

**Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Richmond, June 11, 1959.**

On call of the chairman, the Commission met in the Central Highway Office Building, Richmond, Virginia at 9:00 o'clock, Thursday morning, June 11th. Present - Messrs. G. D. May, Chairman, E. P. Barrow, G. Wallace Carper, Walter W. Chinn, Jr., S. S. Flythe, Burgess E. Nelson, S. W. Rawls, W. M. Sclater, Jr., and Tucker G. Watkins, Jr.

The meeting was called to order by the Chairman.

It was moved by Mr. Rawls, and Seconded by Mr. Carper, that the minutes of the meeting of May 20-22, as mailed out, be approved. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Chinn, that the Commission approve the permits issued from the May 20-22 meeting to date, inclusive, as recorded in the records of the Department. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission approve the cancellation of permits from the May 20-22 meeting to date, inclusive, as recorded by the Department. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the proposed relocation of State Route 120 (Glebe Road) in Arlington County from 0.933 Mile E. of Int. North Upland Street, said point being shown as Station 69+40 on the plans for State Project 0120-000-101 and extending in a westerly direction to a point on existing Route 120 at North Upland Street, said point being shown as Station 34+36, and also that portion of a proposed future connection to the George Washington Parkway and/or proposed Arizona Avenue Bridge from a point on the Glebe Road relocation designated on the aforementioned plans between Station 73+89.67 to the west right of way line of the George Washington Parkway to Station 62+40 on the aforementioned plans, including an interchange and the necessary ramps, connections, etc. be designated as a limited access highway in accordance with Article 3, Chapter 1, Title 33 of the 1950 Code of Virginia, as amended. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Williamsburg School Auditorium, on Harrison Street, in Arlington County, Virginia, at 2:00 P.M., E.S.T., on May 18, 1959, concerning the proposed improvement on a section of Route 120 (North Globe Road), Project 0120-000-101, from 0.933 Mile East of North Upland Street to North Upland Street in Arlington County, Virginia; 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, the economic effects of the location and the proposed improvements have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of this project be approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that, as provided under Section 33-27 of the Code of Virginia of 1950, as amended, the following Sections of old location of Route 360 in Prince Edward County be transferred from the Primary System to the Secondary System of Highways; Sections 2 and 3 totaling 0.90 mile as shown in red on plat dated February 11, 1959, Project 0360-073-004-005-009-019-011; that as provided under Section 33-76.5 of the Code of Virginia of 1950, as amended, Section 4, 0.12 mile of old location of Route 360, be abandoned to the extent of alteration, shown in blue on the plat and project referred to; that as provided under Section 33-76.1 of the Code of Virginia of 1950, as amended, Section 1 of the old location of Route 360, 0.08 mile be discontinued as such, shown in yellow on the plat and project referred to; further, that as provided under Section 33-141 of the Code of Virginia of 1950, as amended, Sections 5 and 6 of new connections totaling 0.15 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 Senator Nelson, that, as provided under Section 33-76.5 of the Code of Virginia of 1950, as amended, and upon recommendation of the Commissioner, Sections 1 and 2 of the old location of Route 96 totaling 0.25 mile in Halifax County be abandoned to the extent of alteration, as shown in blue on plat dated March 18, 1959, Project 0096-041-001. Motion carried.

