

**Minutes  
of  
Meeting of State Highway Commission of Virginia  
Richmond, Virginia  
March 21, 1963**

The State Highway Commission of Virginia met at the Central Highway Office in Richmond, Virginia at 10:00 A.M. on March 21, 1963. The Chairman, H. H. Harris, presided.

Present: Messrs. H. H. Harris, W. R. Chilton, S. S. Flythe, R. S. Holland, George C. Landrith, W. M. Sclater, Jr., Tucker C. Watkins, Jr., and R. S. Weaver, Jr. Absent due to illness, Burgess E. Nelson.

On motion of Mr. Sclater, seconded by Mr. Holland, minutes of the meeting of February 21, 1963, were approved.

Motion was made by Mr. Sclater, seconded by Mr. Holland, that permits issued from February 21, 1963 to March 20, 1963, inclusive, as shown in records of the Department, be approved. Motion carried.

On motion of Mr. Sclater, seconded by Mr. Holland, cancellation of permits from February 21, 1963, to March 20, 1963, inclusive, as shown in records of the Department, was approved.

Mr. Tucker C. Watkins, Jr., asked that he be relieved of the duties of Secretary of the Commission and on motion of Judge Weaver seconded by Mr. Landrith, Mr. Watkins' resignation was accepted and Mr. S. S. Flythe was appointed secretary, effective immediately.

On motion of Judge Weaver, seconded by Mr. Sclater, the Commission approved Tentative Allocation of Interstate and Primary Construction Funds for the fiscal year 1963-64 as set forth on sheets attached to these minutes. Public hearings on these allocations were set for May 23 at Roanoke for the Bristol, Salem, Staunton and Lynchburg Districts, and at Richmond on May 24 for the Richmond, Suffolk, Fredericksburg and Calpaper Districts.

Moved by Mr. Sclater Seconded by Mr. Holland that,  
 the Commission confirm letter ballot action on bids received  
 March 13, 1963, for the following projects:

Route 6, Project 0006-037-104, C504, B601

1.247 Mi. W. Georges Tavern - 1.029 Mi. W. Byrd Cr. - Cochland  
 County - Award contract to low bidder, E. A. Hynn, Virgilus, Va.  
 Bid \$207,019.85

10% for engineering and additional work 20,701.98  
 Work by State Forces 1,677.50

Amount chargeable to project, \$229,400.00

Funds: State, \$229,400.00;

\$79,400.00 to be provided for in the 1963-64 Primary Construction  
 Allocation.

Route 36, Project 0036-116-072, C501, B601

Int. Kenwood Ave. - Int. Rt. 10 (Randolph Street) - City of Hopewell  
 Award contract to low bidder, R & S Constr. Co., Roanoke, Va. and  
 Short Paving Co., Inc., Petersburg, Va.

Bid \$895,734.99

10% for engineering and additional work 89,573.49

Work by State Forces 7,281.00

Right of Way 38,000.00

Utilities 47,850.00

Railroad 19,144.00

Flagging 1,100.00

Flashing Signal -701 13,135.00

Flashing Signal -702 35,843.00

Flashing Signal -703 31,147.00

Amount chargeable to project, \$1,178,800.00

Funds: State, \$276,400.00; Federal, \$622,400.00; City of Hopewell,  
 \$276,400.00; SAL R.R., \$1,800.00; M&W RR, \$1,800.00

✓ Route 81, Project 0081-086-003, P403, Contr. 6; 0081-086-004, P401, B613

B619 - 0.015 Mi. W. Int. 11 (Spur) - 4.655 Mi. W. Smyth-Wythe CL -  
 Smyth County - Award contract to low bidder, Adams Construction Co.,  
 Roanoke, Va.

Bid REGULAR \$1,079,951.53

10% for engineering and additional work 107,995.15

Work by State Forces 873.00

Amount chargeable to project, \$1,188,800.00

Funds: State, \$119,350.00; Federal, \$1,069,450.00

\$1,188,800.00 to be provided for in future interstate construction  
 allocations.

✓ Project 0081-  
 Route 81-088-002, B607, B619, B608, B620, B609, B621, B610, B622, B612, B629,  
 Contract 3 - 0.290 Mi. W. Reed Cr. (W. Wytheville) - 0.347 Mi. W.  
 M&W RR O'Pass (E. Wytheville) - Wythe County - Award contract to low  
 bidder, Pendleton Construction Corp., Wytheville, Va.

Bid REGULAR \$1,079,711.35

10% for engineering and additional work 107,971.13

Work by State Forces 356.00

Amount chargeable to project, \$1,188,050.00

Funds: State, \$118,800.00; Federal, \$1,069,250.00 - 10 Bridges Only

\$1,188,050.00 to be provided for in Future Interstate Construction  
 Allocations.

Route 495, Project 0413-100-071, B901; 0413-029-002, P401, S901  
 .737 Mi. W. Va. 241 - 1.248 Mi. E. Va. Rt. 350; .446 Mi. E. Rt. 1-  
 1.163 Mi. E. 350 (Shirley Mem. Hwy.) - City of Alexandria and  
 Fairfax County - Award contract to low bidder, Wright Contracting  
 Co., Odenton, Maryland

Bid	REGULAR	\$1,529,591.53
10% for engineering and additional work		152,959.15
Work by State Forces		741.00

Amount chargeable to project, \$1,683,300.00  
 Funds: State, \$168,700.00; Federal, \$1,514,600.00  
 \$1,683,300.00 to be provided for in 1963-64 Interstate Construction  
 Allocation.

Route 599, Project 0599-114-102, C501, B601  
 Int. 134-A (Magruder Blvd.) - N.A.S.A. Gate - City of Hampton

Bid	REGULAR	\$712,521.48
10% for engineering and additional work		71,252.14
Work by State Forces		457.00
Right of Way		146,300.00
Utilities		1,100.00
Preliminary engr.		23,400.00

Amount chargeable to project, \$955,050.00  
 Funds: State, None; Federal, \$955,050.00

Route 626, Project 0626-037-105, C501  
 0.535 Mi. E. Int. 612 - 0.020 Mi. W. Int. 621 - Goochland County  
 Award contract to low bidder, F. G. Pruitt, Inc., Richmond, Va.

Bid	REGULAR	\$41,541.80
10% for engineering and additional work		4,154.18
Work by State Forces		208.00

Amount chargeable to project, \$45,900.00  
 Funds: State, \$22,950.00; Federal, \$22,950.00

Route 628, Project 0628-078-102, C501  
 Int. 699 (W. Flint Hill) - Int. 630 - Rappahannock County  
 Award contract to low bidder, Moyer Construction Co., Staunton, Va.

Bid		\$77,649.25
10% for engineering and additional work		7,764.92
Work by State Forces		208.00

Amount chargeable to project, \$85,600.00  
 Funds: State, \$42,800.00; Federal, \$42,800.00  
 \$35,600.00 to be provided for in the County's 1963-64 Matched  
 Secondary Federal Aid Funds.

Route 632, Project 0632-072-009, C501, B602  
 Bridge & Approaches over Johns Creek E. of Maggie - Craig County  
 Award contract to low bidder, Robertson Construction Co., Inc.,  
 Roanoke, Va.

Bid		\$35,344.70
10% for engineering and additional work		3,534.47
Work by State Forces		208.00

Amount chargeable to project, \$39,100.00  
 Funds: State, \$19,550.00; Federal, \$19,550.00 - Bridge & Approaches  
 \$9,100.00 to be provided for in the County's 1963-64 Matched  
 Secondary Federal Aid Funds.

Route 635, Project 0635-005-110, C501

1.194 Mi. N. Int. 643 (Pedlar Mills) - 0.145 Mi. S. Int. 610  
Amherst County - Award contract to low bidder - W. W. Tuck - Son,  
Virginia, Va.

Bid	\$111,687.66
10% for engineering and additional work	11,168.76
Seeding	4,840.00

Amount chargeable to project, \$127,700.00

Funds: State, \$127,700.00

\$474.00 to be provided for in the County's 1963-64 Secondary Budget  
Funds:

Route 612 & 669, Project 0663-076-123, C501; 0612-076-118, C501; 114, C501,  
117, B609; 0612-029-103, C501

0.534 Mi. W. Int. 644 - 0.568 Mi. S. Raloc. Rt. 614 & Int. 663 -  
0.237 Mi. E. Fairfax C.L. - Prince William & Fairfax Counties  
Award contract to low bidder - Arlington Asphalt Company, Arlington, Va.

Bid	REGULAR	\$310,761.97
10% for engineering and additional work		31,076.19

Amount chargeable to project, \$341,850.00

Prince William Co. - \$257,850.00

Fairfax County - 84,000.00

Funds: State, \$341,850.00

\$154,050.00 to be provided for in the County's 1963-64 and  
Subsequent Secondary Budget Funds;

\$33,000.00 to be provided for in the County's 1963-64 and  
Subsequent Secondary Budget Funds.

Route 698, Project 0698-034-108, C501, C502

0.044 Mi. W. Int. W. Va. Rt. 6 - 1.298 Mi. E. Int. Va. Rt. 734  
Frederick Co. (Va.) and Hampshire Co. (W. Va.) - Award contract to  
low bidder, Moyer Construction Co., Staunton, Va.

Bid	\$126,538.64
10% for engineering and additional work	12,653.86

Amount chargeable to project, \$139,200.00

State of West Va. - \$41,000.00

State of Va. - \$98,200.00

Funds: State, \$98,200.00 (Va.) - \$41,000.00 (West Va.)

\$41,000.00 available from West Virginia when requirements of  
Agreement, dated Sept. 14, 1962, are met. \$67,200.00 to be provided  
for in the County's 1963-64 and Subsequent Secondary Budget Funds.

Motion carried.

Moved by Mr. Bclater, seconded by Judge Weaver, that the Commission  
reject bids received March 20, 1963, for the construction of  
Project 0166-075-101, C501 - Removing Muck at Lake Smith -  
Princess Anne County, now known as the City of Virginia Beach.  
Motion carried.

Moved by Mr. Sclater                      Seconded by Mr. Holland                      that,  
WHEREAS, a request has been received from the Virginia Military Institute for the widening of Maiden Lane, a part of Route 303 in the grounds of the Institute, from one lane to two lanes; and  
WHEREAS, this improvement is necessary and desirable to provide access to new buildings under construction; and  
WHEREAS, the estimated cost of \$6,000 is available in the Staunton District Primary System Reserve Fund; therefore,  
BE IT RESOLVED, that \$6,000 be allocated from the Staunton District Primary System Construction reserve for the requested improvement. Motion carried

MOVED by Mr. Sclater                      Seconded by Mr. Holland                      that,  
WHEREAS, numerous accidents have occurred at a hazardous curve on Route 360 in Pittsylvania County, about one mile east of Danville; and  
WHEREAS, a study by the Department's Maintenance and Traffic engineers has determined that superelevation of the curve would contribute to the safety of the highway and could be carried out at an estimated cost of \$5,000; therefore,  
BE IT RESOLVED, that the sum of \$5,000 be allocated from the Lynchburg District Construction Reserve Fund to take care of this improvement. Motion carried.

Moved by Mr. Sclater                      Seconded by Mr. Chilton                      that,  
WHEREAS, Route 96 in Halifax County has been altered and reconstructed as shown on plans for Project 0096-041-101-102,C-501, and  
WHEREAS, eight 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 33-76.5 of the Code of Virginia of 1950, as amended, 1.67 mile of the old road on Project 0096-041-101-102,C-501, shown in blue and designated as Sections 1, 2, 3, 4, 5, 6, 7 and 8 on the plat dated January 31, 1963, be abandoned as a part of the State Highway System. Motion carried.

Moved by Mr. Landrith                      Seconded by Judge Weaver                      that,  
The section of Route 28 from the connection with Interstate Route 66 (near Centreville) to the intersection with Route 50 (near Chantilly) in Fairfax County, beginning at and shown as Station 606+92.17 (606+83, Utc. NBL) on the plans for State Project: 0066-029-102, RW-2, and extending in a northerly direction to Station 800+90 on the plans for State Project: 0028-029-104,C-501, including any necessary relocations, interchanges, ramps, flared intersections, etc, be designated as a Limited Access Highway in accordance with the Article 3, Chapter 1, Title 33, of the 1950 Code of Virginia, amended. Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Shenandoah County has requested Industrial Access funds for providing proper access to Frye Furniture Industries, Incorporated, located just east of the ECL of Strasburg, access being estimated to cost \$10,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of Industrial Access funds, including the guaranteeing of right of way.

