

**Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Roanoke and Richmond
May 14-16, 1958.**

At 1:00 P.M., Wednesday, May 14th, Senator Burgess S. Nelson and Messrs. E. P. Barrow, G. Wallace Carper, S. W. Rawls and F. A. Davis left by automobile from the Central Highway Office Building and drove to Roanoke. They were joined there by Messrs. S. S. Flythe, S. D. May and Tucker C. Watkins, Jr.

Hon. Wm. A. Wright continues unable to be present because of illness.

Following dinner the Commission met in executive session at 8:00 P.M. in the Hotel Roanoke. Present also for the meeting were Messrs. R. P. Ellison, H. H. Harris, D. H. Huddle and Harry L. Smith.

The meeting was called to order by the Chairman.

It was moved by Mr. Flythe, seconded by Mr. Rawls, that the minutes of the meeting of April 24th be confirmed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission approve the permits issued from the April 24th meeting to date, inclusive, as recorded in the records of the Department. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission approve the cancellation of permits from the April 24th meeting to date, inclusive, as authorized June 25, 1947, and recorded in the records of the Department. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 3005-10-11-12 (New 0018-006-010-B-1, B-2), Route 18, 16.949 Miles S. of Covington-0.755 Mile N. Craig County Line, Alleghany County, to the low bidder, F. W. Dotson Construction Company, Fishersville, Va., at the bid of \$128,932.51, that 10% additional be set aside to cover the cost of engineering and additional work and \$855.00 for work by State Forces, making a total of approximately \$140,550.00 chargeable to this project, to be financed with \$70,750.00 State and \$69,850.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 4384-04 (New 0188-084-004), Contract No. 1, Route 186, Sub-surface Explorations, Bridge over South Branch Elizabeth River, Norfolk County, to the low bidder, Carpenter Construction Company, Inc., Norfolk, Va., at the bid of \$8,412.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$9,050.00 chargeable to this project, to be financed entirely with State Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 8082-17 (New 0081-082-017) Contract No. 1, Route 81 (402), 5.951 Miles S. Int. Proposed Route 55-2.057 Miles S. Int. Proposed Route 55 (Harrisonburg By-Pass), Rockingham County, to the low bidder, Pioneer Construction Company, Inc., Roanoke, Va., at the bid of \$545,990.19, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,100.00 for Right of Way and \$1,205.00 for work by State Forces, making a total of approximately \$60,700.00 chargeable to this project, to be financed with \$61,150.00 State and \$559,550.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 8082-08-04-05-22 (New 0081-082-008-004-005-022) Contract No. 2, Route 81 (402), Underpass Route 879, Twin Overpass C.W. Railway, Bridge over Blacks Run, Underpass Route 726, Rockingham County, to the low bidder, T. A. Loving & Company, Goldsboro, N. C., at the bid of \$508,171.52 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$558,800.00 chargeable to this project, to be financed with \$66,850.00 State and \$501,120.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 8229-07 (New 0125-029-007, G-1), Route 123, 1.540 Miles W. Arlington County Line-0.898 Miles W. Arlington County Line, Fairfax County, to the low bidder, Heschler Brothers, Inc., Highland Springs, Va., at the bid of \$180,438.88, that 10% additional be set aside to cover the cost of engineering and additional work, \$5,800.00 for Right of Way (included in contract), \$1,298.00 for work by State Forces and \$145,000.00 for Right of Way (not included in contract), making a total of approximately \$348,100.00 chargeable to this project, to be financed with \$175,700.00 State and \$172,400.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 1330-21 (New 0888-050-021-81), Route 688, Int. Route 55-0.192 Mile S. of Int. Route 711, Fauquier County, to the low bidder, Virginia Stone & Construction Corp., Roanoke, Va., at the bid of \$98,556.51 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$108,000.00 chargeable to this project, to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 5459-01, Route 5, Removal of Ferry Slip at Grey's Point Landing, Middlesex County, to the low bidder, McLean Contracting Company, Baltimore, Md., at the bid of \$17,000.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$18,700.00 chargeable to this project, to be financed from sale of pier near White Stone on Route 5 and balance from Fredericksburg District Reserve. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Projects 0011-152-070-071-072; 0250-152-070-071, Routes 11 and 250, 0.075 Mile N. of C&O Underpass-0.170 Mile S. of C&O Underpass AND Int. Route 11-0.153 Mile E. Int. Route 11, City of Staunton, to the low bidder, Stephen D. Steele, Rustburg, Va., at the bid of \$554,250.20, that 10% additional be set aside to cover the cost of engineering and additional work, \$75,545.00 for work by State Forces, \$18,980.00 for Railroad work and \$120,000.00 for Right of Way, making a total of approximately \$868,775.20 chargeable to this project, to be financed with \$100,100.00 State, \$364,150.00 Federal, \$100,780.00 City of Staunton and \$15,000.00 C&O Railway Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 1326-19-20 (New 0647-026-019-020), Route 647, Int. Route 648-Int. Route 1, Dinwiddie County, to the low bidder, Clary's Construction Company, Lawrenceville, Va., at the bid of \$70,498.98 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$77,550.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional \$55,984.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 1550-19 (New 0358-050-019), Route 852, Int. Route 815 (S. of Etna Mills)-Int. Route 804 (S. of Enfield), King William County, to the low bidder, Richard F. Kiefer, Contractor, Richmond, Va., at the bid of \$65,374.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$71,900.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional \$457.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 1508-25, (New 0747-002-025), Route 747, Int. Route 591 (E. of Joppa Mill)-0.089 Mile W. of Int. Route 745, Bedford County, to the low bidder, Laughon & Johnson, Bedford, Va., at the bid of \$34,075.53 and that 1% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$37,500.00 chargeable to this project, to be financed 50/50 with State and Federal Funds, additional \$9,149.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 30 for the construction of Project 1558-25 (New 0719-068-025), Routes 825; 719, 0.760 Mile E. of Island Creek Dam-North Carolina State Line, Mecklenburg County, to the low bidder, Clary's Construction Company, Lawrenceville, Va., at the bid of \$55,882.85, that 1% additional be set aside to cover the cost of engineering and additional work and \$66.00 for work by State Forces, making a total of approximately \$59,100.00 chargeable to this project; to be financed with \$29,575.00 State and \$29,525.00 Federal Funds, additional \$24,837.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, as provided under Section 55-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following Section of old location of Route 49 in Mecklenburg County be transferred from the Primary System to the Secondary System of Highways: Section 2 shown in red on plat dated January 15, 1958, Project 8458-12; that as provided under Section 55-76.5 of the 1950 Code of Virginia, as amended, Sections 1, 3 and 4 of old location of Route 49 be abandoned to the extent of alteration, shown in blue on the plat and project referred to. Further, that as provided under Article 2, Section 55-141 of the 1950 Code of Virginia, as amended, Section 5 of a new connection be added to the Secondary System of Highways, shown in brown on the plat and project referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, request is made by Doctor Joul C. Nielsen, Superintendent of the Central State Hospital, Petersburg, Virginia, that in view of proposed construction on a new building site, that a portion of existing Route 319 be discontinued as a part of the Primary System of Highways; NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 55-76.1 of the 1950 Code of Virginia, as amended, a portion of Route 319 within the grounds of the Central State Hospital, leading from a point on Route 1 opposite the main entrance northwest 0.40 mile, be discontinued as a part of the Primary System of Highways, as indicated on sketch dated April 21, 1958. Motion carried.

Moved by Mr. Randle, seconded by Mr. Flythe, that, as provided under Section 55-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following Section of old location of Route 460 in Giles County be transferred from the Primary System to the Secondary System of Highways: Section 1, 0.25 mile as shown in red on plat dated December 2, 1957, Project 1955-15-15; that as provided under Section 55-75.1 of the 1950 Code of Virginia, as amended, Sections 2 and 3 of old location of Route 460 being no longer necessary for uses of the State Highway System be discontinued as such, 0.07 mile as shown in yellow on the plat and project referred to. Further, that as provided under Article 2, Section 55-141 of the 1950 Code of Virginia, as amended, Section 4 of a new connection, 0.05 mile be added to the Secondary System of Highways, shown in brown on the plat and project referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, WHEREAS, under authority of Section 55-115.2 of the 1950 Code of Virginia, as amended, request is made by the City of Charlottesville for payment at the base rate of \$500 per mile annually on additional streets meeting the required standards, also for a deletion of mileage due to construction of a new school building; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 per mile annually be made to the City of Charlottesville on additional streets totaling 2.09 miles, effective beginning the first quarter, July 1, 1958; also a deletion of 0.07 mile, effective beginning the third quarter, January 1, 1958. Motion carried.

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

	<u>Miles</u>
Route 11 (Lee Highway) - from the old east town limits of Pulaski northeast to the new north town limits	1.730
Route 11 (Lee Highway) - from the old south town limits of Pulaski to the new south town limits	0.062
Route 99 (Dora Highway) - from the old east town limits of Pulaski to the new east town limits	0.375
Total Additions	<u>2.167</u>

BE IT FURTHER RESOLVED, that pursuant to Section 55-115.2 of the 1950 Code of Virginia, as amended, certain other streets meeting required standards and comprising 9.68 miles within the Town of Pulaski, be added to the present allocation of mileage subject to payment for maintenance at the annual base rate of \$500 per mile. The above additions to be made effective for payment to the Town of Pulaski beginning the third quarter, January 1, 1958. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Town Hall, Front Royal, Virginia, on Thursday, April 10, 1958, concerning the proposed location of Route 522, Project 2635-70-71 from Intersection Route 55 to Intersection Route 540, Town of Front Royal; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated as Route 522 from Intersection Route 55 to Route 540, Town of Front Royal, is approved. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Highland Springs High School, Highland Springs, Virginia, on Thursday, May 1, 1958, concerning the proposed location of the Interstate System, Route 64, Project 0064-045-055, from Intersection Route 656 (Miller's Lane) to 0.6 miles east of Intersection Routes 60 and 55 at Bottom's Bridge, Henrico and New Kent Counties; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded; and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location from Miller's Lane to Bottom's Bridge, as presented at the public hearing, be approved. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Council Chamber of the City Hall in Alexandria on April 24, 1958, concerning the proposed reconstruction of Route 256, Project 0256-100-070-071, from Quaker Lane to Quartermaster Depot in the City of Alexandria; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded; and WHEREAS, the economic effects of the location and the proposed improvements have been examined and given proper consideration and this evidence along with all other, has been carefully reviewed; now, therefore BE IT RESOLVED, that the reconstruction and widening of roadway along the existing location designated as Route 256 (Duke Street) in the City of Alexandria, be approved. Motion carried.