Moved by Mr. Ewle, seconded by Mr. Chinn, that, WHEREAS, in connection with the Hampton Roads Bridge-Tunnel Project the Commonwealth acquired certain parcels and tracts of lands that included areas beyond the normal limits of right of way needed for the operation of the said Project, such areas representing portions of such parcels or tracts acquired in their entirety; and, WHEREAS, Section 33-76.6 of the 1950 Code of Virginia as amended provides for the manner in which property owned by the Commonwealth and no longer needed for the uses of the State Highway System may be sold and conveyed, and Section 713 of the Trust Indenture dated September 1, 1949, between the Virginia State Highway Commissioner and the National Bank of Commerce of Norfolk as Trustee provides in substance that the Commission may from time to time sell such real estate forming a part of the Project subject to the said Trust Indenture as the Commission by resolution shall determine to be not needed or serving no useful purpose in connection with the maintenance and operation of such Projects, if the Consulting Engineers shall in writing approve such sale; and, WHEREAS, the Consulting Engineers have approved generally the sale of such tracts or parcels of land as lie outside of the normal right of way limits of said Project as evidenced by a letter from M. R. Quade of Parsons, Brinckerhoff, Hall and Macdonald, dated May 22, 1959, and addressed to Charles E. Owen, Jr., Assistant State Right of Way Engineer, Virginia Department of Highways; and, WHEREAS, the State Highway Commissioner has certified in writing that these tracts or parcels of land lying outside of and beyond the limits of normal right of way on the said Project do not constitute sections of the public road and are deemed no longer necessary for the uses of the State Highway System or for the maintenance and operation of the Hampton Roads Bridge-Tunnel Project; NOW, THEREFORE, this Commission hereby declares that the aforesaid tracts or parcels of land and their appurtenances are not needed and will serve no useful purpose in connection with the maintenance and operation of the Hampton Roads Bridge-Tunnel and its approaches, and as provided by Section 33-76.6 of the 1950 Code of Virginia as amended and by Section 713 of the aforesaid Trust Indenture of September 1, 1949, the sale and conveyance of such tracts or parcels of real estate and their improvements and appurtenances or any parts of same, and for such consideration as may be recommended by the Right of Way Engineer of the Department of Highways to the Commissioner and approved and accepted by the Commissioner, is hereby approved, and whenever the Consulting Engineers shall have approved in writing the sale of such specific tract or parcel, or part or parts of same, the Commissioner is hereby authorized to execute and deliver deed or deeds of quitclaim conveying said tracts or parcels or any part or parts of same, provided that the proceeds of any sale of such shall be disposed of as provided for in the said Trust Indenture and that the Trustee shall be notified accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that, WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a public hearing was held in the City Hall, Hampton, Virginia, on Wednesday, May 20, 1959, concerning the proposed location of Route 134, Project 7134-114-071, from N.C.L. Hampton to intersection Route 64 north of Route 258 within Hampton; 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, 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 134 from N.C.L. Hampton to intersection Route 64, City of Hampton, is approved. Motion carried.