NOW, THEREFORE, BE IT RESOLVED, that \$10,000 from the Industrial Access fund for 1963-64 be assigned for the improving of access to Frye Furniture Industries, Incorporated, Project 0814-085-115,C-501; provided that the right of way for this project be furnished at no cost to the Commonwealth. Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads to industrial sites on which manufacturing processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Hansemond County has requested Industrial Access funds for providing proper access to the Virginia-Carolina Chemical Corporation's new plant, located just south of Suffolk and east of Route 13, access being estimated to cost \$50,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of Industrial Access funds, including the guaranteeing of right of way.

NOW, THEREFORE, BE IT RESOLVED, that \$50,000 from the Industrial Access fund for 1963-64 be assigned for the improving of access to Virginia-Carolina Chemical Corporation's new plant, Project 0731-061-126,C-501; provided that the right of way for this project be furnished at no cost to the Commonwealth. Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "be expended by the Commission for constructing, reconstructing, maintaining or improving access roads to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Chesterfield County has requested Industrial Access funds for the strengthening of Routes 827 and 618 (estimated to cost \$60,000) to accommodate the increased hauling and traffic which is being generated by the more than 60% expansion of the Allied Chemical Corporation plant in the Bermuda Hundred area; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy in the use of Industrial Access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$60,000 from the Industrial Access fund for 1963-64 be assigned for the purpose of strengthening 2.7 miles of Routes 827 and 618, Project 0827-020-115, C501, so as to serve the increased usage of the road generated by the 2,200 people presently employed by Allied Chemical Corporation. Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
WHEREAS, Section 33-136. 1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Pulaski County has, by resolution, requested a commitment from the Highway Commission that Industrial Access funds will be assigned to provide access to a proposed industrial site upon advice that the Appalachian Power Company has purchased the site, which is now under option; has entered into an agreement for the erection of an industrial building of approximately 50,000 square foot capacity, estimated to cost \$250,000, and that the necessary right of way for the access road has been furnished at no cost to the Commonwealth, this access being estimated to cost \$15,000.

NOW, THEREFORE, BE IT RESOLVED, that \$15,000 from the Industrial Access fund for 1963-64 be assigned for the providing of access to this proposed industry, contingent upon advice (1) that the property has been purchased, (2) that the Appalachian Power Company has entered into a contract agreement for the erection of the building, (3) that the necessary right of way has been provided at no cost to the Commonwealth, and (4) that a tenant for the building has signed a contract for occupancy. Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads to industrial sites on which manufacturing processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Russell County has requested Industrial Access funds for providing proper access to Honaker Mills, Incorporated, estimated to cost \$50,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of Industrial Access funds, including the guaranteeing of right of way.

NOW, THEREFORE, BE IT RESOLVED, that \$ 50,000 from the Industrial Access fund for 1963-64 be assigned for the improving of access to Honaker Mills, Incorporated, Project 0637-083-117,C501; provided that the right of way for this project be furnished at no cost to the Commonwealth. Motion carried.

Moved by Mr. Flytha Seconded by Judge Weaver that,

WHEREAS, the Commonwealth did acquire all of those two certain parcels of land known as Lots 44 & 45, Dale-View Manor Subdivision, by deeds from Lynwood D. Tart and Ruth O. Tart, and John J. Judge, Marjorie C. Judge and Cyrena F. Cooley, and recorded in the office of the Clerk of the Circuit Court of Fairfax County in Deed Book 2199, Page 97 and Deed Book 2203, Page 262 respectively in connection with Interstate Route 66, State Highway Project 0066-029-103; and

WHEREAS, a portion of each of the said parcels is required for the limited access right of way of said Route and Project; and

WHEREAS, a new easement for the relocated facilities of the Virginia Electric and Power Company is to be conveyed to the said Virginia Electric and Power Company to pass over another portion of each of said parcels; and

WHEREAS, the State Highway Commissioner has certified in writing that the remainder of the said parcels, including the underlying fee beneath and subject to the proposed easement to the Va. Electric and Power Company, and lying north of the north limited access right of way line of said route 66, does not constitute a section of the public road and is no longer necessary for the uses of the State Highway System, and has recommended that same be advertised and sold to the highest bidder.

NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia as amended, the State Highway Commissioner is hereby authorized to advertise and sell the said parcels of land so certified to the highest bidder at a price recommended by the State Right of Way Engineer, and is authorized to execute in the name of the Commonwealth a deed or deeds conveying such land without warranty to the successful bidder, including any and all appurtenances thereunto belonging, and subject to such terms and conditions as the said State Highway Commissioner may deem requisite. Motion carried.



Moved by Mr. Sclater      Seconded by Mr. Chilton      that,  
WHEREAS, Route 354 in Lancaster County has been altered and  
reconstructed as shown on plans for Project 0354-051-103,C-501;and  
WHEREAS, five sections of the old road are no longer necessary  
as a public road, the new road serving the same citizens as the old  
road;and three sections of the old road are no longer necessary for  
purposes of the State Highway System, a new road having been con-  
structed in lieu thereof;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5  
of the Code of Virginia of 1950, as amended, 0.75 mile of the old  
road, shown in blue and designated as Sections 2, 3, 4, 5 and 7 on  
the plat dated September 4, 1962, Project 0354-051-103,C-501, be  
abandoned as a part of the State Highway System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-76.1 of the  
Code of Virginia of 1950, as amended, 1.10 miles of the old road,  
shown in yellow and designated as Sections 1, 6 and 8 on the plat  
and project referred to hereinabove, be discontinued as a part of  
the State Highway System. Motion carried.

Moved by Mr. Chilton      Seconded by Mr. Sclater      that,  
WHEREAS, in accordance with the provisions of Section 128 of  
Title 23 - Highways, United States Code, a Public Hearing was held  
in the Northumberland County Court House, Heathsville, Virginia, at  
10:00 A.M., October 26, 1962, concerning the proposed construction  
of Route 200 from 0.952 miles south of the south intersection of  
Route 607 to 0.044 miles south of Tiper's Ferry Bridge, State Project  
0200-051-101, C501, 0200-066-101, C501,C502,C503,C504, Federal  
Project 8-443(3),

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

WHEREAS, the economic effects of 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 construction of this project be approved  
in accordance with the general plan as proposed and presented by the  
Engineering Division of the Department of Highways.

This proposed work consists of the reconstruction of the exist-  
ing road along the present facility. Motion carried.

Moved by Mr. Flythe, Seconded by Judge Weaver that,  
WHEREAS, in connection with Project 1333-05 on Route 602 in Franklin County the Commonwealth did acquire in 1952 certain rights of way for the improvement of the said Route and project; and

WHEREAS, in connection with Project 0602-033-122, C-501 the Commonwealth did relocate and reconstruct a portion of said Route 602 in 1962; and

WHEREAS, by resolution duly adopted at its meeting on January 21, 1963 the Board of Supervisors of Franklin County, in accordance with the provisions of Section 33-76.12 of the 1950 Code of Virginia as amended, did abandon as a public road certain sections of said Route 602 as so relocated; and

WHEREAS, the State Highway Commissioner has certified in writing that the portions of the former location of Route 602 so abandoned from its intersection with Route 40 to a point on the new southwest right of way line of relocated Route 602 opposite approximate survey Station 42+50 and from a point on the new northeast right of way line of said relocated Route 602 opposite approximate Station 43+00 to a point on same opposite approximate Station 48+55 do not constitute sections of the public road and are deemed no longer necessary for the uses of the State Highway System.

NOW, THEREFORE, in accordance with the provisions of Section 33-76.11 of the 1950 Code of Virginia as amended, the conveyance of the right of way of the said sections of former location of Route 602 so certified to the owner or owners of record of the adjoining lands, for such consideration or considerations as may be recommended by the State Right of Way Engineer, is hereby approved, and the State Highway Commissioner is hereby authorized to execute in the name of the Commonwealth a deed or deeds of quitclaim conveying said sections of right of way accordingly. Motion carried.

Moved by Mr. Landrith Seconded by Mr. Chilton that,  
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Alexandria 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 Alexandria on additional streets totaling 6.69 miles that have been brought up to standards required by this section of the Code effective beginning the fourth quarter, April 1, 1963, for payment due after June 30, 1963. The additional mileage of streets eligible for payment, described as follows:

N. Beauregard	- From Seminary Rd. to King St.	- 0.75 Mi
N. Bennett Street	- From Sterling Ave. to Saylor Place	- 0.06 Mi
Cameron Mills Road	- From Manor Rd. to N. Overlook Drive	- 0.22 Mi
Cathedral Street	- From Trinity Dr. N. to Cul-de-sac	- 0.18 Mi
Clovercrest Drive	- From Cloverway to Vassar Road	- 0.07 Mi
Courtney Avenue	- From S. Van Dorn E. to Dead End	- 0.27 Mi
Dartmouth Road	- From Cambridge Road to Crown View Dr.	- 0.23 Mi
Daves Avenue	- From Seminary Road to Cul-de-sac	- 0.21 Mi
Edsall Road	- From Reynolds St. to S. Pickett St.	- 0.07 Mi
Forrestal Ave.	- From Shelley St. to Stevens St.	- 0.13 Mi
N. Gaillard St.	- From Seminary Road South	- 0.15 Mi

S. Gordon St.	- From Wheeler Ave. North	- 0.04 Mi.
Holmes Run Pkwy.	- From Pagram St. to Boundary	- 0.10 Mi.
Ivanhoe Place	- From Ivanhoe St. to Cul-de-sac	- 0.03 Mi.
N. Ivanhoe St.	- From Seminary Rd. to Alexandria Hoop.	- 0.25 Mi.
Jasper Place	- From S. Jenkins St. to Cul-de-sac	- 0.10 Mi.
S. Jenkins St.	- From Venable Ave. to Vermont Ave.	- 0.11 Mi.
Juliana Place	- From LaSalle Ave. to Cul-de-sac	- 0.15 Mi.
Juniper Place	- From N. Jordan St. to Cul-de-sac	- 0.13 Mi.
La Salle Avenue	- From N. Pickett St. to Juliana Place	- 0.10 Mi.
Nob Hill Court	- From Seay Street to Cul-de-sac	- 0.08 Mi.
Norwood Place	- From Cameron Mills Rd. to Cul-de-sac	- 0.05 Mi.
Orleans Place	- From Gaillard St. to Cul-de-sac	- 0.10 Mi.
Peacock Avenue	- From N. Jordan St. to N. Latham St.	- 0.15 Mi.
Pagram St.	- From Holmes Run Pkwy. to S. of Tansy	- 0.17 Mi.
S. Pickett St.	- From S. Van Dorn W. to City Limits	- 0.40 Mi.
Polk Avenue	- From N. Pagram St. to Palmer Place	- 0.07 Mi.
Prospect Place	- From Sutton Place to Talbot Place	- 0.09 Mi.
Saylor Place	- From W. of Bennett St. to E. of Bennett	0.17 Mi.
Seay Street	- From Longview Dr. to Nob Hill Court	- 0.05 Mi.
Shelley St. N.	- From 0.03 Mi. S. of Gary Ave. to Dead End	- 0.08 Mi.
Sterling Avenue	- From Quaker Lane W. to Cul-de-sac	- 0.18 Mi.
St. Johns Place	- From Forrestal Ave. to Cul-de-sac	- 0.05 Mi.
St. Stephens Dr.	- From S. of Seminary Rd. to Dead End	- 0.19 Mi.
Sutton Place	- From N. Pagram St. to Prospect Place	- 0.07 Mi.
Talbot Place	- From N. Pagram St. to Prospect Place	- 0.07 Mi.
Trinity Drive	- From Quaker Lane to Princeton Blvd.	- 0.23 Mi.
Vassar Place	- From Dartmouth Ave. to Cul-de-sac	- 0.07 Mi.
Vassar Road	- From Dartmouth Ave. to point N. of Clovercrest	- 0.09 Mi.
Fillmore Ave.	- From Beauregard St. W. to end	- 0.09 Mi.
Wheeler Ave.	- From S. Gordon St. E. & W. to Property Line	- 0.28 Mi.
Woodland Drive	- From S. Pickett St. to Quarter Master Drive	- 0.09 Mi.
S. 28th Street	- From King St. S. to End	- 0.08 Mi.
S. Pickett Street	- From S. Van Dorn St. East	- 0.24 Mi.
N. Latham Street	- From Tansy Ave. to Peacock Ave.	- 0.20 Mi.

The above additions totaling 6.69 miles will increase the total mileage in the City of Alexandria from 149.28 miles to 155.97 miles of approved streets. Motion carried.