Moved by Senator Nelson, seconded by Mr. Basls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1958, a PUBLIC HEARING was held in the City Hall, Bristol, Virginia, on Wednesday, April 23, 1958, at 10:00 A.M., concerning the proposed location of Commonwealth Avenue, Route 407, Project 8595-70-72, from north corporate limits of Bristol to State Street, City of Bristol; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated as Commonwealth Avenue, from north corporate limits of Bristol to State Street, Route 407, in the City of Bristol, is approved. Motion carried.

Mr. Fugate, Chief Engineer, made a full written report on the proposed improvement of Chain Bridge-George Washington Parkway, Route 123, Projects 0125-029 and 0125-000; and a full discussion followed. It was moved by Mr. Carper and seconded by Mr. Barrow that the Commission acquire the right of way for the proposed Langley By-pass, Route 123, and that construction follow as soon thereafter as feasible. Motion carried.

Mr. Davis advised the Commission that since plans were first discussed for a new Highway Office Building the financial picture has changed because of additional Federal funds available to Virginia and Mr. Ellison was asked to discuss the problem. He stated that to match Federal Funds would place a severe strain on the Department's revenue and it was possible to continue its policy of renting additional space for several years at an annual rental of \$48,000.00. It was further stated that the need for a new building had not diminished but that it was believed the Department could continue renting and live with the present situation even though it is not convenient. After considerable discussion the Commission voted unanimously to continue preparation of plans and other details connected with the proposed building, but to delay start of the construction until the financial picture improved.

The correspondence relative to reciprocal free passage of vehicles between the State Highway Department and the Chesapeake Bay Ferry Commission was carefully and fully gone into and discussed by the Commission. It is the opinion of the Commission that under the statutes the Department cannot change the situation, the privilege of free passage being extended only to the Highway Department, the Motor Vehicle Division and the Department of State Police. The Commission is of the opinion that if any change should be made it would perhaps be best to suggest that Highway Department employees be denied free passage over toll facilities operated by other agencies.

Following a report by Smaly, Stevenson, Vaine & Knecht, Consulting Engineers, on the possible locations for Interstate Route 81 (then 402) in the vicinity of Natural Bridge and a further study and report on the economic effect on Natural Bridge of Virginia, in view of the apprehension regarding effects the development of the Interstate Route might have on the business of the Corporation, most careful and full consideration has been given to this problem by all parties involved. It was moved by Senator Nelson, seconded by Mr. Rawls, that the recommendations of the engineering staff of the Highway Department be adopted accepting the Red Mill location described in the consultants' reports as line 3; it being the considered opinion of the Commission that construction of the Interstate System on this location is in the public interest and not adverse to the economy of the Natural Bridge area. Motion carried, Mr. May voting no.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, WHEREAS, by proper resolutions the various Boards of Supervisors have requested the discontinuance of certain roads in the Secondary System, and whereas, the Resident Engineers representing the Commission, did post notices and hold hearings in the respective counties to ascertain whether or not such roads should be discontinued, the proposed discontinuance meeting no valid opposition; NOW, THEREFORE, BE IT RESOLVED, that the following roads be discontinued as parts of the Secondary System as provided under Section 55-76.7 of the 1950 Code of Virginia, as amended; effective this date:

	<u>Miles</u>
HANOVER COUNTY - Old location of Route 618, Project 1561-18	
Section 3-A, from Sta. 110/50 to 0.09 mile southwest	0.09
Old location of Route 643, Project 1561-09	
Section 1-A, from Sta. 88/90 to 0.05 mile northeast	0.05
ISLE OF WIGHT COUNTY - Old location of Route 611, Project 1546-11:	
Section 2, from connection opposite Sta. 37/80 east to connection opposite Sta. 44/85	0.14
Section 5, from Sta. 89/10 east to Sta. 95/25	0.08
FRANKLIN COUNTY - Old location of Route 739, Project 1555-15,	
Section 2, from Sta. 51/70 to Sta. 55/90	0.10
HANOVER COUNTY - Old location of Route 716, Project 1542-15-18,	
Section 2, from n. end of br. over Little River to Sta. 66/50.	0.18
Motion carried.	

Moved by Mr. May, seconded by Mr. Rawls, that WHEREAS, the Council of the Town of Jonesville, by resolution of December 4, 1957, requested a change in the method by which the streets are maintained from the present Choice #3, Section 55-50.2 of the 1950 Code, as amended, to Choice #1, Section 55-50.4 of the Code, and WHEREAS, after seven years, the Town has found that it cannot afford to maintain the personnel and equipment for the small eligible mileage which qualifies for the base payment of \$500 per year, now, therefore BE IT RESOLVED, that the change in the form of maintenance to Choice #1, Section 55-50.4 of the 1950 Code of Virginia, as amended, as requested by the Town of Jonesville and recommended by Engineering Division, that 4.71 miles of streets in the Town be approved as a part of the Secondary System, effective beginning July 1, 1958. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that WHEREAS, accelerated and extensive urban development in Virginia since 1951 has brought about changed conditions in street development in incorporated towns having thirty-five hundred inhabitants or less, and WHEREAS, because of these changes the policy of the Commission adopted October 16, 1951, authorizing such incorporated towns to elect to operate under the provisions of Section 55-50.1, 55-50.2 or 55-50.4 of the Code of Virginia, as amended, is in need of revision, now, therefore BE IT RESOLVED, that the policy of the Commission adopted October 16, 1951, relating to incorporated towns having thirty-five hundred inhabitants or less exercising a choice to operate under the provisions of Section 55-50.1, 55-50.2 or 55-50.4 is hereby rescinded; and BE IT FURTHER RESOLVED, that the following policy is adopted:

WHEREAS, incorporated towns having thirty-five hundred inhabitants or less are permitted to elect to operate under the provisions of Section 55-50.1, 55-50.2 or 55-50.4 as set forth in the State Highway Commissioner's letter of May 7, 1950, addressed to all towns of this class, and WHEREAS, it is believed that once an election has been made by a town of this class it is to the best interests of the parties concerned not to make any changes therein unless good cause to the contrary be shown by the town, now, therefore BE IT RESOLVED, that once an election has been made by a town having thirty-five hundred inhabitants or less to adopt either Section 55-50.1, 55-50.2 or 55-50.4 of the Code of Virginia, as amended, that thereafter no change shall be made in such election unless the town shows good cause to the contrary, which in the opinion of the Commission justifies such a change. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, the proposed reallocation of U. S. Route 58, Lawrenceville By-Pass, from a point on existing U. S. Route 58 southwest of Lawrenceville, said point being shown as Station 845/00 on the plans for State Project 0058-012-101 and extending in a northeasterly direction to a point on existing U. S. Route 58 northeast of Lawrenceville, said point being shown as Station 787/00 on the aforementioned plans, including all necessary grade separations, interchanges, ramps, etc., be designated as a Limited Access Highway in accordance with Article 5, Chapter 1, Title 55, of the 1950 Code of Virginia, as amended. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, the proposed relocation of U. S. Route 29, Madison By-Pass, from a point on existing U. S. Route 29 southwest of Madison, said point being shown as Station 1390/00 on the plans for State Project 0029-066-102 and extending in a northeasterly direction to a point on existing U. S. Route 29 northeast of Madison, said point being shown as Station 1512/00 on the aforementioned plans, including all necessary grade separations, interchanges, ramps, etc., be designated as a Limited Access Highway in accordance with Article 5, Chapter 1, Title 33, of the 1960 Code of Virginia, as amended. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that WHEREAS, in accordance with the provisions of Section 118(c) of the Federal Aid Highway Act of 1955, a PUBLIC HEARING was held in the Council Chamber of the City of Virginia Beach on June 18, 1967, concerning the proposed reconstruction of Pacific Avenue, Route 60, Project 2175-70, for one-way southbound operation with existing Route 60, Atlantic Avenue, as approved by the City Council on August 20, 1966, and WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, serious objection was registered by the citizens participating in the hearing to the proposed one-way operation of Pacific Avenue and Atlantic Avenue, and WHEREAS, the City Council, by resolutions of August 19, 1967, requested the Highway Commission to establish Pacific Avenue as Route 60 for two-way operation from 17th Street to 44th Street and on 17th Street from Pacific to Atlantic Avenue, and designate Atlantic Avenue as Business Route 60 due to the important, long established businesses identified with the number designation, and WHEREAS, the economic effects of the location and the proposed improvements have been examined and given proper consideration and this evidence, along with all other, has been carefully reviewed, now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated as Pacific Avenue, Route 60 in the City of Virginia Beach, is approved, and BE IT FURTHER RESOLVED, that the location of Route 60 in the City of Virginia Beach be relocated west on 17th Street from Atlantic Avenue to Pacific Avenue, overlapping Business Route 58, thence north on Pacific Avenue to the intersection with present Route 60 in the vicinity of 44th Street, and that Atlantic Avenue from 17th Street to the vicinity of 44th Street be designated as Business Route 50, not a primary extension. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission award contract on bids received April 30 for Painting the George P. Coleman Bridge, Route 17, to the low bidder, P. W. Spanos & Co., Inc., Wheeling, W. Va., at the bid of \$104,512.50, to be financed with Revenue Bond Reserve Maintenance Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission REJECT the one bid received April 30 for the Replacement of Submarine Cables, George P. Coleman Bridge, Route 17, it being 15.5% over the consultants' estimate, and readvertise the work. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that WHEREAS, in considering roads in subdivisions for inclusion in the Secondary System of State Highways, the State Highway Commission, among other things, has required that the road be surface-treated; and WHEREAS, in certain instances and on certain conditions which are hereinafter set out it is agreeable to the Commission that a road be taken into the Secondary System prior to it being surface-treated; NOW THEREFORE, BE IT RESOLVED, that without affecting the other requirements established by the State Highway Commission before a road in a subdivision may be taken into the Secondary System that the requirement as to surface-treatment is modified as follows:

In the event local materials are used for the bases in any subdivision, which in the opinion of the Highway Department will benefit by being carried through a winter, the Department may waive the provision in regard to requiring the road to be surface-treated prior to acceptance, with the provision that the Board of Supervisors, by resolution, shall assure the Department that funds are in hand, in accordance with the Department's estimate, to maintain and surface-treat the roads so accepted, and shall transmit said funds along with the request for said addition. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that WHEREAS, the Highway Commission is authorized to make certain payments to cities for street purposes, and WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the City of Norton for such payments, and WHEREAS, the relocation of Route 25 and Alternate Route 58, as a westward extension of Park Avenue in the City of Norton, Project 0025-148-072, will result in a change in the traffic flow pattern within the City, and WHEREAS, by resolution dated April 1, 1958, the City Council of Norton has requested certain changes of primary routing within the City, now therefore BE IT RESOLVED, that pursuant to Section 55-113 of the Code of Virginia of 1950, as amended, the following changes are to be placed into effect:

Addition: Alternate Route 58 re-routed to follow along Kentucky Avenue and Eleventh Street from the intersection of Coaburn Road (present Alternate Route 58) to the intersection of West Park Avenue (present Routes 25 and Alternate 58), length 1.14 miles and added to the \$4,000 per mile route extensions, effective the quarter following the start of construction on Project 0025-148-072, and

Deletion: \$4,000 per mile payments - West Park Avenue (present Route 25 and Alternate Route 58) from its intersection with Eleventh Street to the West Corporate Limits of Norton, effective upon completion of Project 0025-148-072, and

Addition: \$4,000 per mile payments - Park Avenue extended (relocated Routes 25 and Alternate 58) from its intersection with Eleventh Street to the West Corporate Limits of Norton, effective upon completion of Project 0025-148-072, and

Primary connection to be re-numbered Route 74: Coeburn Road (present Alternate Route 58) from its intersection with Kentucky Avenue to its intersection with Park Avenue (Routes 23 and Alternate 58), effective the quarter following the start of construction on Project 0023-146-072; and BE IT FURTHER RESOLVED, that pursuant to Section 55-115.2 of the Code of Virginia of 1950, as amended, the following changes are effected: Deletion due to re-routing of Alternate Route 58: Kentucky Avenue from Coeburn Road (present Alternate Route 58) to Eleventh Street, length 1.08 miles and Eleventh Street from Kentucky Avenue to Spring Street, length 0.08 miles; the total deletion of 1.11 miles from the \$500 per mile streets, effective the quarter following the start of construction on Project 0023-146-072, and Additions to \$500 per mile payments: West Park Avenue (present Route 23 and Alternate Route 58) from its intersection with Eleventh Street to the West Corporate Limits of Norton, effective upon completion of Project 0023-146-072. Motion carried.

At 9:45 P.M. the meeting recessed to meet again on May 15th.

At 8:50 A.M., Thursday, May 15th, the Commission met in the auditorium of the Hotel Roanoke and held public hearings on the revised tentative allocations for the fiscal year 1958-59 for the Salem, Bristol, Lynchburg and Staunton Districts. Also present were the District Engineers representing the four districts being heard.

Mr. Davis, Commissioner, welcomed all those present and expressed appreciation and thanks for the interest and help received in the development of the highway system; it being felt that having the road problems brought to the hearings makes for better understanding. The allocations as set up and the hearings as advertised are all in accordance with the provisions of the law. All those who were present and so desired were heard by the Commission. The hearing proceeded as follows:

Salem District

Botetourt County - Not represented.

Carroll County - Mr. Willard Stoneman introduced a five-party delegation. He expressed appreciation for the funds made available on Route 58 from Wythe County line south, the \$200,000.00 allocation on Route 52 South of Hillsville, Route 92 in the Pipers Gap area, and Route 58 from Woodlawn to Hillsville. He requested that these allocations be made permanent.

Mr. George E. Cooley, nominee for Mayor of Hillsville, representing Mayor Bisson, expressed thanks for the \$55,000.00 allocated for curb and gutter from the intersection of Routes 52 and 58 north, and Route 58 from Woodlawn to Hillsville. He asked that these funds be made permanent.

Senator S. Floyd Landreth asked that the tentative allocations be made permanent. He asked that consideration be given to an access to those across the river to the courthouse.

Mr. Warren B. Giersch, Secretary of Chamber of Commerce of Galax, expressed his appreciation for the allocations to Carroll County, particularly from Woodlawn to Hillsville. He asked that these allocations be made permanent.

Franklin County - Mr. J. Bradie Allman of Rocky Mount expressed thanks for the allocation for the Rocky Mount By-pass and Route 116 from Roanoke to Burnt Chimney. He asked that Route 220 be made four lanes in Franklin County, instead of only two lanes. A delegation of approximately sixty people appeared in the interest of Route 116. They asked that these allocations be made permanent.

Mr. Virgil Goode gave thanks for the appropriation for Route 116, asked that they be made permanent and that a continuation be made next year for Route 116. He asked that Route 220 be made four lanes in Franklin County. Mr. Goode also asked that Route 49 be considered for a sidewalk from Ferrum Junior College into town.

Giles County - Mr. E. D. Coburn, President of Giles Chamber of Commerce, expressed appreciation for the tentative allocations for Routes 460 and 61 and asked that they be accepted. He asked that a sizeable allocation be allotted next year for Route 460.

Mr. P. L. Comer, ex-Mayor of the Town of Rich Creek and representing the present Mayor, asked that the improvement of the road from Glen Lyn to Harrows, which passes through Rich Creek, be considered for allocation next year.

Henry County and City of Martinsville - Senator W. F. Stone thanked the Commission for what has been done in the past and what is being done now,

Ex-Governor Thomas B. Stanley gave praise to the Commission for the wonderful handling of funds.

Mr. A. L. Philpott, Commonwealth's Attorney, spoke in behalf of Route 57 east of Martinsville and west of Bassett. He asked that the two weak bridges be replaced and the crooked road straightened out. He asked that the bottleneck on Route 58 be relieved. He expressed appreciation for the allocation on Route 220 and asked that it be made permanent. He spoke in behalf of Route 68 from Henry County line to Stuart and from Bassett to Fairy Stone Park. These roads need widening and straightening.

Peter Ford from the Martinsville Kiwanis Club gave praise to the Commission and wished them Godspeed in their work.

Mayor George Conner of Ridgeway expressed appreciation for the tentative allocation on Route 220 in the Town of Ridgeway for curb and gutter and widening and asked that it be made permanent.

Mayor John W. Schultz of Martinsville thanked the Commission for the allocation on Route 220, but asked that a thorough study and consideration be given to Route 58 from Martinsville to Danville due to the narrow rough road. He mentioned that the fatalities on this road are extremely high. An approximately 25-member delegation appeared with him from Martinsville.

Montgomery County and City of Bedford - Not represented.

Palaski County - Not represented.

Roanoke County and City of Roanoke - Not represented.

Bedford County - Mr. C. H. White, Chairman of Board of Supervisors, asked that the allocation be made permanent on Route 501. This road is extremely crooked and due to the heavy traffic now using it (because of the Baptist Association) more money is requested for this road as soon as possible. He gave thanks for the allocation to Route 45. He also asked that about two miles on Route 297 in the New London Area going west from Bedford be considered for allocation.

Dr. William O. Bessley, Secretary of the Dept. of the Baptist Assembly, asked that Route 501 be considered very closely for improvements due to the curves at the top of the mountain going either way. Route 501 is the only access to the assembly ground and it was estimated that 400,000 visitors a year will travel this route because of this Assembly.

Mrs. Buford Updike from the south side of Bedford gave thanks for the allocation to Route 45 from the Campbell County line west.

BRISTOL DISTRICT

Bland County - Senator Woodrow Bird expressed appreciation for the allocation on Route 21 for the North side of Brushy Mountain because it creates a bottleneck and also for the resurfacing of Route 21 for South Gap south. A four-member delegation appeared with him.

J. O. Moorehead, Chairman of the School Board, expressed appreciation for the allocation to Route 21.

Mr. Tate from the Bland County Kiwanis Club presented a petition and expressed thanks for the allocation to Route 21.

Buchanan County - Mr. E. M. Bain, President of the Buchanan County Chamber of Commerce, expressed thanks for the construction from Grundy to Deal and asked for an allocation from Deal to Yaswell. He presented a resolution regarding Route 460.

Senator Harry C. Stuart of Elk Garden expressed appreciation for the allocation on Route 460 and asked that allocations be made on Route 460 from the Kentucky state line to the top of Shorts Gap and on Route 460 from Deal to Dismal and from Dismal to Oakwood. A delegation of approximately fifteen people were presented.