Moved by Mr. Carper, seconded by Mr. Flythe, that, WHEREAS, under authority of Section 33-113.2 of the Code of Virginia of 1950, as amended, request is made by the City of Radford for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards, also for a deletion of 0.31 mile; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Radford on additional streets totaling 0.66 mile; also that 0.31 mile be deleted from the \$300 per mile streets due to expansion of Radford College, giving a net addition of 0.35 mile, effective beginning the first quarter, July 1, 1959. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Carper, that, WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held at the Roanoke Public Library in Roanoke, Virginia, at 3:00 P.M., on May 21, 1959, concerning the proposed location of the proposed extension of Roanoke Spur from Orange Avenue to Elm Avenue, City of Roanoke, on Route 581, State Project 0581-128-070; 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, the economic effects of the location and the proposed improvements have been examined and given proper consideration, and this evidence, along with all other, has been carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of this project be approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways, from Orange Avenue to Elm Avenue. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0081-098-000, G1, Contract No. 1, Route 81, 1.081 Miles E. Int. Route 52-1.718 Miles W. Wythe-Fulaski County Line, Wythe County, to the low bidder, Pendleton Construction Corporation, Wytheville, Virginia, at the bid of \$1,055,271.57, that 10% additional be set aside to cover the cost of engineering and additional work, \$4,139.00 for work by State Forces, and \$28,996.41 for Utilities, making a total of approximately \$1,193,950.00 chargeable to this project; to be financed with \$123,150.00 State and \$1,070,800.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0116-080-001, G2, Route 116, 2.071 Miles W. Franklin County Line-EGL Roanoke, Roanoke County, to the low bidder, Turner Brothers, Contractors, Salem, Virginia, at the bid of \$92,340.84, that 10% additional be set aside to cover the cost of engineering and additional work and \$385.00 for work by State Forces, making a total of approximately \$101,950.00 chargeable to this project; to be financed with \$51,150.00 State and \$50,800.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0629-044-018-019, Route 629, Bridge and Approaches North Mayo River, Henry County, to the low bidder, McDowell & Wood, Inc., Salem, Virginia, at the bid of \$81,672.01 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$89,850.00 chargeable to this project; to be financed with \$44,900.00 State and \$44,950.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0095-043-101, B1, B2; 0095-042-101, B1, B2, B3, B4, B5, Contract No. 2, Route 95, 2.390 Miles S. of Henrico and Hanover County Line-0.368 Mile W. Int. Route 54, Henrico and Hanover Counties, to the low bidder, Thorington Construction Company, Inc., Richmond, Virginia, at the bid of \$689,961.31 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$758,950.00 chargeable to this project; to be financed with \$75,800.00 State and \$683,050.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0600-073-021-022; 0600-016-012, Route 600, 0.366 Mile W. of Prince Edward-Buckingham County Line-0.480 Mile E. of Prince Edward-Buckingham County Line, Prince Edward and Buckingham Counties, to the low bidder, Steele Construction Corporation, Rustburg, Virginia, at the bid of \$63,255.95 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$71,800.00 (\$40,950.00 from Buckingham County and \$30,850.00 from Prince Edward County) chargeable to this project; to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Ezzie, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0029-003-014, Route 29, NOL Amherst-Int. Route 60 in Town of Amherst, Amherst County, to the low bidder, Donald H. Selvage, Inc., Amherst, Virginia, at the bid of \$189,076.73, that 10% additional be set aside to cover the cost of engineering and additional work, \$770.00 for R/W, and \$660.00 for work by State Forces, making a total of approximately \$285,850.00, including \$76,450.00 R/W, chargeable to this project; to be financed with \$42,050.00 State, \$140,300.00 Federal and \$4,300.00 Town of Amherst Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0631-071-044-045, Route 851, Int. Route 841 (Trelow)-Int. Route 844 (Near Vance), Pittsylvania County, to the low bidder, McDowell & Wood, Inc., Salem, Virginia, at the ALTERNATE BID of \$133,998.10, that 10% additional be set aside to cover the cost of engineering and additional work and \$526.90 for Utilities, making a total of approximately \$147,900.00 chargeable to this project; to be financed 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0006-043-101,01; 0006-127-072, Group No. 14, Route 6, 0.003 Mile W. WCL Richmond-0.455 Mile W. WCL Richmond, Henrico County, AND 2.578 Miles W. of 1914 Corp. Limit-1.427 Miles W. of 1914 Corp. Limit, City of Richmond, to the low bidder, Atlantic Bitulithic Company, Inc., Richmond 30, Virginia, at the bid of \$490,231.06, that 10% additional be set aside to cover the cost of engineering and additional work and \$660.00 for work by State Forces, making a total of approximately \$599,900.00, including \$60,000.00 R/W, chargeable to this project; to be financed with \$176,150.00 State, \$293,400.00 Federal and \$130,350.00 City of Richmond Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0081-098-003-006, Contract No. 2, Route 81, 1.081 Miles E. Int. Route 52-1.718 Miles W. Wythe-Pulaski County Line, Wythe County, to the low bidder, McDowell & Wood, Inc., Salem, Virginia, at the bid of \$269,992.85 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$297,000.00 chargeable to this project; to be financed with \$29,700.00 State and \$267,300.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0297-009-101, C1, Route 197, 1.765 Miles W. Campbell County Line-0.305 Mile W. Campbell County Line, Bedford County, to the low bidder, Turner Brothers, Contractors, Salem, Virginia, at the bid of \$95,394.41, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,540.00 for work by State Forces, making a total of approximately \$106,450.00 chargeable to this project; to be financed with \$53,430.00 State and \$53,000.00 Federal Funds; the deficit to be provided in the 1960-61 Primary Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 0123-029-012, C2, C3, Route 123, 3.101 Miles N. of Int. Route 613-1.436 Miles S. of Arlington County Line, Fairfax County, to the low bidder, D. W. Winkelman Carolina Company, Inc., Greensboro, North Carolina, at the bid of \$447,391.63, that 10% additional be set aside to cover the cost of engineering and additional work, \$2,271.50 for R/W and \$17,270.00 for work by State Forces, making a total of approximately \$511,650.00 chargeable to this project; to be financed with \$256,900.00 State and \$254,750.00 Federal Funds; the \$509,400.00 includes \$100,000.00 set up in Arlington County's 1955-56 Allocation, "Chain Bridge-West". Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission award contract on bids received June 3 for the construction of Project 7250-082-101, C1-102, C1, Alt. Route 259, 0.257 Mile W. Int. Route 803-Int. Route 42 (Main Street in Broadway), Rockingham County, to the low bidder, Garrett, Moon & Poole, Inc., Blackstone, Virginia, at the bid of \$90,905.52, that 10% additional be set aside to cover the cost of engineering and additional work, \$55.00 for R/W, and \$830.50 for work by State Forces, making a total of approximately \$100,900.00 chargeable to this project; to be financed with \$50,700.00 State and \$50,200.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the Commission REJECT all bids received June 3 for the construction of Project 0631-092-019, Route 631, 1.201 Miles W. Int. Route 16 (Near N. Tanswell)-Int. Route 16 (Near N. Tanswell), Tazewell County, the low bid being 11.7% over estimate. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Traffic and Planning Division and the Division of State Police having determined the need for a left-turning lane on the north bound lane of Route 1 at its intersection with Chesterfield County Route 638 at the entrance to the ~~Front~~ Flant, and having estimated the cost of the necessary construction at \$2,000, a project to accomplish this work is authorized to be financed from the Richmond District Construction Reserve Fund. Motion carried.