Moved by Mr. Landrith Seconded by Mr. Chilton that  
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia,  
1950, as amended, request is made by the City of Waynesboro for pay-  
ment 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  
Waynesboro on additional streets totaling 0.64 mile that have been  
brought up to standards required by this section of the Code, effective  
beginning April 1, 1963 for the quarterly payment due after June 30,  
1963. The additional mileage of streets eligible for payment, des-  
cribed as follows:

Summercrest Ave.	- From W. Main St. to 420' S. of W. Main St.	-0.08 Mi.
Summercrest Ave.	- From 420' S. of W. Main St. to Mt. Vernon	-0.03 Mi.
Summercrest Ave.	- From Cortland St. to Mt. Vernon St.	-0.07 Mi.
Chatham Rd.	- From Greenbrier Rd. to Hollins Rd.	-0.24 Mi.
Fireglow Ave.	- From Cortland St. to W. Corp. Line	-0.04 Mi.
Seybert Ave.	- From Park Road to W. Main St.	-0.07 Mi.
Park Road	- From Alphin Ave. to Seybert Ave.	-0.06 Mi.
Hemlock Ave.	- From King Ave. to Florence Ave.	-0.05 Mi.

The above additions totaling 0.64 mile will increase the  
total mileage in the City of Waynesboro from 54.60 miles to 55.24  
miles of approved streets. Motion carried.

Moved by Mr. Landrith Seconded by Mr. Chilton that,  
WHEREAS, under authority of Section 33-113.2 of the Code  
of Virginia, 1950, as amended, request is made by the City of Hopewell  
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  
Hopewell on additional streets totaling 3.70 miles that have been  
brought up to standards required by this section of the Code,  
effective beginning the third quarter, January 1, 1963, for payment  
due on April 1, 1963, the additional mileage of streets eligible for  
payment, described as follows:

Vinton Street	- From Marion Ave. to 220 Ft. West	- 0.042 Mi.
Warsaw Ave.	- From Marion Ave. to Dead End - West	- 0.066 Mi.
Walnut St.	- From Marion Ave. to Dead End - West	- 0.123 Mi.
Marion Ave.	- From Broadway St. to Vinton St.	- 0.136 Mi.
Broadway St.	- From Radford Dr. to Colonial Dr.	- 0.095 Mi.
Colonial Dr.	- From River Road to Colonial Dr.	- 0.225 Mi.
S. Radford Dr.	- From River Road to Dead End	- 0.095 Mi.
Lee Street	- From S. City Point Road to Wagner Ave.	- 0.045 Mi.
Hoke Ave.	- From Pickett St. to Clingman St.	- 0.049 Mi.
Clingman St.	- From Hoke Ave. to Wagner Ave.	- 0.047 Mi.
Moultrie Ave.	- From Pickett St. to Clingman St.	- 0.047 Mi.

Hill Ave.	- From Pickett St. to Clingman St.	- 0.047 MI.
Atlantic St.	- From Hill Ave. to Moultrie Ave.	- 0.047 MI.
Hooker St.	- From S. City Point Rd. to Hoke Ave.	- 0.051 MI.
Hoke Ave.	- From Hooker St. to Bluefield St.	- 0.072 MI.
Bluefield St.	- From Wagner Ave. to Hoke Ave.	- 0.047 MI.
Bluefield St.	- From Hoke Ave. to Sheridan Ave.	- 0.047 MI.
Sheridan Ave.	- From Bluefield St. to Atlantic St.	- 0.047 MI.
Hill Ave.	- From Richmond St. to Norfolk St.	- 0.229 MI.
Norfolk St.	- From Hill Ave. to Stonewall Ave.	- 0.047 MI.
Stonewall Ave.	- From Norfolk St. to Portsmouth St.	- 0.066 MI.
Portsmouth St.	- From Stonewall Ave. to Hill Ave.	- 0.047 MI.
Portsmouth St.	- From Moultrie Ave. to Hill Ave.	- 0.047 MI.
Suffolk St.	- From Moultrie Ave. to Hill Ave.	- 0.047 MI.
Portsmouth St.	- From Hanover Ave. to Blackstone Ave.	- 0.140 MI.
Evergreen Ave.	- From Esperia St. to Smithfield Ave.	- 0.136 MI.
Smithfield Ave.	- From Esperia St. to Dead End	- 0.127 MI.
Western St.	- From Surry Ave. to Dinwiddie Ave.	- 0.138 MI.
Dinwiddie Ave.	- From Western St. to Woodlawn St.	- 0.081 MI.
Dendron Ave.	- From Woodlawn St. to Dead End	- 0.076 MI.
Virginia St.	- From Edgewood Blvd. to Terrace Ave.	- 0.028 MI.
Stewart Ave.	- From Oaklawn Blvd. to Wise St.	- 0.030 MI.
Wise St.	- From Stewart Ave. to High Ave.	- 0.085 MI.
Wise St.	- From High Ave. to Pine Ave.	- 0.076 MI.
Plant St.	- From High Ave. to Pine Ave.	- 0.080 MI.
Elm St.	- From SAL Railroad to Pine Ave.	- 0.193 MI.
Creastline Blvd.	- From Elm St. to Maple St.	- 0.045 MI.
Maryville Ave.	- From Dublin St. to Granby St.	- 0.044 MI.
Granby St.	- From Maryville Ave. to 250 Ft. East	- 0.047 MI.
Waverly St.	- From Caroline Ave. to Delaware Ave.	- 0.121 MI.
Court House Rd.	- From Arlington Rd. to Maryville Ave.	- 0.203 MI.
Court House Rd.	- From Arlington Rd. to Stewart Ave.	- 0.076 MI.
Tabb Ave.	- From Raleigh St. to Berry St.	- 0.061 MI.
Raleigh St.	- From Stewart Ave. to Tabb Ave.	- 0.042 MI.
Stewart Ave.	- From Berry St. to Raleigh St.	- 0.061 MI.

The above additions totaling 3.70 miles will increase the total mileage in the City of Hopewell from 67.95 miles to 71.65 miles of approved street. Motion carried.

Moved by Mr. Landrith Seconded by Mr. Chilton That,  
**WHEREAS**, the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and  
**WHEREAS**, the Highway Commission has selected certain streets within the Corporate Limits of the City of Charlottesville for such payment, and  
**WHEREAS**, due to annexation by the City on January 1, 1963, it is necessary to amend the selection of such streets, now, therefore

**BE IT RESOLVED**, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, quarterly payments at the base rate of \$4,000 per mile on 2.54 miles of Primary Route extensions within the annexed area of Charlottesville be included in the City's mileage maintenance payments. The additional mileage for payment, described as follows:

Route 29 -South	- From Old City Limits to New City Limits-	0.21 Mi.
Route 29 -North	- From Old City Limits to New City Limits-	0.56 Mi.
Route 250 -West	- From Old City Limits to New City Limits-	0.08 Mi.
Route 250 -East	- From Old City Limits to New City Limits-	0.09 Mi.
Route 20 -South	- From Old City Limits to New City Limits-	0.11 Mi.
Route 250A-	- From Old City Limits to New City Limits-	1.55 Mi.

The mileage for the City of Charlottesville due to annexation of the above Primary Route extensions, increases their mileage by 2.54 miles to a new total of 11.73 miles eligible for maintenance payments at the base rate of \$4,000 per mile annually, affective January 1, 1963, for the quarterly payment due after March 31, 1963.

BE IT FURTHER RESOLVED, that pursuant to Section 39-113.2 of the Code of Virginia, 1950, as amended, quarterly payments at the base rate of \$300 per mile annually be made to the City of Charlottesville on additional streets totaling 22.43 miles and meeting standards required by this section of the Code. The additional mileage of streets eligible for payment, described as follows:

Short 18th St.	- From Old City Limits to 18th St.	- 0.09 Mi.
Chesapeake St.	- From Old City Limits to Riverside	- 0.43 Mi.
E. Market St.	- From Old City Limits to New City Limits	- 0.46 Mi.
18th St.	- From E. Market St. to Short 18th St.	- 0.13 Mi.
Riverview	- From E. Market St. to Chesapeake St.	- 0.08 Mi.
Riverside	- E. Market St. to Chesapeake St.	- 0.09 Mi.
(Broadway St.)		
Carlton Ave.	- From Franklin St. to Old City Limits	- 0.19 Mi.
Franklin St.	- From E. Market St. to Old City Limits	- 0.52 Mi.
Green St.	- From Rougemont Ave. to Old City Limits	- 0.09 Mi.
Palatine Ave.	- From Green St. to Quarry Rd.	- 0.18 Mi.
Rougemont Ave.	- From Green St. to Castalia St.	- 0.12 Mi.
6th St. S.E.	- From Old City Limits to New City Limits	- 0.17 Mi.
Ridge St.	- From Old City Limits South	- 0.12 Mi.
5th St. S.W.	- From Old City Limits to New City Limits	- 0.96 Mi.
Forest Hill Ave.	From Forrest Ridge Rd. W. to Old City L.	- 0.15 Mi.
Forrest Ridge Rd.	From Forest Hill Ave. to Briarcliff Ave.	- 0.07 Mi.
Briarcliff Ave.	- From Forrest Ridge Rd. to Rock Creek Road	- 0.17 Mi.
Laurel Circle	- From Rock Creek Road to End	- 0.07 Mi.
Rock Creek Rd.	- From Old City Limits to Laurel Circle	- 0.03 Mi.
Harris Road	- From 5th St. S.W. to Old City Limits	- 0.49 Mi.
Moseley Dr.	- From Harris Road to Willard Drive	- 0.29 Mi.
Willard Dr.	- From Harris Rd. to Old City Limits	- 0.26 Mi.
Azalea Dr.	- From Old City Limits - South	- 0.13 Mi.
Monte Vista Ave.	From Old City Limits - South	- 0.12 Mi.
Middleton Lane	- From Monte Vista Ave. to McElroy Drive	- 0.12 Mi.
Monroe Park	- From Middleton Lane south to end	- 0.13 Mi.
Old Lynchburg Rd.	From Old City Limits to New City Limits	- 0.30 Mi.
McElroy Drive	- From Middleton Lane to Old City Limits	- 0.12 Mi.
Trost Court	- From McElroy Drive to End	- 0.03 Mi.
Stribling Ave.	From Old City Limits to New City Limits	- 0.28 Mi.
Plateau Rd.	- from Westerly Ave. to Summit St.	- 0.09 Mi.
Westerly Ave.	- From Route 29 to Summit St.	- 0.23 Mi.
Summit St.	- From Route 29 to Westerly Ave.	- 0.13 Mi.
Apple Tree Rd.	- From Route 29 to Stadium Road	- 0.16 Mi.
Barracks Rd.	- From Old City Limits to New City Limits	- 0.32 Mi.

