the project from 1959-60 and 1960-61 Primary System Funds. Motion carried.

Moved by Senator Nelson seconded by Mr. Flythe that

WHEREAS, under authority of Section 33-50.2 of the Code of Virginia of 1950, as amended, request is made for additional street mileage subject to payment to the Town of Woodstock for maintenance at the base rate of \$300 per mile annually on an additional street meeting the required standards;

NOW THEREFORE BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Woodstock on the addition of the road leading from Main Street (Route 11) southeast to the Shenandoah Memorial Hospital, 0.16 mile; effective beginning the fourth quarter, April 1, 1962, for the quarterly payment due after June 30, 1962. The addition of 0.16 mile increases the total mileage in the Town from 12.39 miles to 12.55 miles of approved streets. Motion carried.

Moved by Mr. Barrow seconded by Mr. Chism that

WHEREAS, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Auditorium of the Central Highway Office Building, Richmond, Virginia, at 10:00 A.M., on March 2, 1962, concerning the proposed construction of Interstate Route 64 from the Intersection of the Richmond-Petersburg Turnpike near Acca Yards to the Henrico-Goochland County Line, in the City of Richmond and in Henrico County, State Projects 0064-043-001, 0064-127-070 and 0064-043-102, Federal Project I-64-3(11)149,

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

WHEREAS, the economic effects of the proposed relocation have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now therefore,

BE IT RESOLVED, that the construction of this project be approved in accordance with the plan as proposed and presented by the Engineering Division of the Department of Highways and designated Line VII on the attached layout.

This proposed location ties into the Richmond-Petersburg Turnpike in North Richmond and extends westerly crossing Route 250 near Glenside Drive, passing to the south of Route 250 and north of Three Chopt Road to near Sadler Road, then crossing to the north of Route 250 and following to the north of Route 250 to the Goochland-Henrico County Line. Motion carried.

Moved by Mr. Flythe seconded by Mr. Barrow that

WHEREAS, Route 13 in Gloucester County has been altered and reconstructed as shown on plans for Project 0033-036-002-003; and

WHEREAS, two sections of the old road are no longer necessary for purposes of the State Highway System, a new road having been constructed in lieu thereof; and one section of the old road is to be transferred to the Secondary System of Highways; and two connections are to be added to the Secondary System;

NOW THEREFORE BE IT RESOLVED, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.14 mile of the old road, shown in yellow and designated as Sections 1 and 3 on the plat dated March 9, 1959, Project 0033-036-002-003, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the Code of Virginia of 1950, as amended, 1.05 miles of the old road, shown in red and designated as Section 2 on the plat and project referred to hereinabove, be transferred from the Primary System to the Secondary System of Highways.

BE IT ALSO FURTHER RESOLVED, that pursuant to Section 33-141 of the Code of Virginia of 1950, as amended, 0.14 mile of new connections, shown in brown and designated as Sections 4 and 5 on the plat and project referred to hereinabove, be added to the Secondary System of Highways. Motion carried.

Moved by Mr. Flythe seconded by Mr. Barrow that

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

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

- REDFORD COUNTY - Old location of Route 622, Project 0622-009-104,C-301, B-602, Section B-A, from Sta. 164+00 east 0.039 Mile ----- 0.039 Mi.
- HALIFAX COUNTY - Old location of Route 746, Project 0746-041-031,C-1, Section 4-A, from Sta. 241+00 north 0.07 mile to Route 603 ----- 0.07 "
- ROANOKE COUNTY - Old location of Route 634, Project 0634-080-110, C-501, Section 3, from Sta. 78+00 east 0.23 mile to Sta. 89+00 ----- 0.23 "
- KING AND QUEEN COUNTY - Old location of Route 721, Project 0721-049-102,C-501, B-601, Section 1, from Sta. 185+80 north to Sta. 211+00, 0.467 mile; and Section 3, from Sta. 222+50 north to Sta. 230+30, 0.157 mile ----- 0.624 "

Motion carried.

Moved by Mr. Holland seconded by Mr. Flythe that

WHEREAS, the freighter Crowborough Beacon operated by McDonsley Steam Shipping Co., LTD., of London, England, damaged the Gilmerton Bridge on Route 13 in Norfolk County on September 12, 1960, in the amount of \$22,771; and

WHEREAS, efforts to collect the cost of the repairs to the bridge were culminated in June 1961 by an agreement approved by the Attorney General and the Governor for settlement in the amount of \$7,500; and

WHEREAS, the remaining cost of \$15,271 is carried as a deficit and it seems proper to take care of this deficit from the Suffolk District Construction Reserve; therefore

**BE IT RESOLVED**, that the sum of \$15,271 is allocated to Route 13, Norfolk County, for the extinguishment of this deficit from the Suffolk District Construction Reserve. Motion carried.

Moved by Mr. Carper seconded by Mr. Holland that

**WHEREAS**, in accordance with the provisions of Section 128 of Title 23 - Highways United States Code, a PUBLIC HEARING was held in the auditorium of the Central Theatre, Norfolk, Virginia, at 10:00 A.M. on February 14, 1962, concerning the proposed Interstate construction of Route 264 from the Intersection of proposed Route 64 (East of Military Highway, Route 13) to Tidewater Drive (Near Barkley Bridge) in the City of Norfolk, State Project 0264-122-101. Federal Project I-264-6(3)278.

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

**WHEREAS**, the economic effects of the proposed relocation have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now therefore

**BE IT RESOLVED**, that the construction of this project be approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways, along Line "B", as shown on the attached layout. This proposed location ties into the existing street network and City Hall Avenue in downtown Norfolk, then running eastward, crossing Park Avenue, then following along and north of the Norfolk Southern Railway to Broad Creek, then crossing Route 13 and tying into Interstate Route 64 near Kempville Road. Motion carried.

Moved by Mr. Flythe seconded by Senator Nelson

**WITNESSETH, THAT WHEREAS**, Sec. 46.1-193 of the Code of Virginia of 1950, as amended, provides for increased speed limits on divided highways for which such increased limits have been prescribed by the State Highway Commission after engineering and traffic investigations; and

**WHEREAS**, the Highway Department has completed the required engineering and traffic investigations for certain sections of divided highway and has determined that said highways justify increased limits.

**NOW THEREFORE BE IT RESOLVED**, that the speed limit for cars, pickup and panel trucks, buses and motorcycles be increased to 60 M.P.H. and the speed limit for trucks, road tractors or combination of vehicles designed to transport property be increased to 50 M.P.H. on the following highways:

**BRISTOL DISTRICT**

**Route 81 - Wythe County - Length: 1.72 Miles**

**From: 1.72 Mi. South Wythe-Pulaski County Line  
To : Wythe-Pulaski County Line**

**SALEM DISTRICT**

**Route 81 - Pulaski County - Length: 1.70 Miles**

**From: Wythe-Pulaski County Line  
To : 1.70 Mi. North Wythe-Pulaski County Line**

**RICHMOND DISTRICT**

**Route 95 - Hanover and Henrico Counties - Length: 8.24 Miles**

**From: 2.390 Mi. South Hanover County Line  
To : 0.368 Mi. North Intersection Route 54**

**Route 95 - Prince George County - Length: 3.68 Miles**

**From: 0.056 Mi. South Intersection Route 626  
To : 0.042 Mi. South S.C.L. Petersburg**

**Route 95 - City of Petersburg - Length: 1.56 Miles**

**From: 0.042 Mi. South S.C.L. Petersburg  
To : 1.624 Mi. North S.C.L. Petersburg**

**Motion carried.**



Moved by Senator Nelson, seconded by Mr. Flythe, that

WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Fairfax for payment at the base rate of \$300 per mile annually on additional streets meeting required standards:

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Fairfax on additional streets totaling 1.99 miles that have been brought up to standards required by this section of the Code, also additional mileage, totaling 0.46 miles, for necessary adjustments of mileage and termini due to reconstruction of accredited streets; a net addition of 2.45 miles, effective beginning April 1, 1962, for the quarterly payment due after June 30, 1962. The additional mileage of streets eligible for payment, described as follows:

NEW STREET ADDITIONS MEETING REQUIRED STANDARDS

University Drive	- From Cleveland Street to S.C.L.	- 0.16 MI.
Forest Avenue	- From 450' west Sideburn Road to Cul-de-sac	- 0.09 "
School Street	- From University Drive west to dead end	- 0.02 "
Plantation Parkway	- From Route 29 north to N.C.L.	- 0.49 "
Ranger Road	- From Plantation Parkway west to City Limits	- 0.20 "
Raider Lane	- From Ranger Road to City Limits	- 0.11 "
Shiloh Street	- From Ranger Road to City Limits	- 0.14 "
Shiloh Circle	- From Shiloh Street to Cul-de-sac	- 0.03 "
University Drive	- From North Street to Kenmore Drive	- 0.30 "
Cedar Avenue	- From Walnut Street to Oak St.	- 0.09 "
Monroe Court	- From Randolph Street to Cul-de-sac	- 0.04 "
Randolph Street	- From Monroe Court to Ford St.	- 0.18 "
Collier Road	- From Locust Lane to Forest Ave.	- 0.14 "
	Total of New Additions	- 1.99 MI.

