

Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Lexington, October 29, 1968.

Following lunch at twelve o'clock noon the State Highway Commission met in executive session at the Robert E. Lee Hotel, Lexington, Virginia. Present - Messrs. S. D. May, Chairman, E. P. Harrow, G. Wallace Carper, W. W. Chinn, Jr., S. S. Flythe, Burgess E. Nelson, S. W. Rawls, W. M. Sclater, Jr. and Tucker C. Watkins. 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 September 24th be approved as mailed out. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission approve the permits issued from September 24th to date, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission approve the cancellation of permits issued from September 24th to date, inclusive, as recorded by the Department. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0005-048-010-C2, Route 5, 1.210 Miles E. of Int. Route 874, 0.018 Mile W. of Int. Route 801, King George County, to the low bidder, The Via Company, Inc., Richmond, Virginia, at the bid of \$106,402.12, that 10% additional be set aside to cover the cost of engineering and additional work, \$2,062.00 for work by State Forces and \$14,850.00 for Right of Way Costs, making a total of approximately \$133,450.00 chargeable to this project; to be financed with \$57,000.00 State and \$66,450.00 Federal funds; \$12,017.00 of amount shown available to come from the not let balance on Route 5 in King George County, Stafford County Line - East. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0017-028-101-01, 01, 102, 01, Route 17, 0.275 Mile S. of NCL Tappahannock-0.068 Mile N. of NCL Tappahannock, Essex County, to the low bidder, M. E. Howard Construction Company, Richmond, Virginia, at the bid of \$22,056.22, that 10% additional be set aside to cover the cost of engineering and additional work and \$550.00 for work by State Forces, making a total of approximately \$27,800.00 chargeable to this project; to be financed with \$26,750.00 State, \$28,550.00 Federal Funds and \$2,400.00 Town of Tappahannock. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0088-017-008, G1, B2, F1, Contract No. 1, Route 58, 4.092 Miles W. of WCL Hillsville-1.658 Miles W. of WOL Hillsville, Carroll County, to the low bidder, H. A. Munn, Virginina, Virginia, at the bid of \$157,906.66, that 10% additional be set aside to cover the cost of engineering and additional work, \$77.00 for Right of Way, \$2,756.00 for work by State Forces and \$155,100.00 for Right of Way Costs, making a total of approximately \$11,650.00 chargeable to this project; to be financed with \$156,200.00 State and \$155,450.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0081-095-014, G1, B37, G2, Contract No. 1 (Parts I & II Combined), Route 81, 4.972 Miles E. Tenn. State Line-0.248 Mile S. Int. Route 611, Washington County, to the low bidder, Charles W. Williams & Associates, Inc., Glyndon, Maryland, at the bid of \$2,371,331.74, that 10% additional be set aside to cover the cost of engineering and additional work, \$4,400.00 for Right of Way, \$5,545.00 for work by State Forces and \$1,094,650.00 for Right of Way Costs, making a total of approximately \$3,715,050.00 chargeable to this project; to be financed with \$375,800.00 State and \$5,332.00 Federal Funds, and \$5,500.00 Utility Company; additional \$1,839,276.00 required to be provided in 1960-61 Interstate Construction Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0081-095-014, B2, B4, B5, B6, B8, B9, B25, B30, Contract 3, Route 81, 4.972 Miles E. Tenn. State Line-0.248 Miles S. Int. Route 611, Washington County, to the low bidder, Troitino & Brown, Inc., Asheville, North Carolina, at the bid of \$1,129,612.04, that 10% additional be set aside to cover the cost of engineering and additional work, and \$8,050.00 for work by Railroad, making a total of approximately \$1,250,800.00 chargeable to this project; to be financed with \$106,550.00 State and \$1,144,050.00 Federal Funds; the \$1,250,800.00 required to be provided in 1960-61 Interstate Construction Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 7220-033-032, S-1, Contract No. 4, Route 220-A, 0.894 Mile N. Int. Route 619 (S. of Rocky Mount)-2.85 Miles N. WCL of Rocky Mount, Franklin County, to the low bidder, Turner Brothers, Contractors, Salem, Virginia, at the REGULAR BID of \$648,127.72, that 10% additional be set aside to cover the cost of engineering and additional work and \$9,505.00 for work by State Forces, making a total of approximately \$721,250.00 chargeable to this project; to be financed with \$561,050.00 State and \$80,200.00 Federal Funds; additional \$224,874.00 required to be provided in 1960-61 Primary Construction Allocation. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 7220-055-059-041, Contract No. 5, Route 220-A, 0.894 Mile S. Route 619-2.850 Miles N. NGL Boddy Mount, Franklin County, to the low bidder, J. M. Turner & Company, Inc., Roanoke, Virginia, at the bid of \$156,705.42, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$180,400.00 chargeable to this project; to be financed 50/50 State and Federal Funds; the \$150,400.00 required to be provided in 1960-61 Primary Construction Allocations. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0637-019-021-082, Route 637, Int. Route 612-0.282 Mile S. Int. Route 612 (Saxe), Charlotte County, to the low bidder, F. M. Arthur Construction Company, Rescue, Virginia, at the bid of \$51,541.98, that 10% additional be set aside to cover the cost of engineering and additional work, \$66.00 for work by State Forces and \$1,277.10 for work by Railroad, making a total of approximately \$58,050.00 chargeable to this project; to be financed \$29,060.00 State and \$29,000.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0642-019-102, B4, Route 642, 0.102 Mile W. Route 645-Conn. Route 637 (Bridge & Approaches to Roanoke Creek), Charlotte County, to the low bidder, Wilkins Construction Company, Inc., Ashurst, Virginia, at the bid of \$92,867.89, that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$102,150.00 chargeable to this project; to be financed with \$51,050.00 State and \$51,100.00 Federal Funds. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm award of contract on bids received October 14 for the construction of Project 0670-071-104, Route 670, 0.50 Mile E. of Int. Route 665 (N. of Grvtna)-0.45 Mile W. of Int. Route 671, Pittsylvania County, to the low bidder, Laramore Construction Company, Inc., Danville, Virginia, at the bid of \$58,026.56, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$68,860.00 chargeable to this project; to be financed with \$31,950.00 State and \$31,900.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that, WHEREAS, under authority of Section 55-115.2 of the Code of Virginia, 1950, as amended, request is made by the City of Roanoke for payment at the base rate of \$500 per mile annually on additional streets meeting required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 per mile annually be made to the City of Roanoke on additional streets totaling 15.86 miles, effective beginning the third quarter, January 1, 1960; or a total approved mileage of 277.97 miles. The additional mileage of streets eligible for payment, described as follows:

STREET	FROM	TO	LENGTH
Belleview	Lake	Ash	.08 MI.
Baird	Windsor	Malvern	.07 MI.
Beverley	Grandin	Northampton	.17 MI.
Blair	Blenheim	Dead End	.21 MI.
Carrington	End	Gaymont	.02 MI.
Colapial	Broadway	Persinger	.24 MI.
Hartland-Inglewood	Sprucewood	Colonial	.49 MI.
Haywood	Fasley	Bannister	.16 MI.
Idavere	West Hampton	Northview	.19 MI.
Malvern	Bigwood	Windsor	.11 MI.
Roberts Road	Gardens Road		.18 MI.
Rosalind	27th	Cassell Lane	.04 MI.
Sanford	Broadway	Dead End	.52 MI.
Thorndale	Bluefield	End	.10 MI.
Windsor	Bigwood	Malvern	.16 MI.
Christian	Oakland	Oliver	.28 MI.
Crittendon	Oliver	End	.28 MI.
Douglas	Carver	Hart	.50 MI.
Forest Hill	Liberty	Hillcrest	.18 MI.
Frontier	Oakland	Link	.28 MI.
Frontier	Link	Hollins Rd.	.21 MI.
Lester	Whittle	Ruston	.09 MI.
Manfield	Ellsworth	Fugate	.09 MI.
Mapleton	Oliver	Ruston	.14 MI.
Oliver	Christian	Frontier	.19 MI.
Pocahontas	Williamson Road	6th	.15 MI.
Rhodes	Orange	9th	.58 MI.
Ruston	Lester	Wingfield	.12 MI.
Thurston	Williamson Road	Patrick Henry	.21 MI.
Thurston/Courtland	Williamson Road	Synmore	.50 MI.
Whittle	Wingfield	Lester	.11 MI.
Wingfield	Whittle	Whiteside	.18 MI.
Avalon	Northdrister	Grandview	.09 MI.
Birchlan	Williamson Road	Dead End	.18 MI.
Bonhill	Hollyhook	Florist	.20 MI.
Broad	Williamson Road	Richland	.05 MI.
Broad	Greenland	Grandview	.28 MI.
Bunche	Liberty	E. 587'	.11 MI.
Christian	Williamson Road	Dead End	.06 MI.
Curtis	Hubert	Eldebrand	.07 MI.
Curtis	Williamson Rd.	Hearthstone	.05 MI.
Delano	Fieldale	Fugate	.09 MI.
Dupree	Whitten	Carver	.08 MI.
Downing	Carver	Whitten	.11 MI.