Angus Road	- From Route 29 to Ricky Road	-0.34 Mi.
Linda Court	- From Angus Road to end	-0.08 Mi.
Ricky Road	- From Angus Road to Wayne Avenue	-0.13 Mi.
Wayne Avenue	- From Ricky Road to Angus Road	-0.38 Mi.
Dellmead	- From Ricky Road to Cedar Hill Road	-0.11 Mi.
Cedar Hill Road	- From Wayne Avenue to Angus Road	-0.16 Mi.
Hydraulic Road	- From Rt. 250 Bypass to Route 29	-0.40 Mi.
Rugby Road-Ext'd	- From Old City Limits to Route 250 Bypass	-0.29 Mi.
Brandywine Drive	- From Hydraulic Road to Greenbrier Drive	-0.86 Mi.
Greenbrier Drive	- From Brandywine Dr. to Tarleton Drive	-0.42 Mi.
Tarleton Drive	- From Greenbrier Dr. to Greenbrier Dr.	-0.62 Mi.
Greenbrier Dr.	- From Tarleton Drive to Rio Road	-0.07 Mi.
Banbury Street	- From Tarleton Drive to Tarleton Drive	-0.34 Mi.
Keith Valley Rd.	- Dairy Rd. (old C.L.) to Rt. 250 Bypass	-0.07 Mi.
Keith Valley Rd.	- From St. 250 Bypass to Kenwood Lane	-0.33 Mi.
St. Anne's Road	- From Dairy Rd. to Keith Valley Road	-0.36 Mi.
Meadow Brook Rd.	- From Rt. 250 Bypass to Kenwood Lane	-0.32 Mi.
Meadow Brook Rd.	- From 0.04 Mi. S. of King Mtn. Rd. to Yorktown Drive	-0.29 Mi.
Grove Road	- From St. Anne's Road to end	-0.23 Mi.
King Mtn. Road	- From Brandywine Drive E. to end	-0.28 Mi.
Essex Road	- From Brandywine Dr. to Meadow Brook Rd.	-0.18 Mi.
Warren Lane	- From Meadow Brook Rd. eastward 0.06 Mi.	-0.06 Mi.
Meadowbrook Court	- From Meadow Brook Road to end	-0.05 Mi.
Yorktown Drive	- From Meadow Brook Road to Grove Road	-0.61 Mi.
Bunker Hill Road	- From Yorktown Drive to Jamastown Drive	-0.09 Mi.
Kenwood Lane	- From Keith Valley Road to Lester Drive	- 0.88 Mi.
Rose Hill Drive	- From Old City Limits to end	- 0.06 Mi.
Oakleaf Lane	- From Old City Limits to Rose Hill Drive	-0.01 Mi.
Kenwood Circle	- From Kenwood Lane west to end	-0.04 Mi.
Concord Drive	- From Kenwood Lane to 0.06 Mi. S. of Kenwood Lane	0.24 Mi.
Holly Road	- From Galloway Dr. north to Lester Drive	-0.10 Mi.
Lehigh Circle	- From Galloway Drive north to end	-0.03 Mi.
Galloway Drive	- From Kenwood Lane to just north Lehigh Cr.	-0.16 Mi.
Carter Lane	- From Galloway Dr. to Kenwood Lane	-0.12 Mi.
Lester Drive	- From Kenwood Lane to just north Galloway Dr.	0.14 Mi.
Park St. Ext'd.	- From Old City Limits to Rt. 653 near bridge	0.22 Mi.
Wilder Drive	- From Old City Limits northward	-0.11 Mi.
Holmes Avenue	- From Old City Limits to Elizabeth Ave.	-0.23 Mi.
Elizabeth Avenue	- From Holmes Avenue north to end	-0.19 Mi.
Agness Street	- From Elizabeth Ave. to Park St. Ext'd.	-0.27 Mi.
Locust Avenue	- From Old City Limits to End Street	-0.23 Mi.
End Street	- From Locust Avenue to end	-0.15 Mi.
Bland Circle	- From End. St. north to end	-0.04 Mi.
St. George Ave.	- From Old City Limits to Coleman St.	-0.07 Mi.
Third Street	- From Locust Ave. to St. Clair Avenue	-0.10 Mi.
Coleman Street	- From Old City Limits north to end	-0.08 Mi.
Belleview Avenue	- From Old City Limits to River Road	-0.11 Mi.
River Road	- From Old City Limits to end	-0.21 Mi.
St. Clair Ave.	- From Old City Limits to Third Street	-0.08 Mi.
Avon Street	- From Old City Limits to Palatine Avenue	-0.03 Mi.
Palatine Ave.	- From 6th St. S. E. To Avon Street	-0.08 Mi.
Cleveland Ave.	- From 5th St. westward 0.3 mile	-0.30 Mi.

Sunset Avenue	- From Old City Limits to New City Limits	- 0.07 Mi.
No Name	- From Kanwood Lane to Park St. Ext'd.	- 0.73 Mi.
Shamrock Road	- From Cherry Ave. E. 1300' to Trailridge Rd.	0.25 Mi.
St. Charles Ave.	- From 400'S. of City Limits to City Limits	0.08 Mi.
Valley Road	- From Cherry Ave. to Grova Street	- 0.28 Mi.
Hartmans Mill Rd.	- From Ridge St. east for 1751'	- 0.30 Mi.
Meridan St.	- From Rougemont Ave. south for 650'	- 0.12 Mi.
Allen Drive	- From Mossley Drive to Willard Drive	- 0.11 Mi.
Greenbrier Dr.	- From Tarleton Drive to Tarleton Drive	- 0.37 Mi.
Banbury Drive	- From Tarleton Drive to Greenbrier Drive	- 0.15 Mi.
Kenwood Lane	- From Lester Drive north to End	- 0.12 Mi.
Cutler Lane	- From Park St. Ext'd. to Wilder Drive	- 0.11 Mi.
Peartree Lane	- From St. Clair Ave. to Locust Ave.	- 0.11 Mi.
Jamestown Drive	- From South of Bunker Hill Road N. to End	0.13 Mi.
Camellia Drive	- From Old City Limits south to End	- 0.04 Mi.
Garden Drive	- From Anales Drive East 503'	- 0.10 Mi.
Camellia Drive	- From Garden Drive to Garden Drive	- 0.26 Mi.
Swanson Drive	- From Hydraulic Road south to End	- 0.15 Mi.
Cedar Hill Road	- From Hydraulic Road to Shelby Drive	- 0.12 Mi.
Shelby Drive	- From Swanson Drive west to end	- 0.17 Mi.

The above additions totaling 22.45 miles will increase the total mileage of "other streets" in the City of Charlottesville from 83.26 miles to 105.71 miles of approved streets eligible for payment at the base rate of \$300 per mile annually, effective January 1, 1963 for the quarterly payment due after March 31, 1963.

Motion carried.

Moved by Mr. Flythe, 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 Bedford County Court House, Bedford, Virginia, at 10:00 A.M., on September 27, 1962, concerning the proposed construction of Route 122 from 0.4 mile south of the intersection Route 747 to 1.0 mile south of the south corporate limits of Bedford, Virginia, Bedford County. State Project 0122-009-101, Federal Project S 898(2).

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,

WHEREAS, the proposed locations along Lines A and B were thoroughly discussed and considerable opposition was expressed to both routes due to severance to properties and damage to the Bunker Hill Meat Packing Plant.

WHEREAS, the information received and recorded during the hearing, indicated the necessity for further study to determine the feasibility of a location that would alleviate some of the objection and to provide a location of comparable traffic service and cost.

WHEREAS, a restudy indicated that a location could be secured to alleviate some of the objections and would be within the economic range of routes A and B, now therefore,

BE IT RESOLVED, that the construction of this project be approved in accordance with the plan as proposed in the restudy along Line C as shown on the layouts. This proposed improvement generally follows the corridor of the existing road with relocations to meet the required standards. This proposed improvement is in the Bunker Hill Community. Motion carried



Moved by Mr. Landrich Seconded by Mr. Chilton that,  
**WHEREAS**, the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and  
**WHEREAS**, the Highway Commission has selected certain streets within the Corporate Limits of the Town of Wytheville for such payment, and

**WHEREAS**, due to annexation by the Town on January 1, 1963, it is necessary to amend the selection of such streets, now, therefore,

**BE IT RESOLVED**, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, quarterly payments at the base rate of \$4,000 per mile on 1.75 miles of Primary Route extensions within the annexed area of the Town of Wytheville be included in the Town's mileage maintenance payments. The additional mileage eligible for payment described as follows:

Route 11 (W. Lee Hwy.)	- From Old C.L. Wytheville W. to New C.L.	-
		0.50 Mile
Route 11 (E. Main St.)	- From Old C.L. Wytheville E. to New C.L.	-
		0.69 Mile
Routes 21 and 32 (N. 4th St.)	- From Old C.L. Wytheville N. to New C.L.	-
		0.43 Mile
Route 21 (Grayson Rd.)	- From Old C.L. Wytheville S. to New C.L.	-
		0.13 Mile

The mileage for the Town of Wytheville due to annexation of the above Primary Route extensions, increases their mileage by 1.75 miles to a new total of 5.43 miles eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1963 for the quarterly payment due after March 31, 1963.

**BE IT FURTHER RESOLVED**, that pursuant to Section 33-113.2 of the Code of Virginia, 1950, as amended, quarterly payments at the base rate of \$300 per mile annually be made to the Town of Wytheville on addition of "other streets" totaling 2.86 miles and meeting standards required by this section of the Code. The additional mileage of streets eligible for payment, described as follows:

Taxewell St.	- From Old C.L. Wytheville to N. 4th St.	-0.29 Mi.
Valley St.	- From Taxewell St. to Fisher Rd.	-0.23 Mi.
Umberger St.	- From Sunset St. to Fisher Rd.	-0.23 Mi.
Sunset St.	- From Umberger Street south	-0.03 Mi.
Fisher Rd.	- From Old C.L. Wytheville to N. of Umberger	-0.23 Mi.
Ridge Rd.	- From Old C.L. Wytheville W. to New C.L.	0.08 Mi.
Peppers Ferry Rd.	- From Old C.L. Wytheville N. to New C.L.	0.56 Mi.
Cove Road	- From Peppers Ferry Rd. N. to New C.L.	-0.36 Mi.
Cassell Rd.	- From E. Main St. northeast	-0.28 Mi.
Marshall St.	- From Eastbound Lane E. Main St. to Westbound Lane	-0.07 Mi.
Route 11 Crossover-	- From Eastbound Lane E. Main St. to Westbound Lane	-0.05 Mi.
Church St.	- From Old C.L. Wytheville S. to New C.L.	0.09 Mi.
Atkins Mill Rd.	- From Old C.L. Wytheville S. to New C.L.	0.03 Mi.
26th St.	- From Ridge St. to W. Lee Hwy.	-0.10 Mi.
30th St.	- From Ridge St. to W. Lee Hwy.	-0.20 Mi.
Railroad Ave.	- From Old C.L. Wytheville S. to Grayson Rd.	-0.03 Mi.

The above additions totaling 2.86 miles will increase the total mileage of "other streets" in the Town of Wytheville from 34.02 miles to 36.88 miles of approved streets eligible for payment at the base rate of \$300 per mile annually, effective January 1, 1963 for the quarterly payment due after March 31, 1963. Motion carried.

Moved by Mr. Chilton Seconded by Mr. Holland that, WHEREAS, by proper resolutions the Boards of Supervisors of Accomack, Amherst, Carroll and Stafford Counties have requested that certain roads which no longer serve as a public necessity, be discontinued as parts of the Secondary System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.7 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:

ACCOMACK COUNTY	- Route T-1305 in Town of Tangier, from intersection of West Ridge Road to east end of long bridge, including the bridge	0.15 Mile
AMHERST COUNTY	- Old location of Route 677, Section 3, from the Southern Railroad southerly 0.20 mile to Station 33 + 00, Project 0677-005-108,C501	0.20 Mile
	Old location of Route 677, Section 4, from Station 38+50 easterly 0.08 mile to Station 84+00, Project 0677-005-108,C501	0.08 Mile
CARROLL COUNTY	Route 689, from intersection of Route 688 west to intersection Route 692	0.30 Mile
	Route 685, from intersection Route 691 to 2.40 miles west of Route 691	2.40 Mile
	Route 709, from intersection Route 713 to 0.90 mile west of Route 713	0.90 Mile
	Route 709, from intersection Route 713 to intersection Route 802 (includes a 48 ft. swinging bridge)	0.20 Mile
	Route 711, from intersection Route 620 to 0.40 mile west	0.40 mile
	Route 712, from Route 711 to 0.90 mile west Route 711	0.90 Mile
	Route 717, from west intersection Route 612 to 0.30 mile southeast	0.30 Mile
	Route 744, from Route 620 to 1.10 miles south	1.10 Mile
	Route 790, from Grayson County Line to 0.40 mile north east	0.40 Mile

Route 602, from intersection Route 737 southeast to  
intersection Route 796 0.10 Mile

Route 603, From Route 853 to 0.55 mile east of Route 853  
0.55 Mile

Route 611, from intersection Route 759 to 1.60 miles  
west 1.60 Mile

Stafford County - Old location of Route 607, Section 1, from Route  
218 north to Station 55+20, Project 0607-089-103,  
c-501 0.10 Mile  
Old location of Route 607, Section 6, from Station  
99+50 north to new connection opposite Station  
103+00 0.10 Mile  
Old location of Route 607, Section 9, from the new  
connection opposite Station 110+00 east to Station  
113+60 0.09 Mile  
Old location of Route 607, Section 10, from  
Station 46+00 north to intersection of Route  
218 0.06 Mile

Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
WHEREAS, the Town Council of Herndon at its regular  
meeting on October 24, 1962, adopted a resolution that State Route  
606, from Herndon east to State Route 7 be transferred from the  
Secondary System to the Primary System, and

WHEREAS, the Traffic and Planning Division, after conduct-  
ing the usual detailed traffic studies, has determined that only  
five of the nine criteria established by the Highway Commission for  
the inclusion of a road in said Primary System have been met, and

WHEREAS, in view of the numerous pressing needs on exist-  
ing Primary routes in the Culpeper District such a transfer as re-  
quested would carry a very low priority for construction improve-  
ments, and

WHEREAS, major construction is still continuing on the  
highway network in the immediate vicinity of the Dulles Airport  
and the numbering of the completed system has not yet been finally  
determined,

NOW, THEREFORE, BE IT RESOLVED, that in view of the above  
facts and after due consideration, the addition requested by the  
Town of Herndon is hereby denied. Motion carried.