Dickenson County - Mr. H. Sutherland, Superintendent of Schools, representing several civic clubs, gave thanks for the allocations on Route 80, and because of the bottlenecks and bad bridges he would like to see more money allocated to this route. He asked that this allocation be made permanent. He expressed appreciation for the allocation for Route 88 from Haysi to Clinchoc and asked that it be made permanent. He also asked that a straight route through the county from Norton to Grundy be considered.

Mr. Cogle representing Dickenson and Buchanan Counties expressed appreciation for the allocations for the bridges and roads in those two counties and asked that they be made permanent.

Grayson County - Mr. James A. Williams, editor of Southwest Enterprise, representing the Great Lakes to Florida Association, expressed appreciation for all the allocations given to Route 21. A delegation of approximately forty-five people appeared in the interest of the Great Lakes to Florida Interstate.

Mr. W. S. Olerach of Galax gave approval of the road through Wythe and Grayson Counties.

Dr. Mont Cox appeared with a delegation of approximately twenty-five people. He expressed appreciation for the allocations on Route 21 south of Independence and asked that they be made permanent.

Senator Landreth also expressed his appreciation for the appropriations on Route 21 and asked that they be made permanent.

Mr. Jim Jones appeared in behalf of the Route 58 between Galax and Independence asking that this section be considered for allocation.

Bill Mundy, representing the Town Council of Independence, asked for some improvements of Route 58 through Independence.

David Painter, representing the Tennessee Valley Authority, told of his appreciation for the appropriation for curb and gutter in the town of Grayson and asked that the funds be made permanent.

Lee County - Mr. Arnold Johnson, representing the Board of Supervisors, expressed appreciation for the allocation on Route 58. Because of the bad curves, this road needed reconstructing.

Russell County - Senator Stuart expressed appreciation for the tentative allocations and asked that they be made permanent.

Scott County - Not represented.

Swyth County - Mr. Walter Stuart of Saltville gave appreciation for the allocation for Route 91 from Saltville to Broadford, and asked that Route 91 connect with Routes 19 and 11. They have asked for this for a number of years.

Mr. J. Q. Peebles, Mayor of the Town of Saltville, expressed appreciation for the allocation to Route 91 through the Town of Saltville.

Mr. Robert Garnett of the Bank of Marion appeared in behalf of the Town of Saltville for a connection to Route 11.

Mr. Milton Clark, member of the Board of Supervisors, representing Rich Valley, expressed appreciation for the allocation on Route 91 and requested it be made permanent.

Mr. Peterson stated that the delegation was united in wanting a connection from Saltville to Route 11.

Taswell County - Senator Stuart expressed appreciation for the tentative allocations and asked that they be made permanent.

Washington County and City of Bristol - Mr. N. J. Bishop, Chairman of the Board of Supervisors, expressed appreciation for the tentative allocations on Route 91 and asked that they be made permanent. He asked that consideration be given to Route 58 from Abingdon to Damascus.

Mr. Hughes Mast of Damascus stated that he hoped to see the day when Route 91 would be improved from the North Carolina state line to the West Virginia Turnpike.

Wise County and City of Norton - Mayor B. E. Ball of Norton gave thanks for the tentative allocation, presented a delegation of three, and asked that allocation be made permanent.

Mr. J. L. Casbles of Big Stone Gap expressed appreciation for the tentative allocations and asked that they be made permanent. He asked that consideration be given to $\frac{1}{2}$ mile of Route 25, south of Big Stone Gap, to straighten out some of the curves, and $\frac{5}{4}$ mile on Route 25 in Scott County north of Clinchport.

Wythe County - Mr. Nat Fendleton asked that the tentative allocation on Route 121 be made permanent.

Mr. Roland Armentrout asked that the tentative allocation on Route 121 be made permanent. He also asked that Route 121 to Fort Chiswell be studied for improvements.

STAUNTON DISTRICT

Alleghany County and Cities of Clifton Forge and Covington - Mr. W. S. Coburn of Clifton Forge Chamber of Commerce introduced a three-member delegation. He thanked the Commission for the allocation from the West Virginia state line east.

Augusta County and Cities of Staunton and Waynesboro - Not represented.

Bath County - Not represented.

Clarke County - Not represented.

Frederick County and City of Winchester - Not represented.

Highland County - Not represented.

Page County - Not represented.

Rockbridge County and City of Buena Vista - Not represented.

Rockingham County and City of Harrisonburg - Mr. Everett Lamb, Chairman of the Board of Supervisors expressed appreciation for the tentative allocations on Routes 257, 259 and 260 and asked that they be made permanent.

Mr. McKay also asked that the above allocations be made permanent.

Mr. G. M. Sellers expressed appreciation for the allocation on Route 259 from Broadway to Route 11 and asked that it be made permanent. He presented a six-member delegation.

Mr. D. C. Acker thanked the Commission for the allocation on Route 259 from Broadway to Route 11 and asked that it be made permanent.

Warren County - Mr. H. D. Hamlin representing the Town of Front Royal asked that allocation from S.C.L. of Front Royal to Bentonville for Asphaltic Concrete Surfacing be made permanent.

LINGSBORG DISTRICT

Amherst County - Mr. W. M. McClenny, Commonwealth's Attorney, asked that consideration be given to making Route 29 from the James River to Amherst four lanes because of the extremely heavy traffic. He also stated that the bridge on Route 80 at Bent Creek over the James River is narrow and antiquated and asked that an allocation be made to reconstruct it.

Mr. Segrist of the Town of Amherst, thanked the Commission for the tentative allocation for Route 29 and asked that it be made permanent.

Mr. James W. Davis of the Board of Supervisors also asked that the bridge at Bent Creek be replaced. He stated that the road from Amherst to Lynchburg should be widened to four lanes. He expressed appreciation for the tentative allocations for the county.

Mr. William E. Sandigs thanked the Commission for the allocation for widening and curb and gutter from Route 60 north on Route 29, asking that it be made permanent. He expressed a desire for an allocation for the four-laning of Route 29 from Amherst to Lynchburg.

Earl Brown asked that allocation be made on Route 29 to four lanes from Lynchburg to Amherst and also asked that the James River Bridge be improved. He presented a delegation of fifteen people.

Appomattox County - Not represented.

Buckingham County - Not represented.

Campbell County and City of Lynchburg - Mr. J. W. Kinzer expressed appreciation for the tentative allocation for Route 42 from the Bedford County line east, through Leesville. He stated that improvement is needed due to the two dam constructions that will soon start, and asked that the allocation be made permanent. He presented delegation of approximately nine.

Mr. R. C. Clepper of the Town of Altavista expressed thanks for the allocation for sidewalk in Altavista and asked that it be made permanent.

Charlotte County - Not represented.

Cumberland County - Not represented.

Halifax County - Not represented.

Nelson County - Senator Robert Whitehead expressed appreciation for the allocation to Route 151 for bridge and relocation at Williams Creek and asked that it be made permanent. He also expressed a desire to see an allocation be made to the antiquated bridge on Route 66.

Senator Whitehead asked for five minutes' time to talk about allocations to the Secondary System. He made a comparison of Secondary funds that have been allocated to different counties and districts and asked that something be done to equalize these allocations.

Pittsylvania County and City of Danville - Not represented.

Prince Edward County - Not represented.

The meeting recessed at 11:30 A.M. and after lunch the Commission drove to Richmond where the night was spent.

At 9:00 A.M., Friday, May 15th, the Commission assembled in the auditorium of the Central Highway Office Building, Richmond, and held public hearings on the revised tentative allocations for the fiscal year 1958-1959. Mr. Watkins did not join the Commission in Richmond. Those from the Richmond, Fredericksburg, Culpeper and Suffolk Districts were given an opportunity to express themselves, the Commissioner having welcomed them to the meeting. The meeting was advised of conditions under which allocations are made and hearings held and all those present were thanked for coming in. Present for the hearings were the District Engineers representing the four districts being heard. The hearing proceeded as follows:

RICHMOND DISTRICT

Mecklenburg County - Delegate C. A. Claxton and Mayor Sizemore, speaking for the Board of Supervisors and the Town of Clarksville, requested improvement of Route 15 from the Charlotte County Line to Clarksville.

SUFFOLK DISTRICT

Norfolk County - Delegate C. B. Gross, Jr., presented petition from residents of Churchland, endorsing the proposed by-pass and urging the Commission to proceed as soon as possible with the construction. A letter of May 15, 1958, from Mr. Euclid M. Hanbury, President of Hanbury-Morris Corp., a letter of May 14, 1958, from Mr. Robert H. Way, President of the Churchland Civic League, were left with the Commission.

Mr. H. E. Wade, Mr. Chas. Hawkes and Mr. Geo. W. Smith, owners of property along the proposed route, also spoke in favor of the route as now projected.

Mr. Gross stated that a change in location would cause a considerable hardship on some people who have made investments with the understanding that the by-pass was to be constructed as proposed.

FREDERICKSBURG DISTRICT

Lancaster County - Mr. Garnett Mercer, of Kilmarnock, presented a petition from the residents of Weems, who live on Route 222, seeking curb and gutter from the intersection of Route 660 and Route 222 and continuing south and southeast to within 0.06 mile of the eastern terminus of Route 222, approximately 0.64 mile in length, and the widening of this route to the standard set by the Highway Commission through a village of the size of Weems. He stated the property owners would be happy to follow any suggestions or make such donation of land on the outside of the highway as may be necessary for this purpose.

GULFSTREAM DISTRICT

Albemarle County - Colonel Randolph H. Perry expressed appreciation for allocation for Route 250 by-pass of Charlottesville and the hope that the Commission may be able to allocate funds next year for the continuation of this by-pass from Route 250 west to U. S. Route 29 south.