Moved by Mr. Basie, amended by Senator Nelson, 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 Portsmouth for such payments, and WHEREAS, the construction of Frederick Boulevard and other construction render it necessary to amend the selection of such streets, now, therefore, BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1930, as amended, the primary route extensions within the City of Portsmouth be re-established as follows:

U.S. Route 58 - Beginning at the entrance to the Elizabeth River Tunnel on Washington Street in the City of Portsmouth, thence northerly on Washington Street to High Street; thence westerly on High Street to Air Line Boulevard; thence southwesterly on Air Line Boulevard to the W.C.L. of the City of Portsmouth. Net length for payment - 4.02 miles.

U.S. Route 17 - Beginning at the W.C.L. of Portsmouth, east end of the western branch of the Elizabeth River Bridge; thence easterly on County Road and High Street to Frederick Boulevard; thence southerly and southeasterly to George Washington Highway; thence southerly on George Washington Highway to the S.C.L. of Portsmouth. Net length for payment - 3.53 miles.

State Route 337 - Beginning at the S.C.L. of Portsmouth at the west end of the southern branch of the Elizabeth River Bridge; thence westerly and northerly to and along Elm Avenue to Gosport Road; thence westerly on Gosport Road, Airline Turnpike and Ferry Road to the W.C.L. of Portsmouth. Net length for payment - 4.39 miles.

State Route 17 - Business - Beginning at the intersection of High Street and Frederick Boulevard (Route 17); thence easterly on High Street to Air Line Boulevard; thence continuing along High Street overlapping Route 58 to Elm Avenue (end overlap); thence southerly on Elm Avenue to Gosport Road; thence overlapping Route 337 between Gosport Road and George Washington Highway; thence southwesterly on George Washington Highway to Frederick Boulevard (Route 17). Net length for payment - 1.57 Miles

Alt. U.S. Route 58 - Beginning at the intersection of High Street and Sixth Street (U.S. Route 58); thence southerly and southwesterly on Sixth Street and Air Line Turnpike to Gosport Road (Route 337); thence continuing along Air Line Turnpike overlapping Route 337 to Air Line Boulevard (Route 58). Net length for payment - 2.08 miles.

Alt. U.S. Route 460 - Beginning at the W.C.L. of Portsmouth; thence northwesterly and easterly overlapping Routes 58 and 337 of Air Line Turnpike and Gosport Road to Elm Avenue (end overlap); thence continuing easterly on Gosport Road to Seventh Street; thence northerly on Seventh Street and Washington Street to the entrance to the Elizabeth River Tunnel to Norfolk. Net length for payment - 1.53 miles.



State Route 141 - Beginning at the intersection of George Washington Highway and Elm Avenue (Route 337), thence easterly and northerly on George Washington Highway and Green Street to Gosport Road (Route Alt. 460). Net length for payment - 0.56 mile.