Moved by Mr. Flytha                      ,Seconded by Judge Weaver ,that,  
WHEREAS, the Commonwealth did acquire certain right of way  
on Route 612, in Spotsylvania County, under old Project 1388-10, from  
George C. Beals Trust and Philip C. Beals by Deeds recorded in the  
office of the Clerk of the Circuit Court of said County in Deed Book  
169, Page 439, and Deed Book 169, Page 438, respectively; and

WHEREAS, said Route 612, has been reconstructed under Project  
0612-088-107,C501, on a new location which serves the same citizens  
as the old location of the road; and

WHEREAS, at a regular meeting of the Board of Supervisors of  
Spotsylvania County held on the 6th day of December, 1962, a resolu-  
tion was passed pursuant to Section 33-76.12 of the Code of Virginia  
of 1950, as amended, abandoning as a public road the old section of  
Route 612; and

WHEREAS, the owners of the adjoining land in order to provide  
for the more orderly development of their property have requested  
the old right of way adjoining their property be conveyed to them; and

WHEREAS,, the State Highway Commissioner has certified in  
writing that the old right of way lying southwest of the new south-  
west right of way line of the last named project from a point opposite  
survey Station 375+10 to a point opposite survey Station 390+40 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, the conveyance of the said parcel so certi-  
fied to the owner or owners of record of the adjoining lands in  
accordance with the provisions of Section 33-76.11 of the 1950 Code  
of Virginia, as amended, is hereby approved and the State Highway  
Commissioner is authorized to execute in the name of the Commonwealth  
a deed or deeds of quitclaim accordingly. Motion carried.

Moved by Mr. Flytha                      Seconded by Mr. Chilton                      ,that,  
WHEREAS, at its meeting on March 26, 1959 this Commission,  
in accordance with the provisions of Section 33-57.1 of the 1950 Code  
of Virginia as amended did authorize the State Highway Commissioner  
to enter into leases with the owners of improved lands acquired in  
advance of proposed highway construction; and

WHEREAS, certain lands so acquired are under lease to tenants  
of the owners thereof at the time of acquisition, and such tenants  
have indicated a desire to continue their occupancy of same by leas-  
ing directly from the Commonwealth; and

WHEREAS, Section 33-117.4 of the said Code as amended  
authorizes this Commission to lease such parcels of land to others  
than the former owner in the event the said former owner does not  
request such leasing in his own name.

NOW, THEREFORE, in accordance with the provisions of Section  
33-57.1 and 33-117.4 aforesaid the State Highway Commissioner is  
hereby authorized to enter into leases with either the owners or  
lessees of improved lands acquired in advance of proposed highway  
construction, whenever the State Highway Commissioner deems that the  
facts justify same, such leases to be upon such terms and such  
considerations as may be approved by the State Highway Commissioner  
as being in the public interest, and to be revocable on not more than  
sixty days notice whenever it appears to the State Highway Commissioner  
that such revocation is justified or is required for the uses of  
any of the Highway Systems. Motion carried.

Moved by Mr. Landrith ,Seconded by Mr. Holland that,  
WITNESSETH THAT WHEREAS, on or about the 8th day of April  
1960, Talbott-Marks & Runions Co., Inc., of Clarksville, Virginia,  
and the State Highway Commission entered into a contract for con-  
struction in connection with Project No. 0413-029-002, B14,B15,B16,  
B17,B18,B19, Contract 3, on Interstate Route 413 in Fairfax County;  
and

WHEREAS, a large landslide at the east end of the Richmond,  
Fredericksburg and Potomac Railroad Bridge, Number B-19 of the above  
contract, caused serious damage to parts of bridge then under con-  
struction; damaged the Railroad; necessitated modification of part  
of bridge then under construction,as well as the redesigning and  
lengthening of the remainder of bridge; and required immediate  
emergency repair work, construction continuing thereafter as re-  
vised plans could be prepared; and

WHEREAS, the extra work to be done by the Contractor will  
increase the scope of the contract by an amount which will exceed  
twenty-five per cent (25%) of the original contract; and

WHEREAS, Section 104.03 of the Virginia Department of  
Highways Road and Bridge Specifications requires a supplemental  
agreement to be executed when the original contract is increased in  
excess of twenty-five per cent (25%);

NOW, THEREFORE, BE IT RESOLVED: That the State Highway  
Commissioner is hereby authorized to enter into, on behalf of this  
Commission, a supplemental agreement with Talbott-Marks & Runions  
Co.,Inc., on the above-mentioned project for the necessary addi-  
tional work required for an approximate price of \$410,580.32.  
Motion carried.

Moved by Mr. Landrith Seconded by Judge Weaver that,  
future State Route 599, the proposed Leesburg Bypass in Loudoun  
County, Virginia from its intersection with State Route 15 north  
of Leesburg thence crossing Route 7 east of Leesburg near the east  
corporate limits, thence crossing Route 15 south of Leesburg near  
the south corporate limits and extending to Route 7 west of Lees-  
burg near the west corporate limits of Leesburg, including  
connections and ramps at proposed future interchanges be designated  
a limited access highway in accordance with Article 3, Chapter I,  
Title 33, of the 1950 Code of Virginia as amended. Motion carried.

Moved by Mr. Flythe      Seconded by Mr. Sclater      that,  
WHEREAS, George Doniphan Felix was born in Shreveport,  
Louisiana, on January eighteenth, eighteen hundred and ninety-nine,  
of a highly regarded and respected family, being the son of Josiah  
Felix, a Baptist minister, and Maria Louise Doniphan Felix, his  
wife; and

WHEREAS, he was educated at Centre College, Danville,  
Kentucky, where he completed two years of pre-medical courses, and  
Washington and Lee University, Lexington, Virginia, where he received  
a Civil Engineering Degree; and served in the armed forces briefly  
during World War I, receiving an Honorable Discharge in December of  
1918; and

WHEREAS, George Doniphan Felix began his career of service  
to the Commonwealth with the Department of Highways as a Rodman in  
the Staunton District after his graduation from Washington and Lee  
University in June of 1921, advancing to Inspector in April of 1923,  
and then to Acting Resident Engineer at Suffolk in June of 1929; he  
was then promoted to Resident Engineer in July of 1930, and served  
in this capacity in the Suffolk, Bristol and Staunton Districts,  
respectively, until August 1, 1938, when he was made District  
Engineer at Bristol; after serving as District Engineer at Bristol  
until June 1, 1946, he was transferred to Staunton as District  
Engineer and served there until his promotion to Assistant Right of  
Way Engineer in the Central Office in Richmond on September 1, 1948;  
and five years later he was appointed State Right of Way Engineer,  
in which capacity he was serving at the time of his demise; and

WHEREAS, he performed his duties as State Right of Way  
Engineer with such ability and integrity that he won the respect and  
admiration of his fellow engineers and the employees working in his  
Division, both in the Central Office and in the field, as well as  
the vast number of citizens with whom he came into contact in carry-  
ing out his duties; and

WHEREAS, he distinguished himself nationally by his appoint-  
ment to serve on the Special Advisory Committee to the Bureau of  
Public Roads established by the American Association of State Highway  
Officials to set up policies and procedures governing right of way  
acquisitions, of which Committee he was a member at the time of his  
demise; and

WHEREAS, he was widely recognized as a Christian gentleman,  
an administrator possessing great acumen, and as a human being richly  
endowed with many high qualities, among which was his unusually strong  
sense of probity; and

WHEREAS, death came suddenly to George Doniphan Felix on  
February 4, 1963, thereby depriving the Virginia Department of Highways  
of a beloved friend and a dedicated fellow public servant; and

WHEREAS, to this man who led such an exemplary life that  
our loss at his passing is heightened, we, members of the State High-  
way Commission, join the host of people who knew him personally and  
by reputation in paying tribute to his life and memory.

NOW, THEREFORE, BE IT RESOLVED, that the State Highway  
Commission of Virginia hereby expresses its sincere regrets upon the  
untimely death of George Doniphan Felix.

FURTHER, BE IT RESOLVED, that the State Highway Commission  
of Virginia hereby extends sympathy to the widow of George Doniphan  
Felix upon the loss of her devoted husband in this, her hour of grief.

RESOLVED FURTHER, that this resolution be spread on the  
official minutes of the Commission and a copy transmitted to the widow  
of George Doniphan Felix. Motion carried.

Moved by Mr. Landrich, Seconded by Judge Weaver, that  
WHEREAS, the Highway Commission is fully aware of the  
unusually large highway program now underway and the many difficulties  
that the Department is experiencing in employing and retaining  
qualified personnel; and

WHEREAS, the Commission has reviewed the Department's  
report to the Highway Study Commission dated October 15, 1962, which  
outlines the extremely high turnover in personnel that has been  
experienced for the past several years and which demonstrates that  
the Department is not paying salaries that are competitive with  
industry and other governmental agencies; and

WHEREAS, this Commission has studied the report of the  
Highway Commissioner dated December 17, 1962, to Mr. John W. Garber,  
State Director of Personnel, recommending certain salary increases  
for engineers and technicians; and

WHEREAS, the Commission, after careful consideration,  
believes that the situation would be alleviated by making the  
salaries more competitive with those being offered by industry and  
other governmental agencies;

NOW, THEREFORE, BE IT RESOLVED, that this Commission go  
on record as approving such increases as are recommended by the  
Highway Commissioner.

BE IT FURTHER RESOLVED, that the Highway Commission hereby  
respectfully requests that Governor A. S. Harrison, Jr., give serious  
consideration to the granting of the recommended increases.  
Motion carried.

Moved by Mr. Landrith, Seconded by Mr. Chilton 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 2.26 miles that have been brought up to standards required by this section of the Code, effective beginning the fourth quarter, April 1, 1963, for payment due after June 30, 1963. The additional mileage of streets eligible for payment, described as follows:

Watts Avenue	- From 17th St. to 19th St.	- 0.09 Mi.
Troutland Street	- From Churchland St. to Dead End	- 0.25 Mi.
Old Stevens Road	- From Troutland St. to Dead End	- 0.06 Mi.
Green Spring St.	- From Old Stevens Rd. to Dead End	- 0.06 Mi.
Green Spring St.	- From Old Stevens Rd. to Dead End	- 0.23 Mi.
Wilmont St.	- From Green Spring St. to Troutland St.	- 0.06 Mi.
Court Street	- From Rockland Ave. N.E. 0.12 Mi.	- 0.12 Mi.
Forest Park Blvd. (Pittsfield)	- From Kershaw St. to Dead End	- 0.22 Mi.
Monterey Ave.	- From Oliver Road to Dead End	- 0.17 Mi.
Houston Ave.	- From Oliver Road to Northridge Ave.	- 0.14 Mi.
Maplelawn Ave.	- From Northridge Ave. to 320' east	- 0.06 Mi.
Oakland Blvd.	- From Frontier Ave. to Maplelawn Ave.	- 0.07 Mi.
Maplelawn Ave.	- From Oakland Blvd. to Northridge Ave.	- 0.09 Mi.
Hartsook Blvd.	- From Gum Spring Road to Dead End	- 0.16 Mi.
Madallion Circle	- From Hartsook Blvd. to Dead End	- 0.03 Mi.
Lockridge Road	- From Burnleigh Road to Dead End	- 0.40 Mi.
17th Street	- From South of Chapman Road to Alley	- 0.03 Mi.

The above additions totaling 2.26 miles will increase the total mileage in the City of Roanoke from 292.83 miles to 295.09 miles of approved streets. Motion carried.

Moved by Mr. Landrith, Seconded by Judge Weaver, that  
**WHEREAS**, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1963-64 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

**WHEREAS**, the Lane Company, Incorporated, has indicated its plan for a major expansion of its plant at Altavista and has requested, through the Town of Altavista, improved access thereto; and

**WHEREAS**, this improved access will be of interest to the Town of Altavista, the Lane Company, the Norfolk and Western Railway, and the Highway Department; and



WHEREAS, the principals involved have made commitments toward the construction of this project totaling \$401,400, as follows: The Lane Company \$50,000; right of way and adjustments of its siding tracks; Norfolk and Western Railway \$150,000; Town of Altavista \$30,000, right of way and adjustment of utilities; and Pittsylvania County's Secondary Road Funds for one-half the cost of a bridge across the Staunton River and the approaches in Pittsylvania County, estimated to cost \$171,400; and

WHEREAS, it is estimated that the entire project will cost approximately \$631,400, exclusive of right of way and utilities.