Arlington County - Mr. A. T. Lundberg, Mr. Stoneburner, Mr. R. M. Wirt, Director of Public Service, requested widening of a second culvert on Route 509. This is covered by resolution from the Board of Supervisors previously submitted to the Commission.

Mr. Stoneburner also urged acquisition of right of way on Globe Road approaching Arizona Avenue Bridge and suggested transfer from the \$288,000 urban allocation of sufficient funds to set up a project for a minimum approach, probably 22' pavement, which would be half of the ultimate 4-lane Highway planned.

Louisa County - Mr. Pettit, of the Board of Supervisors, requested allocation for reconstruction of a bridge over South Anna River on Route 522. He stated the Chairman of the Board of Supervisors had expected to be heard at one o'clock and Mr. Davis suggested that he have the Chairman write to the Commission and the request will be made a part of the records of the hearing.

Madison County - Mr. David F. Berry, Delegate D. French Slaughter, Jr., and Senator McGee, representing Madison County and the Town of Madison, urged construction of the by-pass of the Town of Madison, as discussed at a public hearing and before the Highway Commission. Mr. Berry assured the Commission that the governing bodies of the county and town would assist in any way they could.

Orange County - Mr. Warren Hobbie, of Roanoke-Webster Brick Company, stated that company is blocked from moving their product from the plant at Somerset because of weight restrictions on road and bridges on Routes 251 and 20 north of Orange and requested an allocation to build the road from Barboursville to Intersection of Route 855. (See report in the files by Roanoke-Webster Brick Company on access roads to the plant, with sketch and pictures.)

Mr. Davis stated that perhaps we can strengthen the bridges as a temporary measure until funds can be found.

Mr. H. Stuart Robertson, Jr., member of Board of Directors of the Chamber of Commerce, endorsed Mr. Hobbie's request. Mr. Robertson read into the records two resolutions that had been passed by the Orange County Board of Supervisors on October 9, 1956, and May 15, 1958, and previously forwarded to the Highway Department.

Messrs. Page Higginbotham, W. M. Yager and Ansell Seeds appeared and requested improvement of Route 20 west of Orange.

Prince William County - Delegate Frank P. Moncure, Mayor Davis of Manassas, John Gallaher of Chamber of Commerce, Dudley Martin, banker, and Senator Blake T. Newton, spoke for the Town of Manassas, urging appropriation of funds for improvement of Route 28 through the Town of Manassas and its designation as a one-way route through the town.

Mr. Gallaher stated a citizen who owns a great deal of land north of Manassas will give the eighty-foot right of way for widening Route 28 from Manassas north toward Centreville.

(See papers in the Department's files as listed in letter of May 16, 1958, to the Commission from Harry P. Davis, Mayor of the Town of Manassas.)

After hearing all those who wished to be heard the Chairman advised those present that the Commission would go into executive session.

Moved by Mr. May, seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the auditorium of George Wythe High School, Wytheville, Virginia, on Thursday, May 8, at 10:00 A.M., concerning the proposed location of Interstate Route 81, Project 0081-098, from Smyth-Wythe County Line to 0.8 Mile East of ECL Wytheville, Wythe County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated on the State map as "Proposed Interstate Highway Development, Route 11, Wythe County, from Smyth-Wythe County Line to 0.8 Mile East of ECL Wytheville, Interstate Route 81," Line "3" be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Court House, Marion, Virginia, on Wednesday, May 7, 1958, at 10:00 A.M., concerning the proposed location of the Interstate System, Route 81, Project 0081-066, from 1.0 Mile East of ECL Marion to the Smyth-Wythe County Line, Smyth County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated as "Proposed Interstate Highway Development, Route 11, Smyth County, from 1.0 Mile East ECL Marion to Smyth-Wythe County Line," be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 118(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held at Emory, Virginia, on Tuesday, May 8, 1958, at 10:00 A.M., concerning the proposed location of Interstate Route 81, Project 0081-085-008-010, from intersection Route 88 east of Abingdon to 2.0 miles west Washington-Smyth County Line, Washington County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated as "Proposed Interstate Highway Development, Route 11, Washington County, from Intersection Route 88 east of Abingdon to 2.0 Miles West Washington-Smyth County Line," Line "1" be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that WHEREAS, in accordance with the provisions of Section 118(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Western Branch Fire Department Building, Norfolk County, on Tuesday, May 13, 1958, concerning the proposed location of Route 17, Project 0017-054-008-011-012, from 5.15 Miles W. of W. End of Churchland Bridge to 1.74 Miles W. of W. End of Churchland Bridge (Churchland By-pass), Norfolk County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration and this evidence, along with all other being carefully reviewed; now, therefore BE IT RESOLVED, that the construction of the roadway along the location designated as Route 17 from 5.15 Miles W. of W. End of Churchland Bridge to 1.74 Miles W. of W. End of Churchland Bridge (Churchland By-pass), Norfolk County, be approved. Motion carried.

INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1958-1959

Planned Allocation of State Funds	\$38,254,852.
1959 Federal-aid Primary Funds	13,985,272.
1959 Federal-aid Secondary Funds (30% of Apportionment)	2,636,970.
1959 Federal-aid Interstate Funds	44,064,556.
1959 Federal-aid Urban Funds	3,847,457.
Total Funds	\$97,789,127.

APPORTIONMENT TO DISTRICTS OF AID TO CONSTRUCTION FUNDS - FISCAL YEAR 1958-59

District apportionment of \$2,000,000 Fund \$44,064,556 Federal - \$3,847,457 Federal - Combined on factors of area, in accordance with aid Interstate Funds and Urban Funds Funds based on Factor of Population and Mileage. See. 33-32, The Code of Virginia. need.

of 5,000 or more in accordance with Federal-aid Highway Act of 1956.

	Percent	Annual	Percent	Annual	Percent	Annual			
Bristol	13.31	\$ 6,372,444	17.63	\$ 352,600	7.58	\$ 3,340,073	2.61	\$ 100,419	\$10,165,356.
Salem	12.75	6,104,392	14.13	282,600	8.56	3,771,926	9.84	378,590	10,537,466.
Lynchburg	11.49	5,591,080	12.39	247,800	0.16	70,503	6.39	245,853	6,065,235.
Richmond	14.37	6,975,696	10.21	204,200	18.32	6,028,562	30.26	779,110	15,987,568.
Suffolk	15.18	7,267,746	13.85	277,000	17.39	7,662,026	37.13	1,038,561	16,636,133.
Fred'burg	7.46	3,571,638	6.81	136,200	3.49	1,537,853	0.87	33,473	5,279,159.
Calpeper	13.69	6,534,377	10.42	208,400	23.08	10,170,100	16.59	638,293	17,571,170.
Staunton	11.55	5,529,806	14.56	291,200	21.52	9,482,693	6.32	243,159	13,546,859.
TOTAL	100.00	\$47,877,114	100.00	\$2,000,000	100.00	\$44,064,556	100.00	\$3,847,457	\$97,789,127.

SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1958 - 1959

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 6,517,860
Urban Federal-aid (Excluding \$57,711 for Planning)	3,789,748
Matching Urban Federal-aid (Including Arlington County's 50%)	1,683,980
Preliminary Engineering (Rural Primary - \$1,686,000) (Interstate - 6,698,000)	8,374,000
Rights of Way (Rural Primary - \$4,641,400) (Interstate - 9,968,600)	14,610,000
New Signs and Signals	350,000
Planning (Urban - \$ 54,514) (Rural Primary - 404,308) (Interstate - 754,408)	1,223,051
Landscaping	505,000
Construction (Rural Primary - \$28,242,871) (Interstate - 32,682,608)	60,925,480
Total	<u>\$87,789,127</u>

Moved by Mr. Rawls, seconded by Senator Nelson, that the tentative allocations as set up for 1958-59 be made permanent as follows:

<u>MISTLE DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis) -		\$ 400,373.
Urban Federal-aid (Exclusive of Planning) -		98,912.
Matching Urban Federal-aid -		45,594
Preliminary Engineering (Rural Primary - \$ 230,000) = (Interstate - \$1,217,000)		1,447,000.
Rights of Way (Rural Primary - \$768,000) = (Interstate - \$578,000)		1,346,000.
New Signs and Signals -		37,000.
Planning (Urban = \$ 2,202) (Rural Primary = 53,813) * (Interstate = 55,668)		111,683.
Landscaping -		<u>35,000.</u>
Total :		<u>\$3,521,562.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
81 (11)	Washington, Sayth & Wythe	Tennessee State Line - East (Supplemental Allocation)	\$1,944,911.
Total, Interstate System Construction			<u>\$1,944,911.</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
11	Sayth	W.C.L. Marion - West (Asphaltic Concrete Surfacing)	\$ 12,500.
11	Sayth	Town of Chilhowie (Sidewalks)	12,000.
11	Wythe	E.C.L. Wytheville - East (Asphaltic Concrete Surfacing)	25,000.
16	Tazewell	Village of Bishop (Supplemental Allocation for Sidewalks)	12,000.
19	Russell	West Int. Rt. 80 - Belfast Mills (Asphaltic Concrete Surfacing)	71,000.
19 & 460	Tazewell & Russell	West Tazewell - West (Supplemental Allocation for Reconstruction)	500,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
21	Kland	South Gap - South (Asphaltic Concrete Surfacing)	\$ 51,000.
1/ 21	Kland	North Side Brushy Mountain (Supplemental Allocation for Reconstruction)	200,000.
1/ 21	Grayson	Independence - South (Reconstruction)	200,000.
23	Wise	Between Appalachia and Norton (Asphaltic Concrete Surfacing)	100,000.
23	Wise	Between Appalachia and Norton (Supplemental Allocation for Reconstruction)	300,000.
58	Washington	Rt. 11 (East of Abingdon) - South (Asphaltic Concrete Surfacing)	19,000.
58	Washington	West Damascus - West (Asphaltic Concrete Surfacing)	35,770.
58	Washington	West Bristol - West (Supplemental Allocation for Reconstruction)	100,000.
58	Scott	Duffield - West (Supplemental Allocation for Bridge over North Fork Clinch River)	100,000.
58	Lee	East Rose Hill - East (Asphaltic Concrete Surfacing)	38,000.
58	Lee	Between Rose Hill and Jonesville (Continue Reconstruction of Sections)	200,000.
Alt. 58	Wise	East Norton - East (Continue Reconstruction)	450,000.
61	Tazewell	West Kland County Line - West (Continue Reconstruction)	175,000.
63 (Old 64)	Russell	Between St. Paul and Hamlin (Supplemental Allocation for Reconstruction)	250,000.
65 (Old 66)	Russell	Barners Corner - West (To Complete the Reconstruction)	60,000.

1/ Specific project location shown may be shifted, depending upon location of Interstate System.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
67	Tazewell	Richlands - North (To Continue Spot Improvement)	\$ 65,000.
71	Russell	East Scott County Line - East (Continue Reconstruction)	150,000.
72	Wise	Bridge over Guest River South of Coeburn	150,000.
80	Russell	Town of Honaker (Widen Present Street)	90,000.
80	Dickenson	Between Kentucky State Line and Route 83 (Continue Improvement Through the Breaks)	60,000.
80	Dickenson	Bridge and Approaches Russell Fork South of Haysi (Supplemental Allocation)	25,000.
83	Dickenson	Haysi - Clinchco (Reconstruction)	137,813.
83	Dickenson	Construct New Bridge over Russell Fork at Haysi	150,000.
91	Washington	Norfolk and Western Railway Over- pass at Glade Springs and New Connection to Route 11 (Supplemental Allocation)	150,000.
91	Washington	Bridge and Approaches over Middle Fork Holston River North of Damascus	165,000.
91	Sayth	Saltville - Broadford (Reconstruction of Sections)	200,000.
121	Wythe	Bridge over Reed Creek at Max Meadows	50,000.
460	Buchanan	Town of Grundy (Supplemental Allocation for Curb and Gutter and Sidewalk)	85,000.
460	Buchanan	East Vannant - East (Widen to Four Lanes)	275,000.
460	Buchanan	West Grundy - West (Asphaltic Concrete Surfacing between Rt. 609 and Rt. 645)	55,000.
		Reserve	<u>30,000.</u>
		Total, Rural Primary System Construction	<u>\$4,699,083.</u>
		1958-59 Bristol District Total	<u>\$10,165,556.</u>

<u>SALEM DISTRICT</u>		<u>AMOUNT</u>
City Street Funds (Mileage Basis) =		\$ 795,153.
Urban Federal-aid (Exclusive of Planning) =		372,911.
Matching Urban Federal-aid =		171,892.
Preliminary Engineering (Rural Primary = \$220,000) (Interstate = 559,000)		779,000.
Rights of Way (Rural Primary = \$637,700) (Interstate = 856,300)		1,494,000.
New Signs and Signals =		50,000.
Planning (Urban = \$ 8,297) (Rural Primary = 51,549) (Interstate = 62,869)		122,711.
Landscaping =		45,000.
Total =		\$3,830,667.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
61 (11)	Notetourt	South Rockbridge County Line-South (Supplemental Allocation)	\$2,808,137.
Total, Interstate System Construction			<u>\$2,808,137.</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
8	Floyd	Town of Floyd (Widen, Curb and Gutter from Route 521 - North)	\$ 30,000.
8	Montgomery	Christiansburg - Riner (Asphaltic Concrete Surfacing)	50,000.
43	Bedford	North Bedford - North (Supplemental Allocation to Widen and Ease Curves)	50,000.
43	Bedford	Campbell County Line - West (Reconstruction)	40,000.
1/ 52	Carroll	Fancy Gap - South (Supplemental Allocation for Reconstruction)	200,000.

1/ Specific project location shown may be shifted, depending upon location of Interstate System.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
52	Carroll	Town of Hillsville (Widen, Curb and Gutter from Route 58 - North)	\$ 50,000.
57	Henry	Bassett - West (Supplemental Allocation for Reconstruction)	100,000.
57	Henry	Bridges over Leatherwood Creek (East of Martinsville)	35,000.
Alt. 57	Henry	Stanleytown - Bassett (To Start Reconstruction)	200,000.
58	Carroll	Woodlawn By-pass (Asphaltic Concrete Surfacing)	28,000.
58	Carroll	Hillsville - Woodlawn (Reconstruction)	100,000.
58	Patrick	West Henry County Line - West (Continuous Reconstruction)	300,000.
58	Henry	East Martinsville - East (Dual-laning)	176,781
61	Giles	Narrows - West (Supplemental Allocation for Reconstruction)	100,000.
97	Carroll	Grayson County Line - East (Widen and Base Curves)	75,000.
99	Pulaski	Pulaski - South (Reconstruction)	250,000.
100	Pulaski	Dublin - North (Asphaltic Concrete Surfacing)	11,000.
100	Carroll	Wythe County Line - South (Asphaltic Concrete Surfacing)	75,000.
116	Roanoke	Roanoke - East (Reconstruction)	100,000.
117	Roanoke	Route 11 - WCL Roanoke (Reconstruction)	400,000.
220	Franklin	Relocation at Rocky Mount (Supplemental Allocation)	400,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Henry	Town of Ridgeway (Curb and Gutter and Street Widening)	\$ 50,000.
220	Henry	Between Martinsville and Bassett Fork (Supplemental Allocation)	250,000.
220	Roanoke	Franklin County Line - North Asphaltic Concrete Surfacing on South Bound Lane)	45,000.
220 & 58	Henry	New Bridge over Smith River (Supplemental Allocation)	288,646.
311	Roanoke	North Salem - North (Asphaltic Concrete Surfacing)	45,000.
314	Montgomery	Improvement in Grounds of Virginia Polytechnic Institute (Continue Improvement)	50,000.
460	Bedford	Campbell County Line - West (Asphaltic Concrete Surfacing)	77,000.
460	Giles	Hogan Store - East (Continue Reconstruction)	300,000.
501	Bedford	Between Lynchburg and Big Island (Continue Improvement)	203,013.
		Reserve	<u>19,204.</u>
		Total, Rural Primary System Construction	<u>\$3,898,644.</u>
		1958-59 Salem District Total	<u><u>\$10,537,448.</u></u>

LYNCHBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 599,762.
Urban Federal-aid (Exclusive of Planning) =	242,166.
Matching Urban Federal-aid =	111,625.
Preliminary Engineering (Rural Primary=\$169,000.) (Interstate = 4,000.) =	173,000.
Rights of Way (Rural Primary=\$668,000.) (Interstate = 18,000.) =	686,000.
New Signs and Signals =	27,500.
Planning (Urban = \$ 5,388.) (Rural Primary = 46,455.) = (Interstate = 1,175.)	53,018.
Landscaping =	40,000.
Total =	<u>\$ 1,933,071.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
64 (250)	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 56,943.
Total, Interstate System Construction			<u>\$ 56,943.</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
6	Nelson	North Woods Mill - Martins Store (Continue Reconstruction)	\$ 165,000.
15	Buckingham	Sprouses Corner - Sheppards (Supplemental Allocation for Reconstruction)	200,000.
15	Charlotte	Between Barnes Junction and Mecklenburg County Line (Supplemental Allocation for Reconstruction)	100,000.
24	Campbell	Concord - Rustburg (Reconstruction)	250,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Pittsylvania	South Gretna - South (Continue Reconstruction)	\$ 350,000.
29	Amherst	Town of Amherst (Widen, Curb and Gutter, from Route 60 - North)	250,000.
29	Amherst & Nelson	Route 151 - Route 158 (Asphaltic Concrete Surfacing)	95,000.
40	Pittsylvania	Town of Gretna (Supplemental Allocation for Widening, Curb and Gutter, from Route 29 - West)	60,000.
41	Pittsylvania	Danville - Northwest (Continue Reconstruction)	75,000.
43	Campbell	Bedford County Line - East (Continue Improvement)	75,000.
43	Campbell	In Altavista - West (Continue Sidewalk on North Side in Town and Reconstruction from W.O.L. - West)	70,000.
45	Prince Edward & Cumberland	New Bridge over Appomattox River at Farnville (Partial Allocation)	250,000.
47	Charlotte	Between Drakes Branch and Route 360 (Continue Reconstruction)	75,000.
47	Charlotte	Charlotte Court House (Continue Curb and Gutter South of Route 40)	25,000.
49 & 96	Halifax	Overpass and Approaches Atlantic and Danville Railroad at Virgilina (Supplemental Allocation for New Overpass)	100,000.
55	Pittsylvania	West Danville - West (Supplemental Allocation for Dual-laning)	200,000.
58	Pittsylvania	Halifax County Line - West (Asphaltic Concrete Surfacing on West Bound Lane)	20,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Pittsylvania	Danville - West (Asphaltic Concrete Surfacing)	\$ 50,000.
59	Charlotte	Keysville - Drakes Branch (Reconstruction)	100,000.
60	Cumberland	Improvement in Cumberland Court House (Supplemental Allocation)	25,000.
86	Pittsylvania	Connection to North Carolina Line (Reconstruction)	40,000.
96	Halifax	Between Mayo and Virgilina (Reconstruction)	110,221.
151	Nelson	Bridge and Relocation at Williams Creek near Avon	120,000.
304	Halifax	East of Route 58 - East (Dual-lane Construction)	300,000.
304	Halifax	Route 360 - West (Asphaltic Concrete Surfacing)	95,000.
360	Prince Edward & Charlotte	West Meherrin - West (Continue Reconstruction)	420,000.
460	Appomattox	Town of Appomattox (Supplemental Allocation for Curb and Gutter and Street Widening from Route T-1004 to Route 727)	20,000.
460	Prince Edward	West Farnville - West (Asphaltic Concrete Surfacing)	135,000.
460	Prince Edward	Route 307 - East (Reconstruction)	300,000.
Total, Rural Primary System Construction			\$ 4,075,221.
1958-59 Lynchburg District Total			\$ 6,065,235.

RICHMOND DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) :	\$ 1,012,838
Urban Federal-aid (Exclusive of Planning) :	767,423
Matching Urban Federal-aid :	353,742
	(Rural Primary=\$252,000.)
Preliminary Engineering(Interstate= 880,000.)	1,132,000
	(Rural Primary= 612,000.)
Rights of Way(Interstate= 1,901,000.)	2,513,000
New Signs and Signals =	31,500
	(Urban = \$ 17,073.)
Planning (Rural Primary = 58,908.)	209,790
(Interstate = 133,809.)	
Landscaping :	<u>30,000</u>
Total :	<u>\$ 6,050,293</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
95 (301)	City of Peters- burg and Prince George	Petersburg - South (Supplemental Allocation)	\$3,500,000
95 (1)	Henrico and Hanover	Between Richmond and Ashland (Supplemental Allocation)	2,708,604
Total, Interstate System Construction			<u>\$6,208,604</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Dinwiddie	Between Route 460 and Dinwiddie Court House (Asphaltic Concrete Surfacing)	\$ 100,000
5	Charles City	East Charles City Court House - East (Continue Reconstruction)	\$15,000

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Goochland	West Goochland Court House - West (Sealify, Strengthen Pavement and Widen Shoulders)	\$ 72,956.
6	Henrico	W.C.L. Richmond - Goochland County Line (Asphaltic Concrete Surfacing)	50,000.
10	Chesterfield	Route 1 - East (Supplemental Allocation)	212,000.
10	Chesterfield	South Cosbys Lake - South (Continue Reconstruction)	200,000.
15	Mecklenburg	North Clarksville - North (Reconstruction)	100,000.
15	Mecklenburg	Clarksville - North Carolina Line (Asphaltic Concrete Surfacing)	65,000.
36	Prince George	Between Petersburg and Honewell (Begin Four-lane Construction)	250,000.
40	Lunenburg	Town of Kenbridge (Curb and Gutter and Sidewalk between Route 637 and W.C.L.)	75,000.
40	Dinwiddie	McKenney - East (Recondition)	40,000.
40	Dinwiddie	Town of McKenney (Curb and Gutter and Sidewalk on North Side from Route 1 - West)	35,000.
40	Nottoway & Lunenburg	Between Blackstone and Kenbridge (Asphaltic Concrete Surfacing)	106,000.
47	Mecklenburg	Town of South Hill (Extend Curb and Gutter and Sidewalk Along Atlantic Street)	30,000.
49	Mecklenburg	South Chase City - South (Continue Reconstruction)	290,000.
58	Brunswick	Lawrenceville By-Pass (Supplemental Allocation)	390,000.
50	Mecklenburg	Clarksville - West (Asphaltic Concrete Surfacing)	53,715.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	Chesterfield	West Richmond - West (Continue Dual-laning)	\$ 350,000
109	Prince George	Route 460 - Fort Lee (Supplemental Allocation for Reconstruction)	60,000
137	Lunenburg	Town of Kenbridge (Curb and Outer and Sidewalk on North Side from High School - East)	25,000
156 (Old 134)	Prince George	Route 301 - East (Reconstruction)	125,000
156 (Old 36)	Charles City & Prince George	Bridge over James River near Hopewell (Supplemental Allocation)	250,000
161	Chesterfield	S.C.L. Richmond - Route 60 (Reconstruction)	40,000
360	Chesterfield	West Richmond - West (Continue Dual-laning)	400,000
460	Dinwiddie	West Ford - West (Continue Reconstruction)	150,000
460	Dinwiddie	Hebron East and West (Asphaltic Concrete Surfacing)	24,000
460	Prince George	Accident Prone Location between Int. of Routes 106 & 652 (Resurfacing and Additional Superelevation on Curve)	20,000
Total, Rural Primary System Construction			\$ 3,728,671
1958-59 Richmond District Total			\$ 15,987,568

SUFFOLK DISTRICTAMOUNT

City Street Funds (Mileage Basis) :	\$ 2,402,119.
Urban Federal-aid (Exclusive of Planning) :	1,407,132.
Matching Urban Federal-aid :	648,615.
Preliminary Engineering (Rural Primary=\$262,000.) = (Interstate = 428,000.) =	690,000.
Rights of Way (Rural Primary=\$ 427,500.) = (Interstate= 1,917,500.) =	2,345,000.
New Signs and Signals =	65,000.
Planning (Urban = \$ 31,306.) (Rural Primary = 61,374.) = (Interstate = 127,714.) =	220,394.
Landscaping =	30,000.
Total	\$ 7,808,260.

Route CountyDescriptionINTERSTATE SYSTEM

95 Greenville (301)	Emporia By-pass - North Carolina State Line (Supplemental Allocation)	\$ 360,000.
64 Cities of Warwick & Hampton	Between Route 166 (West of Oyster Point Road) and Route 258 (Supplemental Allocation)	5,874,588.
Total, Interstate System Construction		\$ 6,234,588.

PRIMARY SYSTEMRURAL CONSTRUCTION

5 James City	Between Route 31 and Barrets Ferry (Asphaltic Concrete Surfacing)	\$ 74,262.
10 Isle of Wight	Pagan River Bridge at Smithfield (Supplemental Allocation to Replace Piers)	73,650.
13 Northampton	Bayview - South (Supplemental Allocation for Dual-laning)	225,000.

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13 & 17	Norfolk	Interchange Channelisation	\$ 50,000.
13	Norfolk & Princess Anne	Frontage Roads on Military By-Pass	50,000.
17	Norfolk	Churchland By-Pass (Reconstruction)	385,000.
31	James City	Between Williamsburg and Glass House Point (Asphaltic Concrete Surfacing)	27,000.
35	Southampton	Route 58 - Boykins (Continue Reconstruction of Sections)	300,000.
58	Southampton	Town of Courtland (Supplemental Allocation for Curb and Gutter)	35,000.
60	Princess Anne	Route 166 - Route 13, Little Creek (Supplemental Allocation to Match Defense Access Funds)	189,701.
60	Princess Anne	Route 166 - East (Continue Dual-laning)	200,000.
60	James City & York	West Williamsburg - West (Continue Reconstruction)	125,000.
166	Norfolk	Bridge over Southern Branch Elisabeth River (Supplemental Allocation)	275,000.
258	Isle of Wight	South Isle of Wight Court House - South (Continue Reconstruction)	30,000.
258	Southampton	Bridge and Approaches Nettoway River (Supplemental Allocation)	250,000.
258	Southampton	Franklin - South (Reconstruction)	303,672.
Total, Rural Primary System Construction			\$ 2,593,285.
1958-59 Suffolk District Total			\$ 16,636,133.

FREDERICKSBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) :	\$ 105,974.
Urban Federal-aid (Exclusive of Planning) :	32,972.
Matching Urban Federal-aid :	15,198.
Preliminary Engineering (Rural Primary=\$116,000.) (Interstate = 83,000.)*	199,000.
Rights of Way (Rural Primary=\$445,200.) (Interstate = 385,800.)*	831,000.
New Signs and Signals *	28,000.
Planning (Urban = \$ 732.) (Rural Primary = 30,161.) (Interstate = 25,631.)	56,524.
Landscaping :	40,000.
Total	\$ 1,308,668.

ROUTE COUNTY DESCRIPTIONINTERSTATE SYSTEM

99 (1)	Stafford, Spotsylvania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 1,253,139.
Total, Interstate System Construction			\$ 1,253,139.

PRIMARY SYSTEMRURAL CONSTRUCTION

1	Stafford	Cranes Corner-North Accokeek Creek (Asphaltic Concrete Surfacing)	50,000.
3	King George	Route 301 - West (Reconstruction)	150,000.
3	Richmond	Relocation at Farnham (Asphaltic Concrete Surfacing)	13,500.
3	Lancaster	Between Kilmarnock and White Stone (Asphaltic Concrete Surfacing)	45,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Lancaster	Richmond County Line - Lively (Asphaltic Concrete Surfacing)	\$ 45,000.
14	Mathews	South Mathews Court House - Bayside (Continue Improvement)	159,505.
14	King & Queen	South King & Queen Court House - South (Continue Reconstruction)	55,000.
14	Mathews	Route 198 - East Gloucester County Line (Asphaltic Concrete Surfacing)	36,000.
17	Gloucester	Between Gloucester Court House and Gloucester Point (Asphaltic Concrete Surfacing)	50,000.
17	Gloucester	Gloucester Point - North (Supplemental Allocation for Dual-laning)	300,000.
17	Essex	Danter Cross - North (Continue Reconstruction)	450,000.
17	Essex	In Tappahannock - North (Dual-laning)	100,000.
30	King William	Route 360 - North (Reconstruction)	125,000.
30	King William	Between Central Garage and Fort Richmond (Recondition Sections)	60,000.
201	Northumberland	Town of Heathville (Widen, Curb and Gutter from Route 360 - South)	25,000.
205	King George	Between Route 301 and Westmoreland County Line (Asphaltic Concrete Surfacing)	35,000.
218	Stafford & King George	East Fredericksburg - East (Recondition Sections)	45,000.
227	Middlesex	Approaches to Urbanna Bridge (Asphaltic Concrete Surfacing)	12,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
301 & Caroline 2		Town of Bowling Green (Curb and Gutter, Sidewalk and Widening)	\$ 47,347
354	Lancaster	Litwalton - South (Supplemental Allocation for Reconstruction of Sections)	100,000
360	King William	Manquin - East (Asphaltic Concrete Surfacing)	38,500
360	King William	Manquin - West (Continue Reconstruction)	275,000
360	Essex & Richmond	Downing Bridge at Tappahannock (Partial Allocation toward New Bridge)	500,000.
Total, Rural Primary System Construction			\$ 2,717,352.
1958-59 Fredericksburg District Total			\$ 5,279,159.

CULPEPER DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 399,679.
Urban Federal-aid (Exclusive of Planning) =	628,718.
Matching Urban Federal-aid = (Including Arlington County's 50%)	436,921.
Preliminary Engineering (Rural Primary=\$ 237,000.) = (Interstate= 2,890,000.)	3,127,000.
Rights of Way (Rural Primary=\$ 585,000.) = (Interstate= 1,964,000.)	2,549,000.
New Signs and Signals =	80,000.
Planning (Urban* \$13,988.) = (Rural Primary= 55,350.) = (Interstate= 169,502.)	238,840.
Landscaping =	40,000.
Total	<u>\$7,500,158.</u>

ROUTE COUNTYDESCRIPTIONINTERSTATE SYSTEM

66 (55 & 17)	Fauquier	West Marshall - West (Supplemental Allocation)	\$1,000,000.
413 (88)	Fairfax	Washington Circumferential Route	5,533,489.
Total, Interstate System Construction			<u>\$6,533,489.</u>

PRIMARY SYSTEMRURAL CONSTRUCTION

1	Fairfax & Prince William	Occoquan Creek Bridge (Supplemental Allocation to Replace Pier)	\$ 24,300.
3	Culpeper	East Culpeper - East (Asphaltic Concrete Surfacing)	100,000.
3	Culpeper	Between Orange County Line and Lignum (Scarify, Strengthen and Resurface)	74,917.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Loudoun	Town of Leesburg (Improvement on One-Way Street System)	\$ 25,000.
7	Loudoun	Town of Purcellville (Continue Improvement)	40,000
15	Fluvanna	North Dixie - North (Supplemental Allocation for Reconstruction)	100,000.
15 & 29	Culpeper	Brandy North and South (Supplemental Allocation)	92,513.
15 & 33	Orange	Town of Gordonsville (Reconstruction from North of S.C.L. - North)	35,000.
15	Loudoun	South Leesburg - South (Asphaltic Concrete Surfacing)	67,000.
15	Loudoun	Leesburg - North (Supplemental Allocation)	66,763.
17	Fauquier	North Delaplans - North (Supplemental Allocation)	352,578.
17	Fauquier	North Stafford County Line - North (Reconstructinn)	350,000.
20	Albemarle	Route 250 toward Barboursville (Supplemental Allocation to Ease Curves and Widen Bridges)	50,000.
20	Orange	East Orange - East (Widen and Strengthen Surface)	100,000.
28	Prince William	Hokesville North and South (Supplemental Allocation for Reconstruction)	100,000.
29 & 211	Fairfax	Sidewalk on one side from Route 50 to Fairfax High School (Joint Project with Town of Fairfax)	5,000.
29 & 211	Arlington	Off Ramp from Key Bridge to George Washington Parkway (Supplemental Allocation for 50-50 Project with National Park Service)	45,000.

GULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
29	Madison	Madison By-Pass (Reconstruction)	\$ 255,111
29	Fauquier	Opal - Warrenton (Asphaltic Concrete Surfacing)	62,000.
50	Loudoun & Fauquier	Middleburg - West (Supplemental Allocation for Reconstruction)	123,000.
53	Fluvanna	Relocate Two Curves Near Route 15 (Supplemental Allocation)	26,000
120	Arlington	Remodel Pinnett Run Bridge and Intersection (Supplemental Allocation)	40,000.
123	Fairfax & Arlington	Langley - East and West (Supplemental Allocation for Dual-lane Construction)	100,000.
211	Rappahannock	Page County Line - East (Continue Construction of Climbing Lane)	100,000.
231	Orange	Between Route 33 and Somerset (Continue Improvement)	25,000
236	Fairfax	Annandale East and West (Supplemental Allocation for Dual-laning)	468,990.
244	Fairfax	Bridge and Approaches over Holmes Run (Supplemental Allocation)	100,000
250	Albemarle	Route 29 - Route 250 (Supplemental Allocation to Extend Charlottesville By-Pass)	500,000.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
309	Arlington	Between Glebe Road and Fairfax County Line (Widen Culvert)	\$ 10,000.
		Reserve	<u>99,351.</u>
		Total, Rural Primary System Construction	\$ <u>3,537,523.</u>
		1958-59 Culpeper District Total	\$ <u><u>17,571,170.</u></u>

URBAN FEDERAL-AID PROJECTS

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

29 & 211	Arlington	Key Bridge - West (Supplemental Allocation to Construct 4 Lanes Divided)	\$288,456
120	Arlington	Between South Wayne Street and South Lang Street (Supplemental Allocation)	280,000.
120	Arlington	Route 29 & 211 - Route 309 (Supplemental Allocation to Construct 4 Lanes Divided)	100,000.
		Total	<u>\$668,456.</u>

STAUNTON DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 601,982.
Urban Federal-aid (Exclusive of Planning) =	239,512.
Matching Urban Federal-aid =	110,403.
Preliminary Engineering (Rural Primary=\$200,000.) (Interstate = 627,000.) =	827,000.
Rights of Way (Rural Primary=\$ 498,000.) (Interstate =2,348,000.) =	2,846,000.
New Signs and Signals =	31,000.
Planning (Urban = \$ 5,328.) (Rural Primary = 46,698.) = (Interstate = 158,045.)	210,071.
Landscaping =	45,000.
	<hr/> \$ 4,910,968.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
64 (60)	Alleghany	West Clifton Forge - West (Supplemental Allocation)	\$ 3,261,098.
81 (11)	Rockbridge	Botetourt County Line - North (Supplemental Allocation)	1,000,000.
81 (11)	Frederick	Winchester By-Pass	3,381,700.
Total, Interstate System Construction			<hr/> \$ 7,642,798. <hr/>

PRIMARY SYSTEMRURAL CONSTRUCTION

7	Clarke	Town of Berryville (Curb and Gutter and Sidewalk)	\$ 20,000.
33	Rockingham	Harrisonburg - East (Dual-laning)	451,476.

STAUNTON DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
39	Bath	Foot of Warm Springs Mountain - East (Continue Reconstruction)	\$ 150,000.
39	Rockbridge	Rockbridge Baths toward Lexington (Supplemental Allocation for Reconstruction)	100,000.
42	Bath & Alleghany	Milboro Springs - South (Asphaltic Concrete Surfacing)	142,000.
42	Shenandoah	Route 11 toward Columbia Furnace (Continue Reconstruction)	90,000.
50 & 17	Frederick	Route 522 (East Winchester) - East (Asphaltic Concrete Surfacing)	25,000.
50	Frederick	West Winchester - West (Continue Reconstruction)	500,000.
60	Rockbridge	Between Buena Vista and Lexington (Supplemental Allocation)	87,000.
60	Alleghany	West Virginia Line - East (Asphaltic Concrete Surfacing)	25,000.
211	Page	East Shenandoah County Line - East (Continue Construction of Climbing Lane on Massanutten Mountain)	300,000.
320	Alleghany & Bath	North Covington - North (Asphaltic Concrete Surfacing)	62,616.
257	Rockingham	West Dayton - West (Widen and Ease Curves)	75,000.
259 & Alt. 259	Rockingham	Broadway - Route 11 (Supplemental Allocation)	100,000.
260	Rockingham & Shenandoah	Timberville - New Market (Asphaltic Concrete Surfacing)	50,000.
263	Shenandoah	Between Route 42 and Mt. Jackson (Improvement of Sections)	100,000.
276	Rockingham	South Route 33 - South (Continue Improvement)	100,000.

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Page	South Warren County Line - Int. Route 211 in Lurey (Asphaltic Concrete Surfacing)	\$ 90,000.
340	Page	Town of Stanley (Supplemental Allocation for Curb and Gutter and Sidewalks)	20,000.
340	Page	Town of Shenandoah (Curb and Gutter, Widening, and Sidewalk on One Side from Maryland Street - South)	100,000.
340	Augusta	Waynesboro - West (Asphaltic Concrete Surfacing)	105,000.
340	Clarke	Berryville - Route 50 (Asphaltic Concrete Surfacing)	60,000.
340	Warren	S.C.L. Front Royal -Bentonville (Route 613) (Asphaltic Concrete Surfacing)	85,000.
522 & 340	Warren & Frederick	Nineveh North and South (Reconstruct Section of Southbound Lane)	125,000.
Total, Rural Primary System Construction			\$ 2,963,092.

URBAN CONSTRUCTION

(Exclusive of Urban Federal-aid)
To be Matched by Town

922	Warren	Town of Front Royal (Replace Bridge over Happy Creek)	\$ 30,000.
1958-59 Staunton District Total			\$15,546,658.

Notion carried.

There was some discussion on the location of the section of the Interstate System from Canton, Ohio, to Charlotte, N. C. It was suggested that when a hearing is held on this problem, as it will be later on, that the hearing be held in Roanoke.

There being no further business, the Commission adjourned.

Approved -


Chairman

Attested -


Secretary