The mileage for the City of Portsmouth, due to this re-establishment of route extensions is 17.68 miles to be eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective October 1, 1958.

BE IT FURTHER RESOLVED, that due to the re-establishment of the route extensions in Portsmouth, portions of old Routes 58 and 141 be dropped as primary extensions and added to the mileage for \$300 per mile maintenance under Section 33-113.2 of the 1950 Code of Virginia, as amended, an addition in mileage of 1.73 miles effective October 1, 1958. Motion carried.

Mr. May declared a ten minute recess after which the Commission would go into executive session.

Mr. May advised the Commission that Mr. Leland and Mr. Travis, representatives of Edwards and Kelcey, Consultants, were present and available for questioning on the report and recommendation made on Interstate Route 64 from Richmond to Clifton Forge, all as provided under the contract with Edwards and Kelcey, and the gentlemen were introduced to the members of the Commission. Messrs. Leland and Travis gave a brief summary of the study and recommendation as made. The Members were asked, each in turn, to ask any questions and seek any information they might be interested in.

Letters of exception to the Edwards and Kelcey Report and Recommendation were filed by Mr. Bernard P. Chamberlain, Chairman, Albemarle Community Association, 219 Court Square, Charlottesville, under date of June 8th, and from Horace R. Edwards, City Manager of Richmond, under date of June 10th, as well as objections filed by Honorable Masby G. Farrow, Jr., representing the proponents of the Water Level Route, received June 10th.

Mr. Flythe requested information on various figures and statements and referred to Mr. McWhorter's statements at the public hearing on March 26th, and asked for a reconciliation of figures in the report made by Edwards and Kelcey and those used by Mr. McWhorter. He also read a letter of June 3, 1959, signed by Honorable Richard H. Foff, relative to the Route to be approved.

Mr. Barrow stated that he was of the opinion that there was some reservation in the minds of the consultants concerning the two routes as to the benefits to be derived by the most people.

Mr. Sciater said that Mr. May's question relative to a study of Rich Patch Mountain route answered his question relative to that line.

Senator Nelson spoke in the interest of the Northern corridor and gave some of his ideas as to the reasons for adopting the northern line.

Mr. Chism said that he had given much thought to the problem and had had an open mind until he wrangled with the problem last night and he was now prepared to vote.

It was moved by Mr. Chism and seconded by Mr. Barrow, that the Commission go into executive session and the motion was unanimously carried.

Senator Nelson asked that the Commission be polled for a vote.

Mr. May stated that he had been advised by Mr. Francis G. Lee, Assistant Attorney General assigned to the Department of Highways, that the vote as taken should be on a motion to approve either the Northern or the Southern Corridor for Interstate Route 64 between Clifton Forge and Richmond. This, in the opinion of Mr. Lee, would be preferable to a motion to approve or disapprove the Report of Edwards and Kelcey, Engineers and Consultants, of Newark, New Jersey. The Members were again asked for any comments or expressions they might wish to make. The following resolution was offered by Mr. Watkins and seconded by Mr. Sciater: "Be it resolved that the Virginia State Highway Commission, after full consideration of the facts and all the evidence submitted to it orally at the public hearing, together with written memoranda, on behalf of the proponents of both the Northern and Southern Routes with respect to the location of Interstate Route 64, is of the opinion that the location along the Southern Route best meets the overall requirements of the Federal Aid Highway Act of 1956, Public Law 627, Chapter 462". The Secretary polled the Members and the voting was as follows:

S. S. Flythe	-	Southern Route
Walter H. Chism, Jr.	-	Southern Route
Burgess K. Nelson	-	Northern Route
Tucker G. Watkins, Jr.	-	Southern Route
E. F. Barrow	-	Southern Route
G. Wallace Carper	-	Northern Route
Wm. M. Sciater, Jr.	-	Southern Route
S. W. Rowie	-	Northern Route

The voting being five for the Southern Route and three for the Northern Route, the Southern Route was adopted. Motion carried.

The Secretary was instructed to give to the members of the Press waiting outside the Commission's room the vote by the Commission and advise them of the Route selected, which was done.

There were no further comments or suggestions and no new business. The meeting adjourned at 11:45 A.M.

Approved -

  
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Commissioner.

Attested -

  
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Secretary.