NOW, THEREFORE, BE IT RESOLVED, that the Highway Commission approves a cooperative project to provide proper access to the Lane plant under the following financing, and provided that the right of way and adjustment of utilities within the Town of Altavista be furnished at no cost to the Commonwealth:

The Lane Company	\$ 50,000
Norfolk and Western Railway	150,000
Town of Altavista	30,000
Secondary Road Funds assigned for use in Pittsylvania County, estimated at	171,400
Industrial Access Funds to complete the financing, estimated at	<u>250,000</u>
Total	\$631,400

AND, BE IT FURTHER RESOLVED, that a sum of \$250,000 is hereby allocated from the 1963-64 Industrial Access fund, contingent upon the afore-mentioned financial arrangement and right of way and adjustment of utilities within the Town of Altavista being furnished at no cost to the Commonwealth. Motion carried.

Motion was made by Mr. Landrith, Seconded by Mr. Chilton, that letter of March 18, 1963 to the Commission members, and accompanying resolution of the City Council of Fairfax in regard to reconstruction of Routes 236 and 50 within the City of Fairfax, be considered at the April meeting of the Commission. Motion carried.

It was decided that the April meeting of the Commission would be held on Thursday, April 18, at 2 P.M. at Natural Bridge.

The Highway Study Commission had requested a meeting with the Highway Commission and was set for April 22, 1963.

The meeting was adjourned at twelve noon.

Approved:

J. D. D. D. D.  
Chairman

S. B. D. D.  
Secretary

**VIRGINIA DEPARTMENT OF HIGHWAYS  
ESTIMATE OF REVENUES AND ALLOCATIONS  
FISCAL YEAR 1963-64**

February 1, 1963

**REVENUE FROM STATE TAXES AND FEES**

	<u>From 6c Tax</u>	<u>From 1c Tax</u>	<u>Total</u>
<b>Collected by Division of Motor Vehicles:</b>			
Gross Motor Fuel Tax	90,000,000	15,000,000	105,000,000
Less Refunds (Sec. 58-713 of the Code)	5,637,000	949,000	6,600,000
Less 2 Counties not in Sec. System	2,070,000	345,000	2,415,000
Net Motor Fuel Tax	<u>82,273,000</u>	<u>13,712,000</u>	<u>95,985,000</u>
Motor Vehicle Licenses			25,200,000
Registration of Titles			810,000
Operators' License Fees			890,000
Recording & Certifying Public Records			435,000
Miscellaneous Fees			347,500
<b>Collected by State Corporation Commission:</b>			
Carriers' Passenger Gross Receipts Tax			975,000
Permits to M. V. Carriers			209,000
<b>Collected by Department of State Police:</b>			
Patrol of Toll Revenue Bond Facilities			231,500
Sale of Cars and Surplus Property			242,400
Misc. Services and Refunds			154,000
<b>Collected by Dept. of Highways:</b>			
Liquidated Damages - Violation of Weight Limits			682,500
Sale of Surplus Property and Misc. Pass			259,500
Tolls from State-Owned Ferries			166,650
Regulation of Outdoor Advertising			46,150
Sub-Total			<u>126,028,200</u>

**FROM THE GENERAL FUND OF THE TREASURY**

Approp. Item 552 - For Industrial Access Roads	500,000	
"    "    552.1 - For Rural Primary Construction	<u>500,000</u>	1,000,000
Total from State Sources		<u>127,028,200</u>

**LESS APPROPRIATIONS FOR OTHER STATE AGENCIES**

Division of Motor Vehicles	4,905,800	
Department of State Police	9,560,100	
Department of Agriculture & Immigration	52,470	
State Corporation Commission	<u>520,750</u>	<u>15,039,120</u>
State Funds Available for Highways		<u>111,989,080</u>

**ADD FEDERAL GRANTS**

Interstate Federal Aid	78,796,575	
Primary Federal Aid	8,287,423	
Secondary Federal Aid	6,439,440	
Urban Federal Aid	<u>4,111,778</u>	<u>97,635,216</u>

Total State and Federal Funds for Highways	<u><u>209,624,296</u></u>
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**ALLOCATIONS  
FISCAL YEAR 1963-64**

<u>GENERAL EXPENSES</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
Administration and Supervision	-	6,150,000	6,150,000
Traffic and Planning - Routine Operations and Truck Weighing -	-	490,000	490,000
Grounds and Buildings - Capital Outlay	-	400,000	400,000
Maintenance and Operations	-	375,000	375,000
Engineering Overhead - (Not distributable to Projects)	-	500,000	500,000
Vs. Council of Highways Investigation and Research	-	210,000	210,000
Accident Prevention, Compensation Awards and Medical	-	145,000	145,000
Regulation of Outdoor Advertising	-	42,500	42,500
Insurance, Legal Expense, Advertising, Miscellaneous Charges	-	<u>116,000</u>	<u>116,000</u>
<b>Total General Expense</b>	-	<b>8,428,500</b>	<b>8,428,500</b>

**ROAD FUNDS  
FISCAL YEAR 1963-64**

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<b><u>INTERSTATE SYSTEM</u></b>			
Construction	78,796,575	9,244,290	88,040,865
Maintenance and Replacements	-	1,000,000	1,000,000
<b>Total Interstate System</b>	<u>78,796,575</u>	<u>10,244,290</u>	<u>89,040,865</u>
<b><u>PRIMARY SYSTEM</u></b>			
Construction:			
Primary Federal Aid - Matched	8,287,423	8,287,423	16,574,846
30% of Sec. Federal Aid - Matched	1,931,832	1,931,832	3,863,664
State Construction	-	8,848,799	8,848,799
Additional State Constr. from 1¢ Tax	-	5,391,375	5,391,375
Additional Constr. from General Fund	-	500,000	500,000
<b>Total Primary Construction</b>	<u>10,219,255</u>	<u>24,959,429</u>	<u>35,178,684</u>
Maintenance and Replacements	-	14,000,000	14,000,000
<b>Total Primary System</b>	<u>10,219,255</u>	<u>38,959,429</u>	<u>49,178,684</u>
<b><u>SECONDARY SYSTEM</u></b>			
70% of Sec. Federal Aid - Matched	4,507,608	4,507,608	9,015,216
State Construction, Maint. & Replacements	-	27,428,784	27,428,784
Additional Construction from 1¢ Tax	-	6,856,000	6,856,000
<b>Total Secondary System</b>	<u>4,507,608</u>	<u>38,792,392</u>	<u>43,300,000</u>
<b><u>URBAN SYSTEM</u></b>			
Urban Federal Aid - Matched	4,111,778	2,234,494	6,346,272
City Street Funds -			
2/3 from Primary Constr. Funds:			
Regular Funds	-	6,910,578	6,910,578
From 1¢ Tax	-	976,465	976,465
1/3 from Primary Maint. Funds:			
Regular Funds	-	3,454,772	3,454,772
From 1¢ Tax	-	488,160	488,160
<b>Total City Streets Fund (*)</b>	<u>-</u>	<u>11,829,975</u>	<u>11,829,975</u>
<b>Total Urban System</b>	<u>4,111,778</u>	<u>16,064,469</u>	<u>18,176,247</u>
<b><u>ACCESS ROADS TO INDUSTRIAL SITES</u></b>			
From Road-User Taxes	-	1,000,000	1,000,000
From General Fund of the Treasury	-	500,000	500,000
<b>Total Industrial Site Roads</b>	<u>-</u>	<u>1,500,000</u>	<u>1,500,000</u>
<b>Total Allocations</b>	<u>97,635,216</u>	<u>111,989,080</u>	<u>209,624,296</u>

COMMONWEALTH OF VIRGINIA  
DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA  
MARCH 21, 1963  
INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1963-64

Recommendations For  
Pentative Allocation of  
State Funds:

Regular	\$37,427,416.	
Act of 1960	6,167,640.	
1964 Federal-aid Primary Funds	-----	\$ 43,825,296.
1964 Federal-aid Secondary Funds (30% of Apportionment)	-----	8,287,423.
1964 Federal-aid Interstate Funds	-----	1,931,832.
1964 Federal-aid Urban Funds	-----	78,796,575.
1964 Federal-aid Urban Funds	-----	4,111,778.
<b>Total Funds</b>		<b>\$ 136,952,864.</b>

APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1963-64

District	Apportionment of \$54,044,511. Based on Factors of Area, Population and Mileage.	Apportionment of \$78,796,575. Federal-aid Interstate Funds on the basis of need.	Apportionment of \$4,111,778. Federal-aid Urban Funds Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1962.	Total of Combined Funds			
	Percent	Amount	Percent	Amount			
Bristol	12.57	\$ 6,581,306.	10.72	\$ 8,446,993.	2.10	\$ 86,347.	\$ 15,114,646.
Salem	12.40	6,492,299.	9.48	7,469,915.	9.04	371,705.	14,333,919.
Lynchburg	11.27	5,900,662.	0.15	113,195.	5.79	238,072.	6,256,929.
Richmond	14.62	7,654,629.	17.53	13,813,039.	15.34	630,747.	22,098,415.
Suffolk	15.04	* 9,561,794.	20.15	15,877,510.	43.92	1,805,893.	27,245,197.
Fred'burg	7.43	3,890,143.	2.89	2,277,221.	0.74	30,427.	6,197,791.
Culpeper	15.23	7,974,009.	20.39	16,065,622.	17.51	719,972.	24,760,603.
Staunton	11.44	5,989,669.	18.69	14,727,080.	5.56	228,615.	20,945,364.
<b>TOTAL</b>	<b>100.00</b>	<b>\$54,044,511.</b>	<b>100.00</b>	<b>\$78,796,575.</b>	<b>100.00</b>	<b>\$4,111,778.</b>	<b>\$ 136,952,864.</b>

\* Adjusted for incorporation of Norfolk and Princess Anne Counties

**SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS**

**FISCAL YEAR 1963-64**

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 7,887,043.
Urban Federal-aid (Excluding \$61,676. for Planning)=	4,050,102.
Matching Urban Federal-aid = (Including Arlington County's 50%)	2,203,656.
Preliminary Engineering (Rural Primary=\$1,009,300.)= (Interstate = 3,081,447.)	4,090,747.
Rights of Way (Rural Primary=\$6,727,465.)= (Interstate = 8,804,135.)	15,531,600.
New Signs and Signals =	482,600.
Planning (Urban = \$ 92,514.) (Rural Primary= 306,576.) = (Interstate = 1,313,276.)	1,712,366.
Construction (Rural Primary=\$26,152,743.)= (Interstate = 74,842,007.)	100,994,750.
 Total =	 <u><u>\$136,952,864.</u></u>

BRISTOL DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 383,310.
Urban Federal-aid (Exclusive of Planning) =	85,052.
Matching Urban Federal-aid =	42,526.
Preliminary Engineering (Rural Primary=\$157,596.) (Interstate = 330,331.) =	487,927.
Rights of Way (Rural Primary=\$1,050,640.) (Interstate = 943,803.) =	1,994,443.
New Signs and Signals =	60,600.
Planning (Urban = \$ 1,942.) (Rural Primary= 38,537.) = (Interstate = 140,783.)	181,262.
<b>Total =</b>	<b>\$ 3,235,120.</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)	7,023,064.
<b>Total, Interstate System Construction</b>			<b>\$ 8,023,064.</b>

PRIMARY SYSTEM

RURAL CONSTRUCTION

19 & Alt. 58	Washington	Bridge and Approaches North Fork Holston River at Holston (Supplemental Allocation)	\$ 150,000.
19 & Alt. 58	Washington & Russell	Abingdon - Hansonville (Begin Dual-laning)	150,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
21	Wythe	Bland County Line - South (Asphaltic Concrete Surfacing)	\$ 45,000.
23	Scott	Between Route 58 and Tennessee State Line (Supplemental Allocation for Dual-lane Construction)	250,000.
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 (Supplemental Allocation for Asphaltic Concrete Surfacing)	30,000.
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	200,000.
58	Grayson	Town of Independence (Supplemental Allocation for Curb and Gutter, 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.
58	Scott & Lee	East Lee-Scott County Line - Stickleyville (Supplemental Allocation for Reconstruction)	225,000.
Alt. 58	Russell	Between Banners Corner (Route 65) and Saint Paul (Supplemental Allocation for Reconstruction)	50,000.
Alt. 58	Wise	East Norton - Goeburn (Supplemental Allocation to Continue Reconstruction)	400,000.
67	Tazewell	Richlands - North (Continue Spot Improvement)	76,462.
71	Russell	Alt. Route 58 at Dickensonville - East (Asphaltic Concrete Surfacing)	73,000.



BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
80	Dickenson	Between Kentucky State Line and Route 83 (Supplemental Allocation to Continue Improvement Through The Breaks)	\$ 100,000.
83	Dickenson	Hayes - Clinchco (Supplemental Allocation for Reconstruction)	250,000.
102	Tazewell	W.C.L. Bluefield - North (Asphaltic Concrete Surfacing)	52,000.
107	Smyth	Chilhowie - Saltville (Supplemental Allocation for New Construction)	330,000.
460	Buchanan	East Vansant - East (Supplemental Allocation to Continue Dual-laning)	700,000.
460	Tazewell	Between Buchanan County Line and Richlands (Begin Dual-laning)	200,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening of Bridges (District Wide)	25,000.
Total, Rural Primary System Construction			\$ 3,856,462.
1963-64 Bristol District Total			<u><u>\$15,114,646.</u></u>

SALEM DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 882,560.
Urban Federal-aid (Exclusive of Planning) =	366,129.
Matching Urban Federal-aid =	183,065.
Preliminary Engineering (Rural Primary-\$138,892.) = (Interstate = 292,121.) =	431,013.
Rights of Way (Rural Primary-\$925,946.) = (Interstate = 834,632.) =	1,760,578.
New Signs and Signals =	59,800.
Planning (Urban = \$ 8,364.) (Rural Primary= 38,012.) = (Interstate = 124,499.)	170,876.
<b>Total =</b>	<b>\$ 3,854,023.</b>

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

77	Carroll	Wythe County Line - South	\$ 1,000,000.
81	Pulaski & Montgomery	Wythe County Line - East (Supplemental Allocation)	2,000,000.
81	Botetourt & Roanoke	Rockbridge County Line - South, including Roanoke- Salem By-Pass (Supplemental Allocation)	3,095,022.
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>\$ 7,095,022.</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	Montgomery	Town of Christiansburg: Int. Route 11 - S.C.L. Christiansburg (Cooperative Project with Town for Asphaltic Concrete Surfacing on Basis of 50% State and 50% Town Funds)	\$ 3,500.
11	Montgomery	Elliston - West (Asphaltic Concrete Surfacing)	40,000.
24	Roanoke	E.C.L. Vinton - Bedford County Line (Supplemental Allocation for Four-laning)	100,000.
40	Franklin	Grade Separation Structure and Approaches Norfolk & Western Railway at Ferrum (Partial Allocation)	60,000.
52	Carroll	Fancy Gap - South (Supplemental Allocation for Climbing Lanes)	100,000.
52	Carroll	Town of Hillsville (Supplemental Allocation to Extend Curb and Gutter and Street Widen- ing to the N.C.L.)	30,000.
57	Patrick	West Henry County Line - West (Supplemental Allocation to Continue Reconstruction to Route 704)	200,000.
Alt. 57 & 57	Henry	Between Intersection Routes 682 and 683, West of Stanleytown and Bassett Fork (Supplemental Allocation)	160,000.
58	Henry	East Martinsville - East (Supplemental Allocation to Continue Dual-laning)	450,000.
87	Henry	North Carolina State Line - Ridgeway (Supplemental Allocation for Reconstruction)	300,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
97	Carroll	Between Grayson County Line and Blue Ridge Parkway (Supplemental Allocation to Continue Widening and Easing of Curves)	\$ 59,874.
100	Pulaski	West Dublin - West (Asphaltic Concrete Surfacing)	30,000.
116	Franklin	Roanoke County Line - East (Supplemental Allocation to Continue Reconstruction)	100,000.
119 & 221	Roanoke	S.C.L. Salem - Cave Spring, including Connection to Route 221 (Supplemental Allocation for Reconstruction)	150,000.
122	Bedford	S.C.L. Bedford - Route 24 (Supplemental Allocation for Reconstruction)	75,000.
177	Montgomery	Route 81 Interchange Near Bains Chapel - North (New Construction)	100,000.
220	Roanoke	South Roanoke - South (Supplemental Allocation for Dual-laning)	200,000.
221	Floyd	Roanoke County Line - South (Asphaltic Concrete Surfacing)	28,500.
311	Craig	West New Castle - Route 18 (Bituminous Surfacing)	73,000.
460	Roanoke, Botetourt & Bedford	Between E.C.L. Roanoke and Viliamont (Supplemental Allocation for Dual-laning)	400,000.
460	Montgomery	Gambria - Blacksburg (Supplemental Allocation for Dual-laning)	125,000.
460	Giles	East Hoges Store - East (Supplemental Allocation to Continue Reconstruction)	50,000.
460	Giles	Narrows - West (Supplemental Allocation for Reconstruction)	100,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Guard Rail (District Wide)	\$ 25,000.
-	-	Strengthening of Bridges (District Wide)	25,000.
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Total, Rural Primary System Construction			\$ 3,384,874.
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1963-64 Salem District Total			\$14,333,919.
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LYNOBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 588,373.
Urban Federal-aid (Exclusive of Planning) =	234,501.
Matching Urban Federal-aid =	117,250.
Preliminary Engineering (Rural Primary=\$157,752.) = (Interstate = 4,622.)	162,374.
Rights of Way (Rural Primary=\$1,050,480.) = (Interstate = 13,206.)	1,063,686.
New Signs and Signals =	54,300.
Planning (Urban = \$ 5,356.) (Rural Primary= 34,551.) = (Interstate = 1,970.)	41,877.
<b>Total =</b>	<b>\$ 2,262,361.</b>

ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 112,263.
<b>Total, Interstate System Construction</b>			<b>\$ 112,263.</b>

PRIMARY SYSTEM

RURAL CONSTRUCTION

15	Buckingham	Town of Dillwyn (Partial Allocation for Curb and Gutter and Pavement Widening)	\$ 100,000.
15 & 360	Charlotte	North Int. Routes 15 & 360 - South (Supplemental Allocation)	550,000.
24	Campbell	Between Concord and Rustburg (Supplemental Allocation to Continue Reconstruction)	100,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Pittsylvania	Chatham By-Pass (Supplemental Allocation)	\$ 100,000.
29	Campbell	South Lynchburg - South (Continue Dual-laning)	200,000.
29	Amherst	Alt. Route 29, North of Lynchburg - North (Supplemental Allocation for Dual-laning)	500,000.
29	Amherst	Nelson County Line - South (Asphaltic Concrete Surfacing)	50,000.
29	Nelson	Lovington - North (Supplemental Allocation for Dual-laning)	300,000.
40	Charlotte	Between Keysville and Charlotte Court House (Supplemental Allocation for Reconstruction)	200,000.
41	Pittsylvania	Danville - Northwest (Supplemental Allocation to Continue Reconstruction)	125,000.
45	Cumberland	Route 60 - South (Asphaltic Concrete Surfacing)	65,000.
47	Charlotte	Town of Drakes Branch (Grade Crossing Protective Devices Southern Railway)	15,000.
49	Halifax	Between Virgilina and Mecklenburg County Line (Supplemental Allocation for Reconstruction)	92,305.
51	Pittsylvania	West Danville - West (Supplemental Allocation to Continue Curb and Gutter and Pavement Widening)	50,000.
57	Pittsylvania	Chatham - West (Supplemental Allocation for Reconstruction)	175,000.
58	Pittsylvania	W.C.L. Danville - Route 51 (Supplemental Allocation for Dual-laning)	125,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58 & 304	Halifax	Between Route 501 (Riverdale) and Route 304 (Supplemental Allocation to Continue Dual-laning, Including Channelisation at Intersection of Routes 58 & 304)	\$ 100,000.
58	Halifax	Route 501 (Riverdale) - West (Asphaltic Concrete Surfacing)	85,000.
59	Charlotte	Between Route 47 (Drakes Branch) and Route 40 at Keysville (Supplemental Allocation for Reconstruction)	75,000.
60	Appomattox & Nelson	New Bridge and Approaches over James River and Chesapeake & Ohio Railway at Bent Creek (Supplemental Allocation for Reconstruction)	225,000.
460	Campbell & Appomattox	Between Lynchburg and Appomattox (Continue Dual-laning)	900,000.
501	Campbell	Reconstruction at Naruna (Partial Allocation)	100,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening of Bridges (District Wide)	25,000.
Total, Rural Primary System Construction			\$ 3,662,305.
1963-64 Lynchburg District Total			\$ 6,256,929.



RICHMOND DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 887,292.
Urban Federal-aid (Exclusive of Planning) =	621,286.
Matching Urban Federal-aid =	310,643.
Preliminary Engineering (Rural Primary=\$146,988.) = (Interstate = 540,178.)	687,166.
Rights of Way (Rural Primary=\$ 979,923.) = (Interstate = 1,543,365.)	2,523,288.
New Signs and Signals =	70,400.
Planning (Urban = \$14,192.) (Rural Primary= 44,821.) = (Interstate = 230,217.)	289,230.
	<hr/>
Total =	\$ 5,389,305.
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ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	City of Richmond, Henrico & Cockhland Counties	Richmond - West (Supplemental Allocation)	\$ 7,000,000.
85	Mecklenburg & Brunswick	North Carolina State Line - North (Supplemental Allocation)	6,119,803.
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Total, Interstate System Construction			\$13,119,803.
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PRIMARY SYSTEM

RURAL CONSTRUCTION

1	Brunswick	South of Dinwiddie County Line - South (Asphaltic Concrete Surfacing on Southbound Lane)	\$ 20,000.
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RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
1	Henrico	N.C.L. Richmond - North (Asphaltic Concrete Surfacing)	\$ 25,000.
6	Goochland	North Intersection Route 522 at Goochland Court House - West (Reconstruction of Short Section)	54,307.
6	Goochland	Georges Tavern - West (Supplemental Allocation for New Bridge over Byrd Creek)	150,000.
10	Chesterfield	East Route 1 - Appomattox River Bridge (Partial Allocation to Continue Dual-laning)	150,000.
10	Chesterfield	New Bridge over Appomattox River at Hopewell (Supplemental Allocation)	225,000.
33	New Kent	West of West Point - West (Supplemental Allocation to Continue Reconstruction)	125,000.
33	New Kent	Bottoms Bridge - East (Asphaltic Concrete Surfacing)	46,000.
35	Prince George	Sussex County Line - North (Asphaltic Concrete Surfacing)	22,000.
40	Lunenburg	Victoria - Kenbridge (Supplemental Allocation to Widen and Surface with Asphaltic Concrete)	130,000.
49	Mecklenburg	Between Route 58 and Halifax County Line (Continue Reconstruction of Sections)	100,000.
49	Mecklenburg	Town of Chase City (Partial Allocation to Extend Curb and Gutter and Pavement Widening to the N.C.L.)	50,000.
49	Hottoway	Between Crewe and The Falls (Supplemental Allocation for Reconstruction of Sections)	85,000.
28	Brunswick & Mecklenburg	Between Lawrenceville By-Pass and La Crosse (Begin Reconstruction)	250,000.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Brunswick	Lawrenceville By-Pass - East (Asphaltic Concrete Surfacing)	\$ 10,000.
92	Mecklenburg	Chase City - South (Asphaltic Concrete Surfacing)	50,000.
137 & 138	Lunenburg	East Kenbridge - East (Supplemental Allocation to Continue Improvement)	80,000.
156	Charles City & Prince George	Bridge over James River at Jordan Point Near Hopewell (Supplemental Allocation)	500,000.
360	Hanover	West Pamunkey River Bridge - West (Supplemental Allocation to Continue Dual-laning)	290,000.
360	Amelia	Intersection Route 153 - West (Continue Dual-laning)	950,000.
460	Nottoway	West Dinwiddie County Line - Prince Edward County Line (Supplemental Allocation for Reconstruction)	200,000.
460	Dinwiddie	East Poole Siding - East (Asphaltic Concrete Surfacing)	27,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening of Bridges (District Wide)	25,000.
Total, Rural Primary System Construction			\$ 3,589,307.
1963-64 Richmond District Total			\$22,096,415.

SUFFOLK DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 3,917,494.
Urban Federal-aid (Exclusive of Planning) =	1,778,805.
Matching Urban Federal-aid =	869,403.
Preliminary Engineering (Rural Primary=\$ 37,166.) = (Interstate = 620,912.) =	658,080.
Rights of Way (Rural Primary=\$ 247,784.) = (Interstate = 1,774,033.) =	2,021,817.
New Signs and Signals =	72,600.
Planning (Urban = \$ 40,632.) = (Rural Primary= 46,109.) = (Interstate = 264,625.) =	351,366.
Total =	<u>\$ 9,689,565.</u>

ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

64	Cities of Chesapeake, Virginia Beach & Norfolk	Between Bowers Hill and Hampton Roads Bridge-Tunnel (Supplemental Allocation)	\$ 7,000,000.
64	City of Newport News, James City & York Counties	Newport News - West (Supplemental Allocation)	3,000,000.
264	Cities of Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64, South of Virginia Beach Boulevard (Supplemental Allocation)	3,000,000.
464	Cities of Chesapeake & Norfolk	Between Route 64 (Near Dowlers Corner) and Norfolk-Portsmouth Bridge-Tunnel	1,080,665.