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>LENGTH</u>
Ferncliffe	Herzberger	Coveland	.19 MI.
Fielding	Corner	Maine	.12 MI.
Glanroy	N. End	S. End	.08 MI.
Golfside	Forest Park	Florida	.15 MI.
Greenland	10th	N. 405'	.09 MI.
Greenland	Lyndhurst	10th	.15 MI.
Greenland	Maycrest	Ruff Lane	.27 MI.
Hildebrand	Williamson Road	Gurtis	.21 MI.
Holmes	Preston	Dead End	.24 MI.
Hubert	Whitney	Gurtis	.06 MI.
Hollyhook	Dead End	Bochill	.19 MI.
Jersey	Sherman	Dead End	.08 MI.
Keene	Golfside	Guildhall	.18 MI.
Kirkland	Herzberger	End	.19 MI.
Leon	Dead End	Andrews	.10 MI.
Leon	Delaure	Florida	.23 MI.
Link	Frontier	Preston	.14 MI.
Maine	Westside	End	.04 MI.
Massachusetts	Cove	Leon	.11 MI.
Northminster	Greenland	Avalon	.19 MI.
Oakland	Crockett	Birchwood	.08 MI.
Preston	Oliver	Oakland/Christian	.58 MI.
Preston	Hollins	Oliver	.18 MI.
Sherman	Cove	Dead End	.14 MI.
Signal Hill	Malberry	Miller	.25 MI.
Trinkle	Williamson Rd.	Oakland	.27 MI.
Tyree	W. End Tennessee	Around Circle	.15 MI.
Vermont	Westside	End	.07 MI.
Vermont	Corner	Dead End	.08 MI.
Vincourt	Hollyhook	Florist	.07 MI.
Virginia	Westside	Adams/Melrose	.15 MI.
Whitney	Hildebrand	Woodbury	.14 MI.
Winloe	Fleming	Oakton	.64 MI.
Woodbury	Williamson Road	Corp. Limits	.20 MI.
Woodleigh/Panorama	Westside	End	.19 MI.
6th	Stanton	Carroll	.11 MI.
22nd	Delaure	Florida	.25 MI.

Motion carried.

Moved by Mr. Rowls, seconded by Mr. Salter, that WHEREAS, the Board of Supervisors of Russell County by resolution dated July 6, 1959, has requested that portions of Routes 615 and 620 be added to the Primary System of highways; and WHEREAS, studies conducted by the Department do not indicate that the traffic carried on these sections is of sufficient volume, or has the required characