

Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Roanoke and Richmond, April
19 and 20, 1949.

At 1:00 P.M. Monday, April 18th, the following members of the Commission left Richmond by Automobile and drove to Roanoke - J. A. Anderson, E. P. Barrow, J. P. Harpins and S. W. Rawls. Messrs. J. F. Wyzor and J. B. Wampler joined the Commission and the night was spent at the Hotel Roanoke. Tuesday morning Mr. Geo. P. DeHardit arrived. Mr. Wayles R. Harrison and Mr. Howard G. Rogers were unable to be present.

At 9:00 A.M. Tuesday, April 19th, the Commission met in the City Market Auditorium and held public hearings on the tentative allocation of funds for the fiscal year 1949-1950. All those from the Salem, Bristol, Staunton and Lynchburg Districts who were present and so desired were heard by the Commission.

After the hearings Messrs. Wyzor and Wampler returned home and the other members of the Commission drove to Richmond and spent the night.

On Wednesday morning, April 20th, Mr. Rogers joined the Commission and at 9:00 o'clock the Commission held public hearings on the tentative allocation of funds for the fiscal year 1949-1950 for the Richmond, Fredericksburg, Culpeper and Suffolk Districts. The Commission heard all those who were present and wished to be heard.

The Commission transacted the following business in executive session.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the minutes of the March 29th meeting be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that permits cancelled by the Commissioner from March 29 to April 20 inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission approve the permits issued from March 29 to April 20, inclusive, as recorded in the Auditing Division. Motion carried.

PRIMARY SYSTEM ADDITIONS AND DELETIONS FOR 1949

Section 11-B, Chapter 288, Acts of 1940, authorizes the State Highway Commission to transfer from the Secondary System to the Primary System, not more than 50 miles in any one year.

Section 11-C, Chapter 154, Acts of 1942, authorizes the State Highway Commission to transfer from the Primary System to the Secondary System, not more than 150 miles during any one year.

TABULATION, BY DISTRICTS, OF ADDITIONS AND DELETIONS, 1949

DISTRICT	Miles Transferred or Added to Primary System	Miles of Primary Transferred to Secondary System
Bristol	3.60	10.38
Salem	0.00	15.25
Lynchburg	0.00	8.70
Richmond	0.00	19.05
Suffolk	0.00	10.81
Fredericksburg	0.00	14.54
Culpeper	0.00	16.01
Staunton	<u>0.00</u>	<u>23.40</u>
TOTALS	3.60	118.14

The miles to be transferred or added are described on the following pages by Districts. All traffic figures refer to average number of vehicles per 24 hour day.

Moved by Mr. Wampler, seconded by Mr. Rawls that the additions and deletions for 1949 in the Bristol District be as follows:

**A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)**

	LENGTH
(1) Bland County Route 678 . . .	3.60
<p>Routes 678, from its junction with Route 61 just east of Rocky Gap to a point 3.60 miles east to its junction with Route 61 east of Rocky Gap. In the improvement of Route 61 from Rocky Gap east to the Giles County Line, it has been decided that the Primary route should be developed over the abandoned railroad grade and right of way. At the present time, Rt. 61 is on the north side of Wolf Creek for a distance of 3.6 miles, and the old railroad grade, which is now Rt. 678, is on the south side of the creek, between the same common termini for approximately the same distance.</p>	
TOTAL	<u>3.60</u>

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
 (Chap. 164 - Acts 1942)

	LENGTH
(1) Bland County Rt. 61 . . .	3.60
Route 61, from its junction with Route 678 just east of Rocky Gap to a point approximately 3.60 miles east to its junction with Route 678 east of Rocky Gap. This deletion and renumbering can be accomplished easily since it is just a case of an even swap between the Primary and Secondary Systems.	
(2) Scott County Rt. 72 . . .	6.78
Route 72 from Route 66 east of Dungannon to Route 71 northeast of Nicklesville. This route is recommended for transfer to the Secondary System on the basis of its local character and very low traffic volume. Traffic counts taken in 1948 showed an average of 187 VPD over this portion of the route. No substantial traffic increase is anticipated.	
TOTAL	<u>10.38</u>

Note: The effective date for deleting this section of Route 72 from the Primary System will be upon completion of the project now under construction.

Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, that the additions and deletions for 1949 in the Salem District be as follows:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
 (Chap. 289 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
 (Chap. 164 - Acts 1942)

	LENGTH
(1) Patrick Co. Rt. 104 . . .	12.15
Route 104 from Route 103 northeast of Brim to North Carolina State Line. This route is recommended for transfer to the Secondary System on the basis that it has no primary significance and carries only 167 VPD.	
(2) Franklin Co. Rt. 41 . . .	3.10
Route 41 from Route 106 south of Penhook to Pittsylvania County Line. This route has no primary significance, being used as a short local connection to two primary routes. The latest (1948) traffic count showed averages from 169 to 255 VPD on this section of road. It can logically be transferred.	
TOTAL	<u>15.25</u>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the additions and deletions for 1949 in the Richmond District be as follows:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)

	LENGTH
(1) Brunswick Co. Rt. 140 . . .	13.00
Route 140 from Route 1 northeast of Sturgeonville southerly to Route 58 west of Edgerton. Traffic counts on the subject route taken in 1948 showed an average of 228 VPD, or 90 VPD less than the average counts taken in 1941. This hard surfaced road shows no indication of ever becoming of primary importance. Therefore, it is recommended that Route 140 be transferred to the Secondary System.	
(2) New Kent Co. Rt. 155 . . .	6.06
Route 155 from Route 35 at Carys Corner to Route 80 at Providence Forge. This route is recommended for transfer to the Secondary System on the basis of its local character and very low traffic volume. Traffic counts taken in 1948 showed an average of 280 VPD, this is 41 VPD lower than the 1941 traffic county. No substantial traffic increase is anticipated.	
TOTAL	19.06

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the additions and deletions for 1949 in the Suffolk District be as follows:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)

		LENGTH
(1)	Sussex Co. Rt. 308 -	10.37
	Southampton Co. Rt. 308 -	0.44
		10.81

Route 308 from Route 40 north of Sussex Court House to Intersection with State Secondary Route 809 northwest of Joyner. This stub end route has little primary significance as practically the entire volume of traffic served is local. This route is already improved to reasonable standards, but the latest traffic counts showed only 267 VPD.

TOTAL	<u>10.81</u>
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Motion Carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the additions and deletions for 1949 in the Fredericksburg District be as follows:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)

	LENGTH
(1)	
	Richmond Co. Rt. 204 - 14.06
	Westmoreland Co. Rt. 204 - 0.48
	14.54

Route 204 from Route 360 west of Warsaw to intersection of State Secondary Route 624 southeast of Harts. Although this portion of Route 204 has an 18 foot bituminous treated gravel surface, the traffic volume on this facility has shown very little increase during the past eight years. Traffic counts taken in 1948 showed an average of 254 VPD.

TOTAL	<u>14.54</u>
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Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wisor, that the additions and deletions for 1949 in the Culpeper District be as follows:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)

LENGTH

(1) Fauquier Co. Rt. 233 . . . 15.21
Route 233 from Route 28 at Catlett to Route 17 at Morrisville. This route has no primary significance, being used as a local connection between two primary routes. There has been a steady decline in the traffic volume on this road since 1941. The present traffic volume, according to the latest count, is 261 VPD. This is 97 VPD less than the 1941 count.

Note: The effective date for deleting Route 233 from the Primary System will be when the present funds set for this route are expended.

(2) Albemarle Co. Rt. 335 . . . 0.80
Route 335 from Route 800, 0.83 miles south of Route 8, to Nelson County Line. This portion of Route 335 completes the proposed transfer discussed under Item (3) in the Lynchburg District.

TOTAL 16.01

Motion carried.

Moved by Mr. Harpino, seconded by Mr. Barrow, that the additions and deletions for 1949 in the Staunton District be as follows:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM; TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)

	LENGTH
(1) Shenandoah Co. Rt. 59 . . .	12.10
Route 59 from Route 42 at Columbia Furnace to West Virginia State Line. This route has no primary significance. The traffic volume on one half its length is 82 VPD and on the other half 26 VPD, this is approximately the same traffic volume that was carried by this road eight years ago. Since this is purely a local road, it is recommended that this route be transferred to the Secondary System.	
(2) Augusta Co. Rt. 292 . . .	11.30
Route 292 from Route 254 at Westview to Route 252 at Middlebrook. Traffic counts on the subject route taken in 1948 showed an average of 63 VPD, or 100 VPD less than the average counts taken in 1941. Although hard surfaced, this route shows no indication of ever becoming of primary importance. Therefore, it is recommended that this section of Route 292 be transferred to the Secondary System.	
TOTAL	23.40

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received April 14, to the low bidder, Garrett, Moon & Pool, Blackstone, Virginia, for the construction of Project 1987-01,02, Route 460, 3.436 Mi. E. of ECL Crewe-3.214 Mi. E. of ECL Crewe, at the bid of \$90,215.82, that 10% additional be set aside to cover the cost of engineering and additional work, \$578.58 for work by State Forces and \$1,540.00 Railroad work, making a total of approximately \$101,350.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission award contract on bids received April 14, to the low bidder, W. H. Scott, Franklin, Va., for the construction of Project 1387-02, Route 641, Intersection Route 58-Intersection Route 649, Southampton County, at the bid of \$78,088.60, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,082.00 for work by the Railroad, making a total of approximately \$84,750.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Harpine, that the Commission award contract on bids received April 14, to the low bidder, Adams & Tate Construction Co., Roanoke, Va., for the construction of Project 1307-01, Route 631, 0.021 Mi. N. of Intersection Route 12 - 2.365 Mi. N. of Intersection Route 12, Augusta County, at the bid of \$29,168.32 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$32,050.00 chargeable to this project. Motion carried.

Moved by Mr. Harpine, seconded by Mr. Rawls, that the Commission award contract on bids received April 14, to the low bidder, F. L. Showalter, Inc., Lynchburg, Va., for the construction of Project 1992-01,02, Route 460, 0.347 Mi. E. of WCL of Richlands - 0.178 Mi. E. of WCL Richlands, at the bid of \$65,110.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$71,800.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received April 14, to the low bidder, Clyde R. Royals, Hampton, Va., for the construction of Project 2041-01, Route 501, 0.891 Mi. S. of HCL South Boston-Main Street (Wilborn Avenue), at the bid of \$28,446.24, that 10% additional be set aside to cover the cost of engineering and additional work and \$27.00 for work by State Forces, making a total of approximately \$31,300.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission award contract on bids received April 14, to the low bidder, Ames & Webb, Inc., Norfolk, Va., for the construction of Projects 1675-01; 1664-02,01, Route 13, 0.390 Mi. E. Norfolk-Princess Anne Co. Line--0.364 Mi. W. Norfolk-Princess Anne County Line, at the bid of \$210,294.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$231,300.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Harpine, that the Commission award contract on bids received April 14, to the low bidder, T. E. Ritter Corporation, Norfolk, Va., for the construction of Project 2427-01,02,03,04, Route 134, Intersection Route 258-Intersection Grant Street in Hampton, to the low bidder, T. E. Ritter Corporation, Norfolk, Va., at the bid of \$285,038.99, that 10% additional be set aside to cover the cost of engineering and additional work, \$10,598.00 for work by the Railroad and \$5,142.00 for work by State Forces, making a total of approximately \$329,250.00 chargeable to this project. Motion carried.

Moved by Mr. Harpine, seconded by Mr. Rawls, that the Commission award contract on bids received April 14, to the low bidder, Ames & Webb, Inc., Norfolk, Va., for work on Route 60, Schedule 50-49, From Atlantic Avenue in Virginia Beach to the Cavalier Hotel, Princess Anne County, at the bid of \$13,536.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$14,900.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract on bids received April 14, to the low bidder, Ralph E. Mills Co., Inc., Salem, Va., for the construction of Project 1680-01, Route 11, WCL Salem-0.595 Mi. W. of WCL Salem (North Side), at the bid of \$10,651.52, that 10% additional be set aside to cover the cost of engineering and additional work and \$220.00 for work by State Forces, making a total of approximately \$11,900.00 chargeable to this project; additional \$1,340.00 required to be supplied from the Salem District Reserve. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission award contract on bids received April 14, to the low bidder, Adams & Tate Construction Co., Roanoke, Va., for the construction of Projects 2017-01; 2098-01,02, Route 52, 1.086 Mi. S. of Jackson's Ferry-0.083 Mi. S. of Wythe-Carroll County Line, at the bid of \$74,314.63 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$81,700.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Harpine, that the Commission award contract on bids received April 14, to the low bidder, H. G. McCartney Company, Toano, Va., for the construction of Projects 2347-01; 2847-01, Routes 31 and 602-0.814 Mi. E. of WCL Williamsburg-WCL Williamsburg AND 1.222 Mi. S. of WCL Williamsburg-WCL Williamsburg, at the bid of \$97,063.35 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$106,750.00 chargeable to this project; subject to approval of the City of Williamsburg and the deficiency supplied from the 1949-1950 allocations. Motion carried.

Moved by Mr. Harpine, seconded by Mr. Rawls, that the Commission REJECT the bids received April 14 for the construction of Project 1601-01, Route 13, 2.184 Mi. S. Oak Hall-0.747 Mi. N. Oak Hall, the low bid being 16.2% over approximate estimate, and the project be readvertised in the next advertisement. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission award contract on bids received April 14, to the low bidder, Roy M. Homewood, Chapel Hill, N. C., for the construction of Projects 1306-01-02 and 1306-03, Routes 604 and 600, 0.046 MI. S. of Intersection of Route 26 (S. Appomattox) - Intersection Route 694 (W. Chap) AND Intersection Route 627-0.848 Mi. S. of Route 627, on the REGULAR BID, at the bid of \$86,520.01 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$95,166.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the request of the Albemarle County Board of Supervisors, to add to the Primary System Route 613 in Albemarle and Orange Counties, having been fully gone into, be deferred. Motion carried.

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

WHEREAS, Senate Joint Resolution No. 14, adopted by the General Assembly on February 10, 1948, authorized the State Highway Commission to designate a route or connecting routes as the Blue Star Memorial Highway, provided such route or routes connected with routes designated as the Blue Star Memorial Highway in the States of Maryland and North Carolina, and

WHEREAS, correspondence indicates that the States of Maryland and North Carolina will designate U.S. Route 301 as their Blue Star Memorial Highway route, and

WHEREAS, the Virginia Federation of Garden Clubs has indicated its preference as U. S. Route 301 in Virginia,

NOW THEREFORE BE IT RESOLVED that when the Chairman of the Highway Commission received official notice from the States of Maryland and North Carolina that U. S. Route 301 has been adopted as their Blue Star Memorial Highway, he is authorized to so designate this route in Virginia. Motion carried.

CONSTRUCTION FUNDS - FISCAL YEAR 1949 - 1950

Final Allocation of

State Funds	\$16,209,567.
Fourth Post War Year, 1950 Federal-aid Primary Funds	5,657,445.
Fourth Post War Year, 1950 Federal-aid Secondary Funds (30% of Apportionment)	851,060.
Fourth Post War Year, 1950 Federal-aid Urban Funds	1,824,938.
Total Funds	<u>\$22,042,000.</u>

APPORTIONMENT OF ABOVE CONSTRUCTION FUNDS FOR YEAR 1949-1950

District	Apportionment of \$18,717,082. Percentages to be used in Apportionment of \$1,324,938 Total of Combined Funds		Based on Factors of Area, Population and Mileage		Based on Factor of Population of 5,000 or more		Uncompleted Mileage in the State of Ohio as provided (1940 Census) in accordance with Federal-aid Highway Act of 1944 & 1948.	
	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount
Bristol	13.89	\$2,599,800.	17.83	\$352,600.	1.75	\$22,921	2.975	\$372.
Salem	13.27	2,483,764.	14.13	282,800.	11.70	155,018	2,921	372.
Lynchburg	12.16	2,275,995.	12.39	247,800.	9.57	126,797	2,599	322.
Richmond	14.86	2,781,555.	10.21	204,200.	26.94	366,939	5,542	495.
Suffolk	15.65	2,564,679.	13.86	277,000.	29.84	395,361	5,227	240.
Fredricksburg	7.78	1,458,188.	6.81	136,300.	1.17	15,502	1,807	890.
Gallopier	12.14	2,272,251.	10.42	208,400.	12.76	168,930	2,649	581.
Swanton	12.25	2,292,840.	14.56	291,200.	6.30	83,471	2,867	511.
TOTAL	100.00	\$18,717,082.	100.00	\$2,000,000.	100.00	\$1,324,938.	\$22,042,000.	

Moved by Mr. Wampler, seconded by Mr. Rawls, that the final allocations for the Bristol District be as follows:

	<u>Amount</u>
City Street Funds =	\$ 83,297.
Urban Federal-aid =	22,921.
Matching Urban Federal-aid-25% =	11,460.
Planning 1% =	29,753.
Landscaping 1% =	<u>29,753.</u>
Total	<u>\$177,184.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Wythe	Pulaski Co. Line through Carter Memorial Wayside (Bituminous resurfacing)	\$ 49,000.
11	Washington	Remodeling Narrow Norfolk and Western Railway Underpass with Dangerous Approaches East of Bristol	150,000.
11	Smyth	Lengthen and Widen Bridge over Hutton Creek at Mount Carmel (To correct a bad drainage situation)	40,000.
18	Smyth & Tazewell	Route 42 - North and South (New construction and reconstruction to open up part of route not travelable)	100,000.
19	Washington	Abingdon - North (Supplements previous allocation for widening and strengthening present road)	12,000.
19	Tazewell	Tazewell (Relocation at East Corporate Limits to correct reverse curve and bad drainage situation)	10,000.
19	Tazewell	West Tazewell - West (Relocation and reconstruction of narrow and crooked 16 foot road carrying very heavy traffic)	300,000.
19 & 71	Russell	Lebanon - West (Extension of present contract which consists of widening and provision for sidewalks)	34,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
19	Washington	Russell County Line - South (Bituminous resurfacing)	22,000.
Alt. 19	Washington	Strengthening of Route from Abingdon - North	8,000.
21	Bland	Short Revision of Extremely Dangerous Curve at Bastian and Strengthening of Weak Road Extending about 3 miles North	57,000.
21	Bland	Rocky Gap - North (Resurfacing of weak road)	9,000.
21	Wythe	Wytheville - North (Supplemental allocation for the relocation of the weak and narrow road between Wytheville and the 22 foot pavement approximately 3.2 miles north)	94,000.
23 & 70	Wise	Appalachia (The widening of a short but extremely bad bottleneck at the west entrance to Appalachia)	60,000.
42	Bland	Smyth County Line - East (Extension of present work which will complete an unimproved gap)	125,000.
52	Wythe	Jacksons Ferry - North (Reconstruction and relocation of heavily traveled truck route which is now weak, narrow and crooked)	200,000.
58	Washington	Grayson County Line - Damascus (Supplemental allocation for work now underway on unimproved road between Volney and Damascus)	90,000.
58	Grayson	Washington County Line - East (Supplemental allocation to extend construction of unimproved road now underway between Volney and Damascus)	250,000.
58	Lee	Dot towards Jonesville (Reconstruction of portion of narrow 10 foot road which constitutes the main bottleneck between Bristol and Cumberland Gap)	250,000
64	Dickenson	Fremont - South (The beginning of reconstruction of narrow and crooked road between Fremont and Dante)	120,000

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
64	Russell	Hamlin - (The widening of a very short and hazardous bottleneck)	15,000.
64	Russell	Dickensonville - Lawson's Store (The widening and relocation of a narrow and crooked gap)	120,000.
66	Lee	Stone Creek - Pennington Gap (Complete reconstruction of narrow and inadequate route subject to heavy traffic)	268,000.
72	Scott	Int. Route 71 - North (Supplements a previous allocation to complete an unsurfaced gap)	40,000.
80	Dickenson	Haysi - South (Widening and reconstruction of a 10 foot road which is tight between a high bluff and the river)	125,000.
83	Buchanan	Grundy - West Virginia Line (Replace 12 narrow bridges with pipes)	18,000.
89	Grayson	Bridge over Chestnut Creek (Replace narrow and weak wooden bridge)	10,000.
91	Washington	Tennessee Line - South Damascus (Supplemental allocation to complete project from Tennessee Line to just south of Damascus)	40,000.
91	Smyth & Tazewell	For Study of Possible Highway Route from Saltville to Route 19	10,000.
94	Wythe	North Ivanhoe - Route 62 (Supplemental allocation to complete work now underway)	30,000.
99	Bland	Route 42 - Pulaski County Line (To stabilize and oil a non-hard surface road)	44,000.
352	Lee	St. Charles (To widen 0.3 mile in the Town of St. Charles)	25,000.
		Reserve	<u>72,937.</u>
		Total, Rural Construction	<u>\$2,717,937.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-aid) To be matched by City			
11, 19 & 76	- - - -	City of Bristol, State Street (Curb and Gutter and Widening)	\$ 16,000.
19	Washington	Town of Abingdon, Intersection Route 11 - North Corporate Limits Abingdon (Extension of proposed rural project providing for widening and strengthening of present street)	10,200.
21	Nythe	Town of Nytheville, Fourth Street (Extension of proposed rural project to provide for 2-lanes of pavement)	29,000.
Alt. 70	Wise	Town of Norton, Kentucky Avenue and 12th Street (To make a start toward the eventual relocation of Route 70 within Norton)	25,000.
Total, Urban Construction			\$ 80,200.
1949-1950 Bristol District Total			<u>\$2,976,321.</u>

Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the final allocations for the Salem District be as follows:

	<u>Amount</u>
City Street Funds =	\$ 247,629.
Urban Federal-aid =	155,016.
Matching Urban Federal-aid-25% =	77,509.
Planning 1% =	29,214.
Landscaping 1% =	<u>29,214.</u>
Total	<u>\$ 538,584.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Pulaski	West Radford - West (Reconstruction to 4-lanes of 2-lane bottleneck between the new Radford Bridge and 3-lane road at Morgan's out)	\$ 349,260.
11	Botetourt	Rockbridge County Line - South (Bituminous resurfacing)	40,000.
11	Montgomery	West Elliston - West (Continuation of 4-lane construction on heavily traveled road between Salem and Christiansburg)	250,000.
24	Bedford	Campbell County Line - West (Supplemental allocation to complete project now underway)	26,000.
40	Franklin	West Ferrum - West (Extension of work now underway on unimproved road)	85,000.
40	Patrick	Franklin County Line - West (Extension of work now underway on unimproved road)	72,000.
42	Craig	West New Castle - West (Supplemental allocation to complete work now underway on unimproved road)	50,000.
43	Bedford	Bedford - North (Widening 12 foot road extending north from Bedford towards Peaks of Otter)	69,238.
57	Henry	Relocation and Construction of New Bridge Over Smith River and Approaches at Bennett	175,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
58	Henry	Int. Route 220 (W. of Martinsville)- West - (Beginning major reconstruction of very crooked road from west of Martinsville towards Stuart)	200,000.
61	Giles	West Narrows - West (New construction on presently unimproved road between Narrows and Rocky Gap)	60,000.
99	Pulaski	North Pulaski - North (Hard surfacing of present graded road)	55,000.
122	Bedford	Int. Route 24 - (Complete the reconstruction of a dangerous intersection)	35,000.
220	Franklin	Bituminous Resurfacing for Streets in Rocky Mount	13,000.
220	Henry	Martinsville - North (Bituminous resurfacing)	38,000.
220	Roanoke	South Roanoke - South (Extension of dual highway south from Roanoke towards Rocky Mount)	300,000.
221	Floyd	Carroll County Line - East (Spot resurfacing to correct weak places)	45,000.
311	Roanoke	Catawba Mountain Revision (Extension of work now underway on Catawba Mountain)	125,000.
314	Montgomery	Construction of New Road from Route 460 to the Parade Grounds at Virginia Polytechnic Institute	60,000.
355	Montgomery	Roads in Grounds of Radford State Teachers College	8,000.
460	Bedford	Bridge and Approaches Elk Creek (To correct the exceedingly hazardous situation at and adjacent to Elk Creek)	165,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
460	Roanoke	Peters Creek (West Corporate Limits Roanoke) - Int. Route 117 - (To complete gap between proposed Urban project and Route 117)	\$ 50,000
Total, Rural Construction			<u>\$2,246,498.</u>
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal-aid) To be matched by city			
11	- - - -	City of Radford, Norwood Avenue (Curb and gutter and widening)	10,000
89	Pulaski	Town of Pulaski, Randolph Street (Supplements a previous allocation for curb and gutter, sidewalks and widening)	29,000.
460	- - - -	City of Roanoke (1/2 cost of new bridge over Peters Creek at West Corporate Limits of Roanoke)	40,000.
Reserve			57,290.
Total, Urban Construction			<u>\$ 136,290.</u>
1949-1950 Salem District Total			<u><u>\$2,381,372.</u></u>

Motion carried.

Moved by General Anderson, seconded by Mr. Barrow, that the final allocations for the Lynchburg District be as follows:

	<u>Amount</u>
City Street Funds =	\$ 121,292.-
Urban Federal-aid =	126,797.-
Matching Urban Federal-aid-25% =	63,399.-
Planning 1% =	26,506.-
Landscaping 1% =	<u>26,506.-</u>
	\$ 364,500.-
Total	<u>364,500.-</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
15	Prince Edward	South Kingsville - South (Supplemental allocation to extend the reconstruction and resurfacing of weak road between Farmville and Keyville)	150,000.-
29	Campbell	South Route 24 - South (Extension of the reconstruction and relocation of narrow and crooked road south of Lynchburg)	300,000.-
29	Pittsylvania	Chatham (Sidewalk, Curb & Gutter and Widening)	35,000.-
29	Campbell	Supplementing Previous Allocation for Complete Reconstruction of Weak Southern Railway Overpass and Approaches South of Lynchburg	63,000.-
29	Amherst & Nelson	Bituminous Surfacing of New Project Between North of Amherst and Colleen	50,000.-
Alt. 29	Amherst	Lynchburg - North (Connection between north end of Lynchburg Expressway and Route 29 at Madison Heights)	300,000.-
56	Nelson	Strengthen and Widen Two Weak and Narrow Bridges Over South and North Forks of Tye River Between Tyro and Montebello.	10,000.-
56	Halifax	West Int. Route 501 - West (Bituminous resurfacing)	125,000.-

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
Alt. 59	Pittsylvania	Int. Route 125 - West (Relocation of present closely built up, crooked road west of Danville)	225,000.
60	Cumberland	Int. Route 45 - West (Supplements previous allocation to correct inadequate sight distance and weak surface)	74,000.
60	Buckingham	Buckingham Court House (Supplements previous sidewalk allocation to include curb and gutter and widening)	80,000.
62	Pittsylvania	Int. Route 58 - North Carolina Line (Complete reconstruction of Milton Road)	180,000.
360 & 349	Halifax	Widening, Curb and Gutter and Sidewalks in Town of Halifax	152,000.
460	Appomattox	Int. Route 24 (Appomattox) - West (Widening of present 18 foot road to 24 foot, beginning at Appomattox and extending west towards Lynchburg)	165,000.
460	Prince Edward	Int. Route 307 - West (Widening and strengthening of the present surface treated soil road)	138,000.
		Reserve	<u>132,530.</u>
		Total, Rural Construction	\$2,139,592.
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal-aid) To be matched by City			
29	- - - -	City of Danville, West Main Street (Bituminous resurfacing)	12,000.
Alt. 29	- - - -	City of Lynchburg (Starting the City of Lynchburg's Expressway)	<u>134,500.</u>
		Total, Urban Construction	\$ 146,500.
			<hr/>
1949-1960 Lynchburg District Total			\$2,650,592.
			<hr/>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Bawls, that the final allocations for the Richmond District be as follows:

	<u>Amount</u>
City Street Funds *	\$61,941.
Urban Federal-aid *	356,938.
Matching Urban Federal-aid-25% *	178,469.
Planning 1% *	33,425.
Landscaping 1% *	83,428.
	<hr/>
Total	\$ 964,198.
	<hr/>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Mecklenburg	South Hill (Bituminous resurfacing)	18,000.
2	Hanover	Caroline County Line - South (Bituminous resurfacing)	25,000.
5	Henrico & Charles City	East Richmond - East (Starting the reconstruction of the present narrow and crooked road)	140,000.
6	Henrico & Goochland	West Richmond - West (Extending the proposed strengthening of road from Richmond - West)	175,420.
33	Hanover	Henrico County Line - West (Spot resurfacing of weak sections)	40,000.
36	Chesterfield	Supplementing and Extending Allocation for Widening, Curb and Gutter and Sidewalk Construction in Village of Matcoa	40,000.
40 & 137	Lunenburg	Supplementing and Extending Allocation for Widening, Curb and Gutter and Sidewalk Construction in Town of Kenbridge	8,000.
49	Mecklenburg	Chase City (Bituminous resurfacing)	35,000.
54	Hanover	Int. Route 1 (Ashland) - West (Widening to curb and gutter section of present narrow 2-lane street in Ashland between Route 1 and Richmond, Fredericksburg and Potomac Railroad)	65,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
58	Mecklenburg	West Route 1 - West (Extension of present heavy duty 2-lane construction of very weak road between Route 1 and Clarksville)	400,000.
60	Powhatan	Cumberland County Line - East (Bituminous resurfacing)	70,000.
60	New Kent	East Providence Forge - East (To satisfy deficit financing for completion of gap in dual highway between Bottoms Bridge and Toano cut-off)	118,000.
60	New Kent	Bottoms Bridge - East (To satisfy deficit financing for completion of gap in dual highway between Bottoms Bridge and Toano cut-off)	24,000.
147	Henrico & Chesterfield	Approaches to New Westham Bridge Now Under Construction Including Relocation of Canal.	250,000.
154	Prince George	Int. Route 106 - Int. Route 460 (Continuation of improvement of road between Hopewell and Route 301)	180,000.
250	Henrico	Richmond - West (Spot bituminous resurfacing of weak sections)	48,000.
360	Chesterfield	Int. Route 161 near West Corporate Limits Richmond (Construction of traffic circle at heavily traveled and dangerous intersection)	85,000.
360	Chesterfield	Nuttree Creek Revision (Relocation of accident prone narrow bridge and approach curves)	125,000.
460	Hottoway	Crewe (Continuation of curb and gutter and widening)	35,000.
460	Hottoway	Blackstone (Supplements a previous allocation for construction of curb and gutter and widening)	38,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
522	Goochland & Powhatan	Approaches to James River Bridge at Maidens (Widening of approaches to enable vehicles to pass)	12,000.
		Reserve	<u>150,125.</u>
		Total, Rural Construction	<u>\$2,078,545.</u>

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

1	- - - -	City of Petersburg, Repairs to Appomattox River Bridge	25,000.
1	- - - -	City of Richmond, Hull Street - South (Resurfacing and reconstruction)	30,000.
1	- - - -	City of Richmond, Chamberlayne Avenue (Reconstruction or resurfacing)	50,000.
147	- - - -	City of Richmond, Approaches to New Westham Bridge now Under Construction	20,000.
147	- - - -	City of Richmond, Widen Atlantic Coast Line Railroad Belt Line Overpass on Cary Street	35,000.
161	- - - -	City of Richmond, Remodel Richmond, Fredericksburg and Potomac Railroad Overpass and Construct South Approaches, Boulevard Bridge (Also to be matched by railroad)	55,000.
		Reserve	<u>84,750.</u>
		Total, Urban Construction	<u>\$ 299,750.</u>
		1949-1950 Richmond District Total	<u><u>\$3,342,493.</u></u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the final allocations for the Suffolk District be as follows:

	<u>Amount</u>
City Street Funds =	400,886.
Urban Federal-aid =	895,361.
Matching Urban Federal-aid-25% =	197,680.
Planning 1% =	32,272.
Landscaping 1% =	32,272.
Total	<u>\$1,058,271.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
10	Surry	Bridges Over Lower Chippeak Creek and College Run (Widening of 2 dangerously narrow bridges between Surry and Bacon's Castle)	80,000.
13	Accomack	Maryland Line - South (Bituminous resurfacing of north-bound lane)	50,000.
13	Accomack	South Oak Hall - South (Continuation of 4-lane construction between Maryland Line and Accomack)	500,000.
18	Norfolk & Princess Anne	East Norfolk - East (Supplemental allocation for relocation of Water Works Road between Norfolk and Diamond Springs)	55,000.
17	York & Warwick	South Tabbs - Int. Route 168 (Supplements previous allocation to complete the reconstruction to heavy duty standards of the surface treated soil road between Tabbs and Morrison)	175,000.
35	Southampton	Courtland - Sussex County Line (Bituminous resurfacing)	40,000.
40	Sussex & Surry	Bridges and Approaches Blackwater and Otterdam Swamps East of Waverly (Relocation and construction of 2 bridges and bad approaches)	100,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
58	Isle of Wight	Revision of Curve East of Franklin (Location where numerous accidents have occurred in the last 18 mos.)	90,000.
58	Princess Anne	East Norfolk - East (Continuation of controlled access highway on Virginia Beach Boulevard)	300,000.
58	Southampton	West Drewryville - West (Continuation of providing heavy duty surfacing to replace surface treated soil on heavily travelled truck route)	175,000.
60	Warwick	Sidewalk on and Adjacent to Bridge and the Superelevation of an Approach Curve Near the Mariners Museum	25,000.
134	Elizabeth City	Hampton - West (Supplements previous allocation for provision of 4-lane highway)	80,000.
172	Elizabeth City & York	Route 134 - Messick (widening and reconstruction of narrow and crooked road)	153,000.
189	Mansemond & Southampton	South Holland - South (Extension of heavy duty surface south towards Route 258)	211,000.
258	Isle of Wight	Windsor - South (Replacement of weak bridge and severe curvature)	20,000.
258	Isle of Wight	SCL Smithfield - 0.3 Mile South (Reconditioning and widening)	3,500.
308	Southampton	Through Southampton Farm (To complete project)	18,500.
351	Warwick	Hand Railings, 39th Street Bridge at East Corporate Limits Newport News (To replace wooden hand railings which are now in a bad condition)	20,000.
		Total, Rural Construction	<u>\$1,824,000.</u>

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

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
31,168 & 80	- - - -	City of Williamsburg, Page and York Roads (Widening to curb and gutter section)	25,000.
134	- - - -	City of Hampton, Liberty Street and Armstead Avenue (Extension of proposed rural project providing for 4-lanes with curb and gutter and sidewalks)	14,000.
167	- - - -	City of Newport News, 16th Street, Jefferson Avenue - Marshall Street (Reconstruction and widening to curb and gutter section)	40,000.
170	- - - -	City of Norfolk, Grade Separation, Norfolk and Western Railway on Monticello Avenue (To be matched by like amount from both the City and Railroad)	200,000.
		Reserve	<u>88,960.</u>
		Total, Urban Construction	<u>\$ 344,960.</u>
		1949-1950 Suffolk District Total	<u><u>\$3,227,240.</u></u>

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the final allocations for the Fredericksburg District be as follows:

	<u>Amount</u>
City Street Funds =	\$ 21,343.
Urban Federal-aid =	15,502.
Matching Urban Federal-aid-25% =	7,751.
Planning 1% =	18,079.
Landscaping 1% =	<u>18,079.</u>
Total	<u>\$ 76,754.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Stafford	To Provide Connection Between North and South Bound Lanes at Stafford Wayside	8,000.
3	Lancaster	Lancaster Court House (Curb and gutter)	6,000.
3	Lancaster	West Lively - Richmond County Line (To provide for bituminous surfacing on road recently constructed)	30,000.
3	King George	King George Court House (Extension of sidewalk construction to King George County High School)	8,000.
3	Westmoreland	Town of Montross (Supplements previous allocation for widening and curb and gutter)	35,000.
3 & 200	Lancaster	White Stone (Improvement of Intersection)	36,000.
Alt.3	Lancaster	Chinns Mill - East (Easing of curves and otherwise improving old Route 3 from Chinns Mill - East)	44,000.
14	Mathews & Gloucester	East Gloucester Court House - East (Bituminous surfacing on new construction)	70,000.
14	Mathews	Mathews Court House - West (Supplemental allocation to complete project including sidewalk construction)	36,000.

<u>Route.</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
14	King & Queen & Gloucester	Shacklefords Fork - Adner (Bituminous resurfacing)	32,000.
17	Essex	Tappahannock - Hoskins Creek (Widening, curb and gutter and the raising of the approaches to Hoskins Creek east of Tappahannock)	90,000.
17	Essex	Raising Fills Above High Water at Mount Landing Creek, Brocken- borough and Piscataway Creek	18,000.
17	Caroline & Essex	Spotsylvania County Line - South (Spot resurfacing to strengthen weak sections)	127,269.
33	Middlesex	Blakes Gate - West (Reconstruction of narrow and inadequate road and bridge)	33,000.
33	Middlesex	Saluda - Route 227 (Cooks Corner) (Bituminous resurfacing)	14,000.
198	Mathews	Int. Route 14 - West (Bituminous surfacing on new construction)	75,800.
200	Lancaster	White Stone - Eilmarnock (Relocation of sharp curves)	100,000.
205 & 205 Y	Westmoreland	Colonial Beach (Continuation of curb and gutter construction)	18,000.
227	Middlesex	Int. Route 33 (Cooks Corner) - Urbanna (Bituminous resurfacing)	18,000.
301	King George	Port Royal - East (Begin the construction of a heavy duty concrete surface on the heavily travelled surface treated soil road between Bowling Green and the Morgantown Bridge. The entire dis- tance is 30 miles and it is proposed to complete this improvement in 6 years by constructing 5 miles each year)	400,000.
301	King George	Potomac River - South (Bituminous resurfacing)	10,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
380	King William	Hanover County Line - East (Bituminous resurfacing of weak places)	35,000.
380	Northumberland	Heathsville (Curb and gutter and widening)	45,000.
380	Northumberland	Heathsville - East (Relocation of inadequate road)	80,000.
380 & 202	Northumberland	Village of Callao (Curb and gutter)	14,585.
522	Spotsylvania	Orange County Line - South (To supplement work underway which will complete project)	20,638..
		Reserve	<u>135,394.</u>
		Total, Rural Construction	<u>\$1,518,485.</u>
 <u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-aid) To be Matched by City			
		Reserve	<u>12,650.</u>
		Total, Urban Construction	<u>\$ 12,650.</u>
		1949-1960 Fredericksburg District Total	<u>\$1,607,890.</u>

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the final allocations for the Culpeper District be as follows:

	<u>Amount</u>
City Street Funds =	\$ 101,216.
Urban Federal-aid =	188,930.
Matching Urban Federal-aid-25% = (Including Arlington County's 50%)	123,218.
Planning 1% =	28,498.
Landscaping 1% =	28,498.
Total	\$ 446,358.

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
3	Culpeper	Replacing of Two Narrow Overpasses, Southern Railway East of Culpeper	75,000.
7	Loudoun	Continuation of Reconstruction of Route 7 towards Leesburg	200,000.
7	Arlington & Fairfax	Reconstruction to 4-lanes of Short Gap Between the West Corporate Limits Alexandria and the Shirley Highway	60,000.
15	Fauquier	Opal - Warrenton (The widening and strengthening of the present narrow and weak road)	90,000.
15	Orange	Orange - North (Complete recon- struction of the present road which has continuous non-passing sight distance)	100,000.
15	Prince William	Haymarket North and South (Supplementing current allocation to extend work now underway toward completion of the new road to Route 211)	200,000.
20	Albemarle	Extension of Proposed Widening and Resurfacing South of Charlottesville	60,000.
20	Orange	Orange - West (Widening and reconstruction of present inadequate road)	100,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
50	Arlington	Channelisation at Park Drive (Provision of safety refuge on heavily travelled Lee Blvd.)	12,000.
50	Arlington	Interchange at Carlyn Springs Road (Connecting ramp to prevent interference between left turn traffic and through traffic on heavily travelled Lee Blvd.)	12,000.
124	Arlington	Route 211 (Lee Highway) - Spout Run Drive (New construction to provide connection between end of George Washington Parkway and Lee Highway)	60,000.
229	Culpeper	Culpeper - North (Widening and reconstruction of narrow 10 foot road)	145,000.
254	Prince William	Stone House - Int. Route 15 - (Extension of work now underway to provide hard surfaced road between Route 15 and Manassas)	117,000.
236	Fairfax	West Shirley Highway - Annandale (Widening and resurfacing 18 foot road carrying approximately 8,000 vehicles per day)	112,000.
244	Fairfax	Annandale - Baileys Cross Roads (Widening and resurfacing 18 foot road carrying approximately 4,000 vehicles per day)	120,000.
287	Loudoun	Lovettsville North and South (Completion of gap in and adjacent to Lovettsville)	86,000.
302	Albemarle	Roads in Grounds of University of Virginia	85,376.
522	Orange & Louisa	Ex Post Office - South (For completion of project and replace- ment of weak and narrow bridge over North Anna River)	80,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
Deficits on the Following Projects:			
7	Arlington & Fairfax	Alexandria - West	46,181.
50	Fairfax	Interchange at Fort Buffalo	26,125.
123	Fairfax	Overpass and Approaches Southern Railway at Fairfax Station	90,862.
241	Fairfax	Pedestrian Underpass Southern and Richmond, Fredericksburg and Potomac Railroads near Int. Route 236	22,666.
522	Orange & Louisa	Za Post Office - South	<u>114,166.</u>
			300,000.
		Reserve	<u>\$ 132,479.</u>
		Total, Rural Construction	<u>\$2,129,856.</u>
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal-aid)			
To be matched by City			
		Reserve	<u>73,370.</u>
		Total, Urban Construction	<u>73,370.</u>
		1949-1950 Culpeper District Total	<u>\$2,649,581.</u>

Motion carried.

Moved by Mr. Harpine, seconded by Mr. Wycor, that the final allocations for the Staunton District be as follows:

	<u>Amount</u>
City Street Funds =	\$ 178,437.
Urban Federal-aid =	83,471.
Matching Urban Federal-aid-25% =	41,738.
Planning 1% =	26,875.
Landscaping 1% =	<u>26,875.</u>
Total	<u>\$ 356,994.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Rockbridge	Fairfield - South (Continuation of conversion of 2-lane road to 4-lane divided standards)	225,000.
11	Augusta & Rockbridge	Stonies Tavern - South (Bituminous surfacing)	47,000.
11	Warren, Shenandoah & Frederick	Bridge and Approaches Cedar Creek (To replace present inadequate bridge which has hazardous approaches)	210,000.
11	Shenandoah	Bridge and Approaches Narrow Passage Creek (To replace present inadequate bridge which has hazardous approaches)	75,000.
11	Shenandoah	Widen Narrow Bridge and Approaches Pugh's Run	40,000.
Alt. 11	Augusta	North Corporate Limits Staunton - Int. Route 11 (For completion of that portion of new Staunton Distribution Road which is outside the City Limits)	83,000.
12	Page & Rockingham	Relocation and Replacement of Narrow Bridge and Hazardous Approaches at Naked Creek	75,000.
12	Augusta	Waynesboro - Greenville (Bituminous resurfacing)	80,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
18	Alleghany	Craig County Line - North (Extension of work to stabilize and hard surface unimproved road)	50,000.
39	Bath	West Virginia Line - East (Supplement and extend present construction of new road to replace unimproved road)	198,000.
39	Rockbridge	Bridge and Approaches Maury River (New bridge and approaches to replace inadequate bridge with narrow and hazardous approaches at Rockbridge Baths. This alloca- tion supplements a previous allotment, which only partially corrected the bad condition)	80,000.
42	Rockingham	North of Harrisonburg Towards Broadway (Extension of proposed reconstruction of narrow and crooked road between Harrisonburg and Broadway)	100,000.
42	Shenandoah	Conieville - South (Construction and hard surfacing of present un- improved road north of Forestville)	150,000.
50	Frederick	West Virginia Line - East (Supplements present allocation for modification of curves and widening of road)	50,000.
50	Frederick	Winchester - East (Supplements present allocation for widening of road immediately east of Winchester)	40,000.
55	Shenandoah	Flashing Light Signals Baltimore and Ohio Railroad West of Strasburg. (To be matched by Railroad)	5,000.
56	Rockbridge	Bridge and Approaches South River at Vesuvius (Replacement of temporary bridge erected at place where original bridge washed out)	80,000.
60	Alleghany	West Virginia Line - East (Bituminous resurfacing)	60,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
250	Augusta	West Waynesboro - West (Bituminous resurfacing)	8,000.
252	Augusta	South Staunton - South (Supplements present allocation to reconstruct narrow and crooked road)	31,000.
258	Augusta & Rockingham	New Bridge and Relocation of Dangerous Approaches to South River at Grottoes'	160,000.
257	Rockingham	Improving and Hard Surfacing 0.6 mile between Bridgewater and Mt. Crawford	10,000.
259	Rockingham	Completion of Route 259 into Broadway including New Bridge Over Linville Creek	150,000.
268	Alleghany & Bath	Alleghany-Bath County Line - North and South (Supplements current allocation to build hard surface road and replace dangerous bridges on present unsurfaced road)	59,000.
269	Highland	South McDowell - South (Continue stabilizing and hard surfacing of present unimproved road)	50,000.
303	Rockbridge	Roads in Grounds of Virginia Military Institute	32,802.
501	Rockbridge	Relocation at Camden Creek (Relocation of a severe and dangerous reverse curve, south of Buena Vista, adjacent to which are long approaches of high speed road)	75,000.
		Reserve	<u>33,115.</u>
		Total, Rural Construction	<u><u>\$2,226,917.</u></u>

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
		<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-aid) To be matched by City	
		Reserve	\$ 83,600.
		Total, Urban Construction	\$ 83,600.
		1949-1950 Staunton District Total	\$2,667,511.

Motion carried.

There being no further business the Commission adjourned at noon to meet again on call of the Commissioner.

Approved:

J. G. Linderson
Commissioner - Chairman

Attested:

D. W. Rawls
Secretary

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