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>INTERSTATE SYSTEM</u>			
264	City of Norfolk	Entrance Norfolk Naval Operating Base - Int. Route 64 at Granby Street	\$ 1,000,000.
Total, Interstate System Construction			<u>\$15,080,665.</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
10 & 258	Ile of Wight	Improvement of Flooding Conditions at Cypress Creek in Smithfield	\$ 100,000.
13	Northampton	Bayview - North (Supplemental Allocation to Continue Dual-laning)	700,000.
17	York	East Harris Grove (Route 704) East (Supplemental Allocation to Continue Dual-laning)	375,000.
58	Nansemond	Suffolk - Magnolia (Supplemental Allocation)	290,000.
58	Nansemond	Suffolk - Holland (Begin Dual-laning)	100,000.
58	Southampton	West Franklin - E.C.L. Courtland (Continue Dual-laning)	150,000.
60	James City	West Williamsburg - West (Supplemental Allocation for Reconstruction)	150,000.
166	Princess Anne	Route 13 (Diamond Springs) - Route 60 (Supplemental Allocation)	500,000.
189	Nansemond & Southampton	South Quay Bridge over Blackwater River (Replace Electrical System)	34,000.
258	Ile of Wight	South Windsor - South (Continue Reconstruction)	50,967.

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT..</u>
-	-	Guard Rail (District Wide)	\$ 25,000.
Total, Rural Primary System Construction			\$ 2,474,967.
1963-64 Suffolk District Total			<u>\$27,245,197.</u>

FREDERICKSBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 93,067.
Urban Federal-aid (Exclusive of Planning) =	29,971.
Matching Urban Federal-aid =	14,985.
Preliminary Engineering (Rural Primary=\$107,138.) = (Interstate = 89,024.) =	196,192.
Rights of Way (Rural Primary=\$714,256.) = (Interstate = 254,440.) =	968,696.
New Signs and Signals =	35,900.
Planning (Urban = \$ 684.) (Rural Primary= 22,779.) = (Interstate = 37,954.)	61,417.
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Total =	\$ 1,400,228.
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<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
95	Stafford, Spotsyl- vania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 2,162,932.
			<hr/>
Total, Interstate System Construction			\$ 2,162,932.
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<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
3	Westmoreland	King George County Line - East (Supplemental Allocation for Reconstruction of Sections)	\$ 50,000.
3	Lancaster	New Bridge and Necessary Approaches Carter Creek at the E.C.L. Irvington (Partial Allocation)	100,000.
3	Lancaster	Town of Kilmarnock (Curb and Gutter and Widening of Sections)	50,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Spotsylvania	Five Mile Fork - East (Asphaltic Concrete Surfacing on Old Lanes)	\$ 12,000.
17	Gloucester	North Gloucester Point - North (Supplemental Allocation to Continue Dual-laning)	150,000.
17	Caroline	Rebuild Bridge at Dick Creek	50,000.
17	Essex	In Yappahannock - North (Supplemental Allocation for Reconstruction)	54,631.
17	Essex	Caroline County Line - South (Asphaltic Concrete Surfacing)	25,000.
17	Essex	Town of Yappahannock (Asphaltic Concrete Surfacing)	13,000.
30	King William	Between Caroline County Line and Central Garage (Supplemental Allocation for Reconstruction of Sections)	50,000.
33	Middlesex	Village of Deltaville (Supplemental Allocation for Curb and Gutter, Sidewalk and Widening)	75,000.
33	King William	Town of West Point (Curb and Gutter and Pavement Widening)	25,000.
33	King William & King and Queen	Lord Delaware Bridge over Mattaponi River at West Point (Replace Deck on Draw Span)	80,000.
200	Northumberland	Wiconico Church - North and South (Supplemental Allocation for Reconstruction of Sections)	100,000.
201	Lancaster	Between Route 354 at Saint Marys White Chapel and Route 3 at Lively (Supplemental Allocation for Reconstruction)	60,000.
205-Y	Westmoreland	Town of Colonial Beach: Route 205 - End of Maintenance (Asphaltic Concrete Surfacing)	15,000.



FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
208	Spotsyl- vania	Between Louisa County Line and Spotsylvania Court House (Supplemental Allocation to Recondition Sections)	\$ 75,000.
301	King George	South Potomac River Bridge - South (Continue Dual-laning)	950,000.
301	Caroline	Port Royal - Bowling Green (Asphaltic Concrete Surfacing)	110,000.
360	King William	Manquin - Central Garage (Continue Dual-laning)	100,000.
360	Essex	West Brays Fork - West (Supplemental Allocation to Widen and Surface Two Gaps with Asphaltic Concrete)	75,000.
360	Essex & Richmond	Downing Bridge and Approaches at Tappahannock (Supplemental Allocation)	190,000.
360	Richmond	In Warsaw - West (Begin Four-laning)	150,000.
360	King & Queen	St. Stephens Church - East (Asphaltic Concrete Surfacing)	25,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening of Bridges (District Wide)	25,000.
Total, Rural Primary System Construction			\$ 2,634,631.
1963-64 Fredericksburg District Total			\$ 6,197,791.

CULPEPER DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 572,600.
Urban Federal-aid (Exclusive of Planning) =	709,172.
Matching Urban Federal-aid = (Including Arlington County's 50%)	533,191.
Preliminary Engineering (Rural Primary=\$153,957.) = (Interstate = 628,307.)	782,264.
Rights of Way (Rural Primary=\$1,026,376.) = (Interstate = 1,795,163.)	2,821,541.
New Signs and Signals =	74,000.
Planning (Urban = \$ 16,200.) (Rural Primary= 48,692.) = (Interstate = 267,777.)	330,669.
	<hr/>
Total =	\$ 5,823,437.
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ROUTE    COUNTY

DESCRIPTION

INTERSTATE SYSTEM

CONSTRUCTION

66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	\$ 8,000,000.
95	Fairfax & Prince William	Woodbridge - North and South (Supplemental Allocation)	5,260,286.
495 (Old 413)	City of Alexandria & Fairfax County	Capitol Beltway (Supplemental Allocation)	2,000,000.
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Total, Interstate System Construction			\$15,260,286.
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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	Penn-Daw - South (Supplemental Allocation for Widening to Six Lanes)	\$ 125,000.
6	Fluvanna	Fork Union - West (Supplemental Allocation for Reconstruction)	60,000.
7	Loudoun	Town of Purcellville (Partial Allocation to Extend Curb and Gutter, Sidewalk and Pavement Widening to the E.C.L.)	35,000.
7 & 15	Loudoun	Leesburg By-Pass (Supplemental Allocation From Route 7 to Route 15 North)	325,000.
15, 17, 29 & 211	Fauquier	Warrenton By-Pass: Between West Intersection of Route 211 and North Intersection of Route 17 (Partial Allocation for Cooperative Project with Town for Four-laning on Basis of 25% Town, 25% State and 50% Federal Funds)	100,000.
15	Prince William	North Haymarket - North (Asphaltic Concrete Surfacing)	40,000.
17	Fauquier	Bealeton - Opal (Supplemental Allocation)	540,000.
20	Orange	Orange - East (Asphaltic Concrete Surfacing)	30,000.
20	Orange	Unionville - East (Supplemental Allocation to Continue Reconstruction)	200,000.
28	Fairfax	Between Route 66 Interchange, Near Centreville and Route 50 (Partial Allocation for Reconstruction)	150,000.
28	Prince William & Fauquier	Nokesville By-Pass - South (Supplemental Allocation to Continue Reconstruction)	140,000.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Culpeper	South Culpeper - South (Supplemental Allocation to Extend Dual-laning North to Route 3)	\$ 50,000.
29	Madison	Madison By-Pass (Asphaltic Concrete Surfacing)	25,000.
29 & 211	Arlington	Key Bridge - South (Asphaltic Concrete Surfacing)	20,000.
29	Albemarle	South Charlottesville - South (Supplemental Allocation to Continue Reconstruction)	325,000.
29	Albemarle	North Charlottesville - North (Supplemental Allocation to Continue Dual-laning)	325,000.
29A	Albemarle	Charlottesville By-Pass (Supplemental Allocation, From Route 250 West to Route 29 South)	325,000.
33	Louisa	West Hanover County Line - West (Asphaltic Concrete Surfacing)	60,000.
33	Greene	Rockingham County Line - East (Asphaltic Concrete Surfacing)	25,000.
50	Fairfax	Construct Frontage Roads West of Seven Corners	25,000.
123 & 7	Fairfax	Interchange at Tysons Corner (Supplemental Allocation)	350,000.
123 & 1	Prince William	Between Route 1 and Route 95 at Woodbridge (Partial Allocation for Curb and Gutter and Widening)	50,000.
211	Stafford	Reconstruction at Massies Corner (Supplemental Allocation)	150,000.
236 & 244	Fairfax	Modification of Intersection at Annandale (Partial Allocation)	50,000.
241	Fairfax	Reconstruct Intersection at Route 611 and Route 495 Interchange (Partial Allocation)	51,860.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
243	Fairfax	Between Route 66 Interchange and Vienna (New Dual-lane Construction)	\$ 75,000.
-	-	Guard Rail (District Wide)	25,000.
Total, Rural Primary System Construction			<u>\$ 3,676,880.</u>
1963-64 Culpeper District Total			<u><u>\$24,760,603.</u></u>

URBAN FEDERAL-AID PROJECTS

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

120	Arlington	Between North Upland Street and Chain Bridge (Supplemental Allocation for Reconstruction to Four Lanes Divided)	\$520,000.
120	Arlington	Between Route 29 & 211 and Rock Spring Road, North of Route 309 (Supplemental Allocation for Reconstruction to Four Lanes Divided)	194,420.
Total -			<u>\$714,420.</u>

STAUNTON DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 562,347.
Urban Federal-aid (Exclusive of Planning) =	225,186.
Matching Urban Federal-aid =	112,593.
Preliminary Engineering (Rural Primary=\$109,809.) (Interstate = 575,922.) =	685,731.
Rights of Way (Rural Primary=\$ 732,058.) (Interstate = 1,645,493.) =	2,377,551.
New Signs and Signals =	55,000.
Planning (Urban = \$ 5,144.) (Rural Primary= 35,072.) = (Interstate = 245,451.)	285,667.
<b>Total =</b>	<b>\$ 4,304,075.</b>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
64	Alleghany	Clifton Forge - West (Supplemental Allocation)	\$ 4,000,000.
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	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)	4,987,972.
<b>Total, Interstate System Construction</b>			<b>\$13,987,972.</b>

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>RURAL CONSTRUCTION</u>	
11	Shenandoah	Between Route 61 Interchange and Cedar Creek (Extend Dual-laning)	\$ 100,000.
33	Rockingham	East of Harrisonburg - East (Supplemental Allocation to Continue Dual-laning)	500,000.
37	Frederick	Winchester By-Pass (Partial Allocation from Route 50 West to Route 11 North)	190,000.
39	Bath	Between Millboro Springs and Mill Creek (Supplemental Allocation)	48,317.
42	Rockingham	Route 260 Near Timberville - Broadway (Supplemental Allocation for Four-laning)	115,000.
42	Rockingham	Relocation at Herring Hill, North of Bridgewater (Partial Allocation)	75,000.
50	Frederick	Gore - East and West (Supplemental Allocation to Continue Reconstruction)	250,000.
211	Page	West of Rappahannock County Line - West (Supplemental Allocation for Reconstruction)	250,000.
220	Highland	West Virginia State Line - South of Route 84 (Asphaltic Concrete Surfacing)	116,000.
250	Highland	McDowell - West (Asphaltic Concrete Surfacing)	34,000.
256	Augusta	Between Route 11 and Grottoes (Supplemental Allocation for Reconstruction)	275,000.
257	Rockingham	West Dayton - West (Continue Reconstruction of Sections)	60,000.

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
259	Rockingham	Connection with Route 81 Interchange Near Maury	\$ 40,000.
263	Shenandoah	Town of Mount Jackson (Partial Allocation for Curb and Gutter, Sidewalk and Pavement Widening)	50,000.
522	Frederick	Winchester - West (Supplemental Allocation for Dual-laning)	500,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening of Bridges (District Wide)	25,000.
Total, Rural Primary System Construction			<u>\$ 2,653,317.</u>
1963-64 Staunton District Total			<u><u>\$20,945,364.</u></u>