STREET ADJUSTMENTS OF TERMINI AND MILEAGE

Burgrove Avenue	- From N.C.L. Fairfax to Howerton Street, 0.23 Mi.	+ 0.02 MI.
Fairchester Drive	- From Route 29 to dead end, 0.61 mile	+ 0.18 "
Hill Street	- From 150' south Fairchester Dr. to 200' N. Scott Dr., 0.40 mile	+ 0.02 "
Norman Avenue	- From Cobb Dr. to Rt. 123, 0.39 Mi.	+ 0.01 "
Orchard Street	- From Jermantown Road to McLane Ave., 0.84 mile	+ 0.04 "
Warwick Avenue	- From Bevan Drive to Rt. 123, 0.99 mile	+ 0.19 "

Total Addition for Mileage Adjustments 0.46 MI.

The above additions totaling 2.45 miles will increase the total mileage in the City of Fairfax from 39.97 miles to 42.42 miles of approved streets. Motion carried,

Moved by Mr. Flythe , seconded by Mr. Barrow , that

WHEREAS, Route 116 in Rossmore County has been altered and reconstructed as shown on plans for Project 0116-080-001, C-501, B-601; and

WHEREAS, three sections of the old road are no longer necessary for purposes of the State Highway System and two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.1 of the Code of Virginia of 1950, as amended, 0.331 mile of old Route 116, shown in yellow and designated Sections 3, 4 and 5 on the plat dated November 27, 1961, Project 0116-080-001, C-501, B-601, be discontinued as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.140 mile of old Route 116, shown in blue and designated as Sections 1 and 2 on the plat and project referred to hereinabove, be abandoned as a part of the State Highway System. Motion carried.

Moved by Mr. Flythe , seconded by Mr. Barrow , that

WHEREAS, Route 91 in Washington County, has been altered and reconstructed as shown on plans for Project 0091-095-011, C-501, B-601; and

WHEREAS, three sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old;

NOW THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.3 of the Code of Virginia of 1950, as amended, 0.24 mile of the old road, shown in blue and designated as Sections 1, 2 and 3 on the plat dated December 8, 1961, Project 0091-095-011, C-501, B-601, be abandoned as a part of the State Highway System. Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that

WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Roanoke for payment at the base rate of \$300 per mile annually on additional streets meeting required standards;

NOW THEREFORE BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Roanoke on additional streets totaling 2.16 miles that have been brought up to standards required by this section of the Code, effective beginning April 1, 1962, for the quarterly payment due after June 30, 1962. The additional mileage of streets eligible for payment, described as follows:

Fifth Street	- From Bluff Avenue to Alley S. of Jeanette	- 0.04 Mile
Grandin Road	- From Carlton Road to Grandin Road Ext.	- 0.04 "
Harvard Street	- From Roanoke Avenue to Oxford Avenue	- 0.08 "
Mt. Vernon Road	- From Wilbur Road to Hunters Road	- 0.11 "
Ninth Street	- From Norfolk Avenue to Jackson Street	- 0.06 "
Rosalind Avenue	- From McClanahan Street to Railroad	- 0.04 "
Unnamed Street	- From Colonial Avenue, east to end	- 0.04 "
Kaplewood Road	- From Yellow Mountain Road to end	- 0.06 "
Kirk Avenue	- From 11th Street to 12th Street	- 0.05 "
Edinburgh Drive	- East and West of Eden Drive	- 0.05 "
Frontier Road	- From Oakland Boulevard to Wingo Drive	- 0.28 "
Frontier Road	- East of Williamson Road	- 0.10 "

Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that

WHEREAS, the Highway Commission is authorized to make certain maintenance payments to cities for street purposes; and

WHEREAS, the relocation of Route 254 in the City of Haynesboro has been constructed to required standards, request is made by the City for the re-routing of Route 254 over the new location and the necessary mileage adjustments subject to payment to the City for maintenance;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, addition and deletion of mileage for payment on Primary route extensions within the City of Haynesboro be approved as follows:

Addition of new location of Route 254 - Beginning at the intersection of W. Main Street; thence, northeast on Poplar Avenue to Broad Street; thence on King Avenue to Ivy Street; thence northwest on Ivy Street to Edward Avenue and west on Edward Avenue to New Hope Road, a total addition of 0.55 mile.

Deletion of old location of Route 254 - Beginning at the intersection of Main Street; thence, north on Wayne Street; thence northwesterly on Ohio Street and New Hope Road to Edward Avenue, a total deletion of 0.78 mile.

The addition of 0.55 mile and deletion of 0.78 mile, making a net deletion of 0.23 mile, decreases the Primary Route extensions from 9.30 miles to 9.07 miles for maintenance payments at the base rate of \$4,000 per mile annually for the City of Waynesboro, effective January 1, 1962, for the quarterly payment due after March 31, 1962.

**BE IT FURTHER RESOLVED**, that pursuant to Section 33-113.2 of the Code of Virginia of 1950, as amended, mileage adjustments for additions and deletions subject to payment on "Other Streets" to the City of Waynesboro be approved as follows:

Addition of old Route 254, from Main Street north on Wayne Avenue to Ohio Street, 0.12 mile; thence, northwest on Ohio Street from Wayne Street to New Hope Road, 0.33 mile; thence, north on New Hope Road from Ohio Street to the south end of the closed portion across C. & O. Railroad, 0.15 mile; thence, on New Hope Road from King Avenue north to Edward Avenue, 0.14 mile; a total addition of 0.74 mile.

Deletion of Poplar Avenue, between Main Street and Broad Street, a distance of 0.07 mile.

The addition of 0.74 mile and deletion of 0.07 mile, making a net addition of 0.67 mile, increases the mileage of "Other Streets" from 53.27 miles to 53.94 miles of approved streets for payment to the City of Waynesboro at the base rate of \$300 per mile annually, effective January 1, 1962, for the quarterly payment due after March 1, 1962. Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that

**WHEREAS**, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Charlottesville for payment at the base rate of \$300 per mile annually on additional streets meeting required standards;

**NOW THEREFORE BE IT RESOLVED**, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Charlottesville on additional streets totaling 1.24 miles that have been brought up to standards required by this section of the Code, effective beginning April 1, 1962, for the quarterly payment due after June 30, 1962. The additional mileage of streets eligible for payment, described as follows:

Sunset Road	- From Stribling Avenue to Sunset Avenue	- 0.22 MI.
Carlton Road	- From Carlton Avenue to Monticello Road	- 0.25 "
Leonard Street	- From Carlton Road North	- 0.16 "
Hampton Street	- From Carlton Road to Rivas Street	- 0.15 "
Rutledge Avenue	- Extend Existing Street East 507 Ft.	- 0.10 "
Fairway Avenue	- Extend Existing Street East 734 Ft.	- 0.14 "
Grace Street	- From Moore Street to Gillespie Avenue	- 0.05 "
Arlington Blvd.	- From Sumatt Street to City Limits	- 0.05 "
12th Street, N.W.	- From Rosser Avenue North to End of Street	- 0.03 "
Clarke Court	- From Maury Ave. E. to End of Street	- 0.04 "
Center Avenue	- From Robertson Avenue North to End of Street	- 0.05 "

The above additions totaling 1.24 miles will increase the total mileage in the City of Charlottesville from 82.02 miles to 83.26 miles of approved streets. Motion carried.

**MOVED BY** Mr. Watkins , **SECONDED BY** Mr. Carper , that

**WHEREAS**, in accordance with the provisions of Section 128 of Title 23 - Highways, United States Code, a Public Hearing was held in the Auditorium of the Concord High School, Concord, Virginia, Campbell County at 8:00 P. M., January 31, 1962, concerning the proposed construction of Route 24 from 0.044 miles east of intersection of Route 646 to 0.047 miles west intersection of Route 460, State Project 0024-015-101. Federal Project 8-1014(5).

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

**WHEREAS**, the economic effects of the proposed relocation have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed, now therefore,

**BE IT RESOLVED**, that the construction of this project be approved in accordance with the plan as proposed and presented by the Engineering Division of the Department of Highways, at the Public Hearing. This proposed improvement will follow along or near the existing road with a minor relocation in Concord. Motion carried.

Moved by Mr. Barrow , seconded by Mr. Holland , that

WHEREAS, the Highway Commission has selected certain streets through the City of Richmond for highway purposes; and

WHEREAS, the City of Richmond has requested a change in the westbound routing of Route 60, due to the construction of the new Civic Center which closed Clay Street between Ninth Street and Tenth Street; and

WHEREAS, this requested route change has been reviewed and recommended by the Highway Department's engineers as a satisfactory routing; now therefore

BE IT RESOLVED, that the section of westbound Route 60, presently routed from Broad Street, north along Eleventh Street and west along Clay Street, be rerouted as follows:

Route 60 Westbound - From present routing at Eleventh and Broad Streets, continuing west on Broad Street to Ninth Street; thence north on Ninth Street to present routing on Clay Street; and

BE IT FURTHER RESOLVED, that no change in present maintenance payments be made due to this rerouting. Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe , that

WHEREAS, under authority of Section 33.119.2 of the Code of Virginia, 1950, as amended, request is made by the City of Richmond for payment at the base rate of \$300 per mile annually for the addition of Crutchfield Street constructed to the required standards; also for a deletion of mileage on Clay Street which is closed due to construction of the new Civic Center;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Richmond on the addition of 0.48 mile on Crutchfield Street, between the 1914 Corporate Line and the intersection of Westover Hills Boulevard, which has been brought up to the standards required by this section of the Code; also that a portion of Clay Street between 9th and 10th Streets, a distance of 0.05 mile, which has been closed due to construction of the Civic Center, be deleted from the allocation of maintenance payments to the City, effective April 1, 1962, for the quarterly payment due after June 30, 1962. The addition of 0.48 mile and deletion of 0.05 mile, making a net addition of 0.43 mile, increases the City's total mileage from 446.25 miles to 446.68 miles of approved streets. Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that

WHEREAS, the Highway Commission is authorized to make certain payments to cities for street purposes, and

WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Harrisonburg for such payments, and

WHEREAS, due to annexation by the City of Harrisonburg, effective January 1, 1962, extensions of the Primary System and certain other streets within the annexed area are eligible for maintenance payments to the City; now, therefore,

BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the City of Harrisonburg be made eligible to receive payments at the annual base rate of \$4,000 per mile on additions to Primary Street extensions, totaling 3.23 miles, effective beginning the third quarter January 1, 1962, as follows:

U.S. ROUTE 11	- From the old E.C.L. of Harrisonburg northeast along N.Main St. to the new corp. limits	- 0.44 Mile
U.S. ROUTE 11	- From the old S.C.L. of Harrisonburg south along S. Main St. to the new corp. limits	- 1.24 "
U.S. ROUTE 33	- From the old S.C.L. of Harrisonburg southeast to the new corporate limits	- 0.41 "
U.S. ROUTE 33	- From the old W.C.L. of Harrisonburg west along W.Market St. to the new corp. limits	-- 0.22 "
STATE ROUTE 42	- From the old W.C.L. of Harrisonburg north along Virginia Ave., thence along Edom Rd. to the new corporate limits	- 0.51 "
STATE ROUTE 42	- From the old W.C.L. of Harrisonburg west along S. High Street to the new corporate limits	- 0.41 "

The above additions totaling 3.23 miles will increase the total mileage in the City of Harrisonburg from 6.55 miles to 9.78 miles of approved Primary Route extensions.

BE IT FURTHER RESOLVED, that pursuant to Section 33-113.2 of the Code of Virginia of 1950, as amended, quarterly payments at the base rate of \$300 per mile annually be made to the City of Harrisonburg on 7.71 miles of eligible streets which were formerly a part of the Secondary System of Rockingham County, also on 0.45 mile of "Other Streets" within the annexed area and meeting required standards, described as follows:

**SECONDARY SYSTEM ROADS ASSESSED**

Rt. 908 (Un-named St.)	- From N.Main St. to Kratzer Road	- 0.54 Mile
" 753 (Kratzer Road)	- From Edom Road to New N.C.L. Harrisonburg	- 0.71 "
" 832 (Edom Road)	- From Kratzer Road to Virginia Avenue	- 0.20 "
" 969 (Stuart Street)	- From Waterman Drive to 0.02 Mi. N. Old N.C.L.	- 0.21 "
" 763 (Mt. Clinton Pike)	- From Old N.C.L. to New N.C.L. Harrisonburg	- 0.28 "
" 849 (Waterman Drive)	- From W. Market Street to Mt. Clinton Pike	- 0.90 "
" 715 (Un-named Street)	- From Old Furnace Road to 0.20 Mile North	- 0.20 "
" 718 (Old Furnace Rd.)	- From Old N.C.L. to new N.C.L. Harrisonburg	- 0.15 "
" 942 (Allegheny Ave.)	- From Hillside Drive to 0.26 Mile northeast	- 0.26 "
" 941 (Hillside Drive)	- From E. Market Street to Allegheny Avenue	- 0.14 "
" 974 (East Market St.)	- From Rte. 33 E. to New E.C.L. Harrisonburg	- 0.53 "
" 931. (Blue Ridge Drive)	- From Spotswood Drive to E. Market Street	- 0.06 "
" 932 (Spotswood Drive)	- From Rte. 33 E. to Blue Ridge Drive	- 0.19 "
" 930 (Carlton Street)	- From East View Street to East Market Street	- 0.13 "
" 710 (Reservoir St.)	- From Old E.C.L. to New E.C.L. Harrisonburg	- 0.51 "
" 714 (South Avenue)	- From C.&W. Railroad to C.& W. Railroad	- 0.42 "
" 827 (Un-named Street)	- From Route 726 to C.& W. Railroad	- 0.21 "
" 726 (Un-named Street)	- From Route 827 to Route 11	- 0.80 "
" 1101 (Central Street)	- From Route 726 to Ferry Street	- 0.21 "
" 1102 (Sharon Street)	- From Central Street to Heatwala Street	- 0.16 "
" 1111 (Ferry Street)	- From Central Street to Heatwala Street	- 0.17 "
" 839 (Un-named St.)	- From N.Int.Rte.11 to New N.C.L. Harrisonburg	- 0.11 "
" 839 (Un-named St.)	- From S.Int.Rte. 11 to New N.C.L. Harrisonburg	- 0.08 "
" 712 (Un-named St.)	- From New W.C.L. Harrisonburg to Route 11	- 0.34 "
" 712 (Un-named St.)	- From Rte.11 to C.& W. Railroad	- 0.20 "



**OTHER STREETS ANNEXED**

Maryland Avenue	- From 230' west of Main Street to 710' west	- 0.09 Mile
Mountain View Lane	- From Myers Avenue to Carlton Street	- 0.18 "
Carlton Street	- From Mountain Lane to Reservoir Street	- 0.18 "

The above additions, totaling 8.16 miles for payment at the base rate of \$300 per mile, will increase the total mileage in the City of Harrisonburg from 27.98 miles to 36.14 miles of approved streets, effective beginning January 1, 1962, for the quarterly payment due after March 31, 1962. Motion carried.

Moved by Mr. Watkins , Seconded by Mr. Holland , 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 Council Chambers of the City of Portsmouth, Virginia, on January 26, 1962, concerning the proposed reconstruction and widening of Route 337 (Portsmouth Boulevard), Project 0337-124-101,C501, from the east end of the Hodge's Ferry Bridge to Alexander's Corner, in the City of Portsmouth; 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 shown and designated as Route 337, Project 0337-124-101,C501, from the east end of the Hodge's Ferry Bridge to Alexander's Corner, in the City of Portsmouth, be approved. Motion carried.

Moved by Mr. Watkins , seconded by Mr. Carper , that

WHEREAS, a narrow bridge on the northbound lane of Route 29-211 in Fauquier County has a high accident frequency; and

WHEREAS, the bridge can be widened at a nominal cost; therefore,

BE IT RESOLVED, that the sum of \$6,300 is allocated from the Culpeper District Construction Reserve for this purpose. Motion carried.

Motion was made by Mr. Flythe, Seconded by Mr. Chinn that the Commission adopt the following resolution on the retirement of Mr. S. W. Rawls.

WHEREAS, Sol Waite Rawls, former member of the State Highway Commission, retired from this Commission on March 12, 1962, at the age of 73; and

WHEREAS, Sol, as he is affectionately called by his many friends and associates, was born in Manassas County near Holland on May 3, 1888; educated in the local public schools and the College of William and Mary; and served in the armed forces in World War I; and

WHEREAS, his service to the Commonwealth began with his appointment to the State Highway Commission on November 25, 1933, by Governor Pollard, where he served under seven other governors, and has included, among other things, his membership on the Town Council of Franklin, Virginia, for the past twenty years and membership on the Board of Directors of the Richmond-Petersburg Turnpike Authority since 1955; and

WHEREAS, he is president of S. W. Rawls, Inc. of Franklin, a gasoline distributing company; Vice President and member of the Board of Directors of Vaughan and Company Bankers and the Camp Foundation; and

WHEREAS, he is a member of the Franklin Baptist Church, Theta Delta Chi fraternity, Cypress Grove Country Club, Princess Anne Country Club, the Commonwealth Club, and a charter member and past president of the Franklin Rotary Club; and

WHEREAS, the sharpness and brilliance of his wit, his character carved out of unblemished granite and composed of loyalty to his State, his sincerity, rugged probity, high honor, deep devotion to principle, faithful service to his public tasks have endeared him to all who have known him; and

WHEREAS, it is the happy lot of our associates, Sol Waite Rawls, to make for himself a fortunate life and to be given the satisfaction of knowing that the ample fruits of his labors are to remain for the enrichment of this Commonwealth.

NOW, THEREFORE, BE IT RESOLVED, that we, members of the State Highway Commission, join the members of his family and many friends in expressing our deep and sincere appreciation for the unselfish services rendered to the Commission by our friend and hope that he may long enjoy such activities as may be beneficial and enjoyable to him.

BE IT FURTHER RESOLVED, that this Resolution be spread upon the official minutes of the Commission and a suitably engraved copy be transmitted to Sol Waite Rawls.

Motion carried.

The following resolution, adopted by the General Assembly during its 1962 Session, was read to the Commission.

**SENATE JOINT RESOLUTION NO. 29**

Complimenting the State Highway Department and its officials and employees for efficiency in keeping the roads of Virginia clear of snow and ice.

Offered February 7, 1962

Patrons-Messrs. Moses, Rawlings, Bird, D. W., Byrd, H. F., Jr., Stone, Bateman, Temple, Stuart, Ames and Gray.

**WHEREAS**, the State of Virginia has been severely besieged with snow and ice during the winter of 1961-62; and

**WHEREAS**, such snow and ice upon the highways of the State impedes traffic and causes danger to persons and property; and

**WHEREAS**, with great efficiency, the officials of the State Highway Department, its engineers, and most particularly, its maintenance men, have, during severe storms, and adverse conditions, kept the highways of the State open and free from danger; and

**WHEREAS**, there has been, as a result of the hard work, exposure to the elements, and efficiency of such officials, engineers and maintenance men, little or no delay of travel, loss of life or damage to personal property has resulted; now therefore, be it

**RESOLVED** by the Senate of Virginia, the House of Delegates concurring, That the State Highway Department, its officials, engineers and most particularly its maintenance men be complimented upon their hard work, devotion to safety in highway travel, bravery and efficiency in keeping the highways of this State clear of snow and ice this year.

**RESOLVED** further, That the Clerk of the Senate is directed to forward a copy of this resolution to the Commissioner of the State Highway Department, with the request that a copy thereof be placed on each bulletin board in each office of the State Highway Department in Virginia.

On motion of Mr. Flythe, seconded by Mr. Holland, the Chairman was instructed to forward this resolution, accompanied by the commendation of the Highway Commission for their work during the snows and also the recent flood conditions, to the field forces of the Department.

The Commission approved tentative allocations of interstate and primary construction funds for the fiscal year of 1962-63, as set forth on sheets attached to these minutes.

Public Hearings on these tentative allocations were set for Salem, Bristol, Staunton and Lynchburg Districts at Roanoke on Thursday, May 24, at 8:30 A.M., and for Richmond, Fredericksburg, Culpeper, and Suffolk Districts at Richmond on May 25, at 9:00 A.M.

Mr. Paul D. Stotts, Counsel for the Highway Department, reviewed actions of the 1962 Session of the General Assembly affecting the Highway Department.

The meeting adjourned at 12:05 P.M.

Approved:



Chairman

Attested:

  
Secretary

**VIRGINIA DEPARTMENT OF HIGHWAYS  
ESTIMATE OF REVENUES AND ALLOCATIONS  
FISCAL YEAR 1962-63  
March 12, 1962**

**REVENUE FROM STATE TAXES AND FEES**

	<u>From 6c Tax</u>	<u>From 1c Tax</u>	<u>Total</u>
Collected by Division of Motor Vehicles:			
Gross Motor Fuel Tax	86,298,000	14,373,000	100,671,000
Less Refunds (Sec.58-715 of the Code)	5,442,857	907,143	6,350,000
Less 2 Counties not in Sec. System	1,727,163	287,857	2,015,000
Net Motor Fuel Tax	<u>79,068,000</u>	<u>15,178,000</u>	<u>92,246,000</u>
Motor Vehicle Licenses			23,675,000
Registration of Titles			791,000
Operators' License Fees			863,500
Recording and Certifying Public Records			420,000
Misc. Fees			174,000
Collected by State Corporation Comm:			
Carriers' Passenger Gross Receipts Tax			375,000
Permits to M.V. Carriers			206,800
Collected by Dept. of State Police:			
Patrol of Revenue Bond Toll Facilities			227,000
Sale of Surplus Property			240,000
Misc. Services and Refunds			152,425
Collected by Dept. of Highways:			
Liquidated Damages - Violation of Weight Limits			600,000
Sale of Surplus Property and Misc. Fees			251,500
Tolls from State Owned Ferries			160,000
Regulation of Outdoor Advertising			44,500
Total from Above Sources			<u>120,424,225</u>
<b>FROM THE GENERAL FUND OF THE TREASURY</b>			
Approp. Item 552 - For Industrial Access Roads		500,000	
"      " 552.1 - For Rural Primary Roads		<u>500,000</u>	<u>1,000,000</u>
Total from State Sources			<u>121,424,225</u>
<b>LESS APPROPRIATIONS FOR OTHER STATE AGENCIES</b>			
Division of Motor Vehicles:			
Maintenance and Operations	4,739,400		
Capital Outlay	<u>47,500</u>	4,786,900	
Department of State Police:			
Maintenance and Operations	8,397,367		
Capital Outlay	<u>930,710</u>	9,328,077	
Department of Agriculture & Immigration:			
Inspection of Gasoline & Motor Oils		51,920	
State Corporation Commission:			
Regulating and Taxing Motor Carriers		<u>510,600</u>	<u>14,677,497</u>
State Funds Available for Highways			<u>106,746,728</u>
<b>ADD FEDERAL GRANTS</b>			
Interstate Federal Aid		72,735,300	
Primary Federal Aid		7,774,678	
Secondary Federal Aid		6,073,963	
Urban Federal Aid		<u>4,006,905</u>	<u>90,590,846</u>
Total State and Federal Funds for Highways			<u><u>197,337,574</u></u>

**ALLOCATIONS  
FISCAL YEAR 1962-63**

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<b><u>GENERAL EXPENSE</u></b>			
Administration and Supervision		5,938,955	5,938,955
Traffic and Planning - Routine Operations and Truck Weighing		480,000	480,000
Grounds and Buildings - Capital Outlay Maintenance and Operations		610,184 330,000	610,184 330,000
Engineering Overhead - (Not distributable to Projects)		500,000	500,000
Va. Council of Highway Investigation and Research		200,000	200,000
Accident Prevention, Compensation Awards and Medical		140,000	140,000
Regulation of Outdoor Advertising		42,000	42,000
		8,241,139	8,241,139
<b>Total General Expense</b>			

**ROAD FUNDS  
FISCAL YEAR 1962-63**

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<b><u>INTERSTATE SYSTEM</u></b>			
Construction	72,735,300	8,533,192	81,268,492
Maintenance and Replacements	-	500,000	500,000
Total Interstate System	72,735,300	9,033,192	81,768,492
<b><u>PRIMARY SYSTEM</u></b>			
Construction:			
Primary Federal Aid - Matched	7,774,678	7,774,678	15,549,356
30% of Sec. Federal Aid - Matched	1,822,189	1,822,189	3,644,378
State Construction	-	4,933,542	4,933,542
Add. State Constr. from Acts of 1960	-	5,439,878	5,439,878
Total Primary Construction Allocated	9,596,867	21,990,287	31,587,154
Reserve for future Allocation:			
From General Fund of the Treasury	-	500,000	500,000
Total Primary Construction	9,596,867	22,490,287	32,087,154
Maintenance and Replacements	-	14,250,000	14,250,000
Total Primary System	9,596,867	36,740,287	46,337,154
<b><u>SECONDARY SYSTEM</u></b>			
70% of Sec. Federal Aid - Matched	4,251,774	4,251,774	8,503,548
State Construction, Maint. & Replacements	-	28,907,452	28,907,452
Add. State Constr. from Acts of 1960	-	6,389,000	6,389,000
Total Secondary System	4,251,774	39,748,226	44,000,000
<b><u>URBAN SYSTEM</u></b>			
Urban Federal Aid - Matched	4,006,905	2,305,891	6,312,796
City Streets Fund			
2/3 from Primary Constr. Funds:			
Regular Funds	-	5,352,581	5,352,581
Acts of 1960 Funds	-	766,081	766,081
1/3 from Primary Maint. Funds:			
Regular Funds	-	2,676,290	2,676,290
Acts of 1960 Funds	-	383,041	383,041
Total City Streets Fund (*)	-	9,177,993	9,177,993
Total Urban System	4,006,905	11,483,884	15,490,789
<b><u>ACCESS ROADS TO INDUSTRIAL SITES</u></b>			
From Road-User Taxes	-	1,000,000	1,000,000
From the General Fund of the Treasury	-	500,000	500,000
Total Industrial Site Roads	-	1,500,000	1,500,000
Total Allocations (Pages 2 and 3)	90,590,846	106,746,728	197,337,574

(\*) Primary Streets -  
630.88 mi. @ \$10,000 - \$6,308,800  
Secondary Streets -  
3,825.59 @ \$750 - 2,869,193  
\$ 9,177,993

COMMONWEALTH OF VIRGINIA  
 DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA  
 MARCH 15, 1962  
 INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1962-63

Recommendations for  
 Tentative Allocation of

State Funds:			
Regular	-----	\$32,742,073.	
Acte of 1960	-----	6,205,959.	
1963 Federal-aid Primary Funds	-----		\$ 38,948,032.
1963 Federal-aid Secondary Funds (30% of Apportionment)	-----		7,744,678.
1963 Federal-aid Interstate Funds	-----		1,822,189.
1963 Federal-aid Urban Funds	-----		72,735,300.
	-----		4,006,905.
<b>Total Funds</b>			<b>\$ 125,267,104.</b>

APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1962-63

District	Apportionment of \$48,544,899. Based on Factors of Area, Population and Mileage.	Apportionment of \$72,735,300. Federal-aid Interstate Funds on the basis of need.	Apportionment of \$4,006,905. Federal-aid Urban Funds Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1960.	Total of Combined Funds			
	Percent	Amount	Percent	Amount			
Bristol	12.47	\$ 6,053,549.	10.72	\$ 7,797,224.	2.25	\$ 90,155.	\$ 13,940,928.
Salem	12.33	5,985,586.	9.48	6,895,306.	9.71	389,070.	13,269,962.
Lynchburg	11.19	5,432,174.	0.15	109,103.	6.23	249,630.	5,790,907.
Richmond	14.49	7,034,156.	17.53	12,750,498.	16.49	660,739.	20,445,393.
Burford	15.59	7,568,150.	20.15	14,656,163.	39.73	1,591,943.	23,816,296.
Fred'sburg	7.37	3,577,759.	2.89	2,102,050.	0.79	31,653.	5,711,464.
Chilpeper	15.21	7,383,679.	20.39	14,830,728.	18.82	754,100.	22,968,507.
Staunton	11.35	5,509,846.	18.69	13,594,228.	5.98	239,613.	19,343,687.
<b>TOTAL</b>	<b>100.00</b>	<b>\$48,544,899.</b>	<b>100.00</b>	<b>\$72,735,300.</b>	<b>100.00</b>	<b>\$4,006,905.</b>	<b>\$ 125,267,104.</b>



**SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS**

**FISCAL YEAR 1962-63**

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 6,118,662.
Urban Federal-aid (Excluding \$60,103. for Planning)=	3,946,802.
Matching Urban Federal-aid = (Including Arlington County's 50%)	2,275,839
Preliminary Engineering (Rural Primary=\$1,001,248.)= (Interstate = 2,800,845.)	3,802,093.
Rights of Way (Rural Primary=\$5,811,000.)= (Interstate = 9,583,617.)	15,394,617.
New Signs and Signals =	457,000.
Planning (Urban = \$ 90,155.) (Rural Primary= 287,906.) = (Interstate = 1,212,253.)	1,590,316.
Construction (Rural Primary=\$24,030,000.)= (Interstate = 67,671,775.)	91,701,775.
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<b>Total =</b>	<b>\$125,287,104.</b>
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BRISTOL DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 363,428.
Urban Federal-aid (Exclusive of Planning) =	88,803.
Matching Urban Federal-aid =	44,402.
Preliminary Engineering (Rural Primary=\$148,750.) = (Interstate = 307,210.)	459,960.
Rights of Way (Rural Primary=\$921,633.) = (Interstate = 853,363.)	1,774,996.
New Signs and Signals =	34,000.
Planning (Urban = \$ 2,028.) (Rural Primary = 35,902.) = (Interstate = 129,954.)	167,884.
<b>Total =</b>	<b>\$ 2,949,473.</b>

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

77	Bland & Wythe	West Virginia State Line - South (Supplemental Allocation)	\$ 1,000,000.
81	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	6,421,455.
<b>Total, Interstate System Construction</b>			<b>\$ 7,421,455.</b>

PRIMARY SYSTEM

RURAL CONSTRUCTION

11	Wythe	E.C.L. Wytheville - Route 81 Interchange (Additional East Bound Lane)	\$ 175,000.
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BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
19 & Alt. 58	Washington	Bridge and Approaches North Fork Holston River at Holston (Supplemental Allocation for Reconstruction)	\$ 325,000.
19 & 71	Russell	Improve Intersection at Lebanon, Including Asphaltic Concrete Surface	11,000.
19	Russell	West Tazewell County Line - Belfast Mills (Supplemental Allocation)	290,000.
23	Lee	Grade Crossing Protective Devices, Southern Railroad at Jasper	10,000.
23	Wise	Wise - North (Asphaltic Concrete Surfacing)	37,000.
23 & Alt. 58	Wise	Between Appalachia and Norton (Supplemental Allocation for Reconstruction of Gap at Kent Junction)	100,000.
42	Bland	Bland Court House - East (Asphaltic Concrete Surfacing)	32,000.
58	Scott & Lee	East Lee-Scott County Line - Stickleyville (Begin Reconstruction)	275,000.
58	Scott	Pattonville - West (Asphaltic Concrete Surfacing)	10,000.
58	Scott	Moccasin Gap - East (Asphaltic Concrete Surfacing)	17,000.
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	200,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Grayson	Town of Independence (Partial Allocation for Curb and Cutter, Sidewalk and Street Widening Between E.C.L. and Route 21)	\$ 50,000.
58	Washington	East Route 11 - East (Supplemental Allocation for Reconstruction)	175,000.
Alt. 58	Wise	East Norton - Banner (Supplemental Allocation to Continue Reconstruction)	200,000.
Alt. 58	Russell	Between Banners Corner (Route 65) and Saint Paul (Supplemental Allocation for Reconstruction)	100,000.
67	Tazewell	Richlands - North (Continue Spot Improvement)	75,000.
75	Washington	Town of Abingdon (Supplemental Allocation for Cooperative Project with Town for Relocation on Basis of 25% Town, 25% State and 50% Federal Funds)	90,000.
80	Dickenson	Between Kentucky State Line and Route 83 (Supplemental Allocation to Continue Improvement Through The Breaks)	100,000.
83	Dickenson	Haysi - Clinchco (Supplemental Allocation for Reconstruction)	250,000.
83	Buchanan	Town of Grundy (Sidewalk on North Side Between Baptist Church and Mountain Mission School)	10,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
83	Buchanan	North Grundy - North (Asphaltic Concrete Surfacing)	\$ 37,000.
91	Smyth	New Bridge over Turkey Run Creek at McGrady	20,000.
107	Smyth	Chilhowie - Saltville (Supplemental Allocation for New Construction)	280,000.
140 & 11	Washington	New Connection Between Route 11 and the Int. of Route 81 Near Abingdon (Supplemental Allocation)	145,000.
460	Buchanan	East Vansant - East (Supplemental Allocation to Continue Dual-laning)	500,000.
460	Tazewell	Raven - Buchanan County Line (Asphaltic Concrete Surfacing)	56,000.
<b>Total, Rural Primary System Construction</b>			<hr/> <b>\$ 3,570,000.</b> <hr/>
<b>1962-63 Bristol District Total</b>			<hr/> <b>\$ 13,940,928.</b> <hr/> <hr/>

SALEM DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 836,673.
Urban Federal-aid (Exclusive of Planning) =	383,234.
Matching Urban Federal-aid =	191,617.
Preliminary Engineering {Rural Primary=\$135,833.}- {Interstate = 271,675.}	407,508.
Rights of Way {Rural Primary=\$663,900.}- {Interstate = 754,653.}	1,418,553.
New Signs and Signals =	50,000.
Planning (Urban *\$ 8,754.) {Rural Primary= 35,499.}- {Interstate = 114,922.}	159,175.
<b>Total =</b>	<b>\$ 3,446,960.</b>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
81	Pulaski & Montgomery	Wythe County Line - East (Supplemental Allocation)	\$ 1,000,000.
81	Botetourt & Roanoke	Rockbridge County Line - South, including Roanoke- Salem By-Pass (Supplemental Allocation)	4,563,002.
581	Roanoke County & City of Roanoke	Roanoke Spur; Between Route 81 and Elm Avenue (Supplemental Allocation)	1,000,000.
<b>Total, Interstate System Construction</b>			<b>\$ 6,563,002.</b>

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>RURAL CONSTRUCTION</u>	
8	Patrick	Route 40 - Floyd County Line (Asphaltic Concrete Surfacing)	\$ 50,000.
24	Roanoke	EGL. Vinton - Bedford County Line (Begin Four-laning)	100,000.
40	Franklin	Ferrum - Ferrum Junior College (Sidewalk)	12,000.
52	Carroll	Fancy Gap - South (Supplemental Allocation for Climbing Lanes)	50,000.
57	Patrick	West Henry County Line - West (Supplemental Allocation to Continue Reconstruction)	200,000.
Alt. 57 & 57	Henry	Between Int. Routes 682 and 683 West of Stanleytown - Bassett Fork (Supplemental Allocation to Continue Reconstruction)	150,000.
58	Henry	East Martinsville - East (Supplemental Allocation to Continue Dual-laning)	450,000.
87	Henry	North Carolina State Line - Ridgeway (Partial Allocation for Reconstruction)	250,000.
97	Carroll	Between Grayson County Line and Blue Ridge Parkway (Supplemental Allocation to Continue Widening and Easing of Curves)	75,000.
100	Pulaski	Giles County Line - East (Asphaltic Concrete Surfacing)	40,000.
112	Roanoke	Between Route 81 and Route 11 West of Salem (Supplemental Allocation for New Construction)	40,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
115	Roanoke County & City of Roanoke	New Bridge over Carvins Creek (Cooperative Project with City on Basis of 50% City and 50% State Funds)	\$ 23,000.
116	Franklin	Roanoke County Line - East (Supplemental Allocation to Continue Reconstruction)	200,000.
117	Roanoke	Between Route 11 and WGL Roanoke (Supplemental Allocation to Reconstruct Gap at Route 581)	50,000.
119 & 221	Roanoke	SGL Salem - Cave Spring, Including Connection to Route 221 (Supplemental Allocation for Reconstruction)	275,000.
122	Bedford	SGL Bedford - Route 24 (Begin Reconstruction)	75,000.
220	Roanoke	South Roanoke - South (Supplemental Allocation for Dual-laning)	85,000.
311	Craig	WGL Newcastle - West (Asphaltic Concrete Surfacing)	40,000.
460	Giles	East Hoges Store - East (Supplemental Allocation to Continue Reconstruction)	75,000.
460 & 219	Giles	WGL Rich Creek - Glen Lyn (Asphaltic Concrete Surfacing)	20,000.
460	Giles	Narrows - West (Supplemental Allocation for Reconstruction)	400,000.



SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Montgomery	Cambria - Blacksburg (Supplemental Allocation for Dual-laning)	\$ 200,000.
460	Roanoke Botetourt & Bedford	Between EGL Roanoke and Villamont (Begin Dual-laning)	400,000.
Total, Rural Primary System Construction			<hr/> \$ 3,260,000. <hr/>
1962-63 Salem District Total			<hr/> \$13,269,962. <hr/> <hr/>

LYNCHBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 557,657.
Urban Federal-aid (Exclusive of Planning) =	245,885.
Matching Urban Federal-aid =	238,309.
Preliminary Engineering (Rural Primary=\$155,000.) (Interstate = 4,299.)	159,299.
Rights of Way (Rural Primary=\$665,318.) (Interstate = 11,941.) =	677,259.
New Signs and Signals =	49,000.
Planning (Urban = \$ 5,618.) (Rural Primary= 32,217.) = (Interstate = 1,818.)	39,653.
Total =	<u>\$ 1,967,062.</u>

ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 103,845.
Total, Interstate System Construction			<u>\$ 103,845.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

15 & 360	Charlotte	Keysville By-Pass (Supplemental Allocation)	\$ 425,000.
29	Pittsylvania	Chatham By-Pass (Supplemental Allocation)	375,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Campbell	Lynchburg - South (Supplemental Allocation to Extend Dual-laning to Airport Road)	\$ 100,000.
29	Amherst	Alt. Route 29, North of Lynchburg - North (Begin Dual-laning)	400,000.
29	Nelson	Lovington - North (Begin Dual-laning)	260,000.
29A & 29	Campbell	Between Lynchburg Corporate Limits and Route 297 (Supplemental Allocation for New Construction)	250,000.
40	Charlotte	Between Keysville and Charlotte Court House (Partial Allocation for Reconstruction of Sections)	100,000.
41	Pittsyl- vania	Danville - Northwest (Supplemental Allocation to Continue Reconstruction)	75,000.
45	Cumberland	Farmville - North (Asphaltic Concrete Surfacing)	44,000.
47	Charlotte	Between Drakes Branch and Route 360 (Supplemental Allocation for Reconstruction)	75,000.
49	Halifax	Between Virginia and Mecklenburg County Line (Supplemental Allocation for Reconstruction)	85,000.
51	Pittsyl- vania	West Danville - West (Supplemental Allocation to Continue Curb and Gutter and Pavement Widening)	50,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Pittsylv- vania	Danville - East (Asphaltic Concrete Surfacing on Sections)	\$ 95,000.
58	Pittsylv- vania	W.C.L. Danville - Route 51 (Supplemental Allocation for Dual-laning)	150,000.
58	Pittsylv- vania	West Danville - West (Supplemental Allocation to Continue Dual-laning to Henry County Line)	175,000.
59	Charlotte	Between Route 47 (Drakes Branch) and Route 40 in Keysville (Supplemental Allocation for Reconstruction)	75,000.
60	Buckingham	Route 15 (Sprouses Corner) - Buckingham Court House (Asphaltic Concrete Surfacing)	35,000.
60	Buckingham	Route 24 (Mt. Rush) - West (Asphaltic Concrete Surfacing)	26,000.
60	Appomattox & Nelson	New Bridge over James River and Chesapeake & Ohio Railway at Bent Creek (Supplemental Allocation for Reconstruction)	200,000.
360	Halifax	Between Route 304 and Clover (Supplemental Allocation for Dual-laning)	275,000.
460	Campbell & Appomattox	East Route 501 - East (Continue Dual-laning)	300,000.
460	Appomattox	Town of Appomattox (Supplemental Allocation for Curb and Gutter, Sidewalk and Street Widening)	35,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
501	Halifax	Staunton River Bridge - South (Supplemental Allocation)	\$ 115,000.
Total, Rural Primary System Construction			<u>\$ 3,720,000.</u>
1962-63 Lynchburg District Total			<u>\$ 5,790,907.</u>

RICHMOND DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 841,617.
Urban Federal-aid (Exclusive of Planning) =	650,828.
Matching Urban Federal-aid =	325,414.
Preliminary Engineering (Rural Primary=\$136,666.) = (Interstate = 502,370.)	639,036.
Rights of Way (Rural Primary=\$ 849,917.) = (Interstate = 1,395,471.)	2,245,388.
New Signs and Signals =	58,000.
Planning (Urban = \$ 14,867.) (Rural Primary= 41,717.) = (Interstate = 212,508.)	269,092.
<b>Total =</b>	<b>\$ 5,029,375.</b>

ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	City of Richmond & Henrico County	Richmond - West	\$ 8,000,000.
85	Mecklenburg	North Carolina State Line - North	4,136,018.
<b>Total, Interstate System Construction</b>			<b>\$12,136,018.</b>

PRIMARY SYSTEM

RURAL CONSTRUCTION

1	Brunswick	Wottoway River - South (Asphaltic Concrete Surfacing on Sections)	\$ 88,000.
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RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Goochland	Georges Tavern - West (Supplemental Allocation to Continue Improvement)	\$ 75,000.
10	Chesterfield	New Bridge over Appomattox River at Hopewell (Supplemental Allocation)	225,000.
10	Chesterfield	Route 1 - East (Asphaltic Concrete Surfacing on Sections)	32,000.
10 & 161	Chesterfield	End of Four-lane Pavement Near McGuire's Hospital Entrance - South (Supplemental Allocation for Dual- laning)	100,000.
19	Mecklenburg	North Clarksville - Charlotte County Line (Supplemental Allocation)	255,000.
33	New Kent	Between West Point and Route 168 (Supplemental Allocation for Four-laning)	310,000.
40	Lunenburg	Victoria - Kenbridge (Supplemental Allocation to Widen and Surface with Asphaltic Concrete)	80,000.
47 & 49	Mecklenburg	Town of Chase City (Supplemental Allocation for New Overpass over Southern Railway)	75,000.
49	Nottoway	Between Grewe and The Falls (Supplemental Allocation for Reconstruction of Sections)	40,000.
54	Hanover	Between Route 95 and Route 301 (Recondition)	75,000.
58	Brunswick	Lawrenceville By-Pass (Supplemental Allocation)	225,000.
60	Henrico	Intersection with Connection to Route 64 Interchange	50,000.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
79	Hanover	Between Route 1 and Route 95 (Supplemental Allocation for New Construction)	\$ 160,000.
137	Lunenburg	Kenbridge - Route 138 at Lafoons Corner (Supplemental Allocation for Reconstruction)	70,000.
156	Charles City & Prince George	Bridge over James River Near Hopswell (Supplemental Allocation)	450,000.
360	Chesterfield	Gap Between Richmond and Amelia County Line (Supplemental Allocation)	500,000.
360	Hanover	West Pamunkey River Bridge - West (Continue Dual-laning)	215,000.
460	Wottoway	West Dinwiddie County Line - West (Supplemental Allocation to Continue Reconstruction)	225,000.
460	Dinwiddie	West Sutherland - West (Asphaltic Concrete Surfacing)	30,000.
Total, Rural Primary System Construction			<u>\$ 3,260,000.</u>
1962-63 Richmond District Total			<u>\$20,445,393.</u>



SUFFOLK DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 2,355,777.
Urban Federal-aid (Exclusive of Planning) =	1,568,064.
Matching Urban Federal-aid =	784,032.
Preliminary Engineering {Rural Primary=\$ 87,500.} {Interstate = 577,453.} =	664,953.
Rights of Way {Rural Primary=\$ 386,580.} {Interstate = 1,604,036.} =	1,990,616.
New Signs and Signals =	78,000.
Planning {Urban = \$ 35,818.} {Rural Primary= 44,884.} {Interstate = 244,269.} =	324,971.
Total =	<u>\$ 7,766,413.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
64	City of Norfolk	Between Route 58 (Virginia Beach Boulevard) and Granby Street (Supplemental Allocation)	\$ 5,000,000.
64	City of Newport News & James City & York Counties	Newport News - West (Supplemental Allocation)	5,000,000.
264	Norfolk County & City of Portsmouth	Bower's Hill - Entrance Norfolk-Portsmouth Tunnel (Supplemental Allocation)	3,949,843.
Total, Interstate System Construction			<u>\$13,949,843.</u>

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>RURAL CONSTRUCTION</u>	
13	Northampton	Bayview - North (Supplemental Allocation to Continue Dual-laning)	\$ 500,000.
17	York	Harris Grove (Route 704) - East (Supplemental Allocation for Dual-laning)	250,000.
58	Henrieville	Suffolk - Magnolia (Supplemental Allocation for Dual-laning)	200,000.
58	Southampton	Franklin - Courtland (Supplemental Allocation)	175,000.
60	James City	West Williamsburg - West (Supplemental Allocation for Reconstruction)	50,000.
166	Norfolk	Bridge over Southern Branch Elizabeth River (Supplemental Allocation)	275,000.
166	Princess Anne	Route 13 (Diamond Springs) - Route 60 (Supplemental Allocation for Dual-laning)	275,000.
166	Norfolk	Route 64 - Route 165 at Great Bridge (Begin Dual-laning)	325,000.
258	Isle of Wight	South Windsor - South (Continue Reconstruction)	50,000.
Total, Rural Primary System Construction			\$ 2,100,000.
1962-63 Suffolk District Total			\$23,816,256.

FREDERICKSBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 87,888.
Urban Federal-aid (Exclusive of Planning) =	31,180.
Matching Urban Federal-aid =	15,590.
Preliminary Engineering (Rural Primary=\$104,166.) = (Interstate = 82,821.)	186,987.
Rights of Way (Rural Primary=\$577,049.) = (Interstate = 230,058.)	807,107.
New Signs and Signals =	25,000.
Planning (Urban = \$ 713.) (Rural Primary= 21,219.) = (Interstate = 33,034.)	56,966.
<b>Total =</b>	<b>\$ 1,210,718.</b>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
95	Stafford, Spotsylvania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 2,000,746.
<b>Total, Interstate System Construction</b>			<b>\$ 2,000,746.</b>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Caroline	Spotsylvania County Line - South (Asphaltic Concrete Surfacing)	\$ 44,000.
Alt. 1	Spotsylvania	Route 208 - S.C.L. Fredericksburg (Asphaltic Concrete Surfacing on North Bound Lane)	25,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
2 & 301	Caroline	Route 30 - North (Asphaltic Concrete Surfacing)	\$ 65,000.
3	Stafford	Fredericksburg - East (Asphaltic Concrete Surfacing)	27,000.
3	Spotsylvania	Relocation of Int. Routes 3 and 20 at Wilderness Run (Supplemental Allocation, Fredericksburg District's Share)	50,000.
3	Spotsylvania	West Fredericksburg - West (Supplemental Allocation to Continue Reconstruction)	300,000.
3	Westmoreland	King George County Line - East (Supplemental Allocation for Reconstruction of Sections)	150,000.
3	Westmoreland	Route 347 (Westmoreland State Park) - West (Asphaltic Concrete Surfacing)	25,000.
14	King & Queen	Bridge and Approaches Burnt Mill Creek West of Route 33 (Supplemental Allocation for Reconstruction)	50,000.
17	Gloucester	Ark Post Office - North and South (Asphaltic Concrete Surfacing)	14,000.
17	Caroline	Mount Creek - Warm Creek (Supplemental Allocation for Reconstruction)	125,000.
30	King William	Between Mangohick and Central Garage (Supplemental Allocation for Reconstruction)	75,000.
33	Middlesex	Village of Deltaville (Supplemental Allocation for Curb and Outer, Sidewalk and Widening)	50,000.
200	Northumber- land	Wisomiso Church - North and South (Supplemental Allocation for Reconstruction of Sections)	100,000.
200	Northumber- land	Tipers Bridge over Great Wisomiso River (Replace Deck on Draw Span)	50,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
208	Spotsylvania	Between Spotsylvania Court House and Louisa County Line (Recondition Sections)	\$ 50,000.
301	King George	South Potomac River Bridge - South (Continue Dual-laning)	950,000.
360	Essex	West Brays Fork - West (Partial Allocation to Widen and Surface Two Gaps with Asphaltic Concrete)	50,000.
360	Essex & Richmond	Downing Bridge and Approaches at Tappahannock (Supplemental Allocation)	300,000.
Total, Rural Primary System Construction			<hr/> \$ 2,500,000. <hr/>
1962-63 Fredericksburg District Total			<hr/> \$ 5,711,464. <hr/> <hr/>

DULPEPER DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) -	\$ 542,940.
Urban Federal-aid (Exclusive of Planning) -	742,789.
Matching Urban Federal-aid - (Including Arlington County's 50%)	558,466.
Preliminary Engineering (Rural Primary=\$125,000.) - (Interstate = 519,405.)	644,405.
Rights of Way (Rural Primary=\$1,263,909.) - (Interstate = 3,246,282.)	4,510,191.
New Signs and Signals -	104,000.
Planning (Urban = \$ 16,966.) (Rural Primary= 43,791.) - (Interstate = 247,179.)	307,936.
<b>Total -</b>	<b>\$ 7,410,727.</b>

ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

66	Prince William, Fairfax & Arlington	Between Gainesville and Theodore Roosevelt Memorial Bridge (Supplemental Allocation)	\$ 5,000,000.
95	Fairfax & Prince William	Woodbridge - North and South (Supplemental Allocation)	3,557,780.
495 (Old 413)	City of Alexandria & Fairfax County	Capital Beltway (Supplemental Allocation)	2,000,000.
<b>Total, Interstate System Construction</b>			<b>\$ 12,557,780.</b>

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>RURAL CONSTRUCTION</u>	
1	Fairfax	Between Penn-Dew and Snake Hill (Supplemental Allocation for Widening to Six Lanes)	\$ 150,000.
1	Fairfax	Hybla Valley Area (Correction of Drainage)	40,000.
1	Prince William	Improvement of Intersection of Routes 1 and 123 at Woodbridge (Supplemental Allocation)	70,000.
3 & 20	Orange	Relocation of Intersection at Wilderness Run (Supplemental Allocation, Culpeper District's Share)	50,000.
6	Fluvanna	West Fork Union - West (Supplemental Allocation for Reconstruction)	60,000.
7 & 15	Loudoun	Leesburg By-Pass (Partial Allocation from Route 7 to Route 15 North)	125,000.
15	Prince William	Loudoun County Line - South (Asphaltic Concrete Surfacing)	92,000.
17	Fauquier	North Stafford County Line - Bealeton (Supplemental Allocation)	165,000.
17	Fauquier	Bealeton - Opal (Continue Reconstruction)	335,000.
20	Orange	Barboursville - North (Supplemental Allocation for Reconstruction)	25,000.
28	Prince William	Nokesville By-Pass - South (Continue Reconstruction)	100,000.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
28	Prince William	North Hokesville - North (Supplemental Allocation)	\$ 140,000.
28	Prince William	Near Manassas Park (Supplemental Allocation for Left-turn Lanes at Intersection Routes 1501 and 616)	35,000.
28	Fairfax	South Centreville - Route 66 (Supplemental Allocation for New Construction)	60,000.
29	Culpeper	South Culpeper - South (Supplemental Allocation for Reconstruction at Hospital Entrance)	140,000.
29	Albemarle	South Charlottesville - South (Supplemental Allocation to Continue Reconstruction)	300,000.
29	Albemarle	North Charlottesville - North (Continue Dual-laning)	200,000.
29A	Albemarle	Charlottesville By-Pass (Supplemental Allocation, From Route 250 West to Route 29 South)	250,000.
123 & 7	Fairfax	Interchange at Tysons Corner (Partial Allocation)	400,000.
123	Fairfax	McLean By-Pass (Supplemental Allocation)	45,000.
211	Rappahannock	Reconstruction at Massies Corner	175,000.
340	Loudoun	West Virginia State Line - Maryland State Line (Asphaltic Concrete Surfacing)	8,000.



GULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Louisa	Bridge and Approaches South Anna River (Supplemental Allocation for New Bridge)	\$ 35,000.
Total, Rural Primary System Construction			\$ 3,000,000.
1962-63 Gulpaper District Total			\$ 22,968,507.

URBAN FEDERAL-AID PROJECTS

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

50	Arlington	Between Theodore Roosevelt Memorial Bridge and Court House Road (Supplemental Allocation for Reconstruction to Six Lanes Divided)	\$ 200,000.
120	Arlington	Between North Upland Street and Chain Bridge (Supplemental Allocation for Reconstruction to Four Lanes Divided)	230,000.
120	Arlington	Between South Joyce Street and Route 1 (Supplemental Allocation for Reconstruction to Four Lanes Divided)	118,286.
120	Arlington	Between Route 29 & 211 and Rock Spring Road, North of Route 309 (Supplemental Allocation for Reconstruction to Four Lanes Divided)	200,000.
Total *			\$ 748,286.

STAUNTON DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 532,482.
Urban Federal-aid (Exclusive of Planning) =	236,019.
Matching Urban Federal-aid =	118,009.
Preliminary Engineering (Rural Primary=\$108,333.) (Interstate = 535,612.) =	643,945.
Rights of Way (Rural Primary=\$ 482,694.) (Interstate = 1,487,813.) =	1,970,507.
New Signs and Signals =	39,000.
Planning (Urban = \$ 5,391.) (Rural Primary= 32,677.) = (Interstate = 226,571.)	264,639.
<b>Total =</b>	<b>\$ 3,804,601.</b>

ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	Allegheny	Clifton Forge - West (Supplemental Allocation)	\$ 3,000,000.
66	Frederick & Warren	Route 81 - East	3,000,000.
81	Rockbridge & Augusta	Botetourt County Line - North (Supplemental Allocation)	1,000,000.
81	Rockingham	Harrisonburg By-Pass - North and South (Supplemental Allocation)	1,000,000.
81	Frederick, Warren & Shenandoah	Winchester - North and South (Supplemental Allocation)	2,939,086.
<b>Total, Interstate System Construction</b>			<b>\$ 12,939,086.</b>

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>RURAL CONSTRUCTION</u>	
33	Rockingham	East Harrisonburg - East (Supplemental Allocation to Continue Dual-laning)	\$ 750,000.
39	Rockbridge	In Goshen - South (Supplemental Allocation for Reconstruction, Including Curb and Gutter)	25,000.
39	Bath	Top of Warm Springs Mountain - East (Asphaltic Concrete Surfacing)	25,000.
42	Shenandoah	Between Woodstock and Columbia Furnace (Supplemental Allocation to Continue Reconstruction)	45,000.
42	Rockingham	Route 260 Near Timberville - Broadway (Supplemental Allocation for Four-laning)	200,000.
50	Frederick	West Hayfield Post Office - West Gore (Supplemental Allocation to Continue Reconstruction)	300,000.
159	Alleghany	Route 60 - Route 311 (Asphaltic Concrete Surfacing)	90,000.
211	Page	West Rappahannock County Line - West (Supplemental Allocation for Reconstruction)	300,000.
256	Augusta	Between Routes 11 and Grottoes (Begin Reconstruction)	250,000.

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
276	Augusta	Between Rockingham County Line and Route 256 at Weyers Cave (Reconstruct Gap)	\$ 80,000.
340	Clarke	Berryville - West Virginia State Line (Asphaltic Concrete Surfacing)	35,000.
322	Frederick	Winchester - West (Supplemental Allocation for Dual-laning)	500,000.
Total, Rural Primary System Construction			\$ 2,600,000.
1962-63 Staunton District Total			\$ 19,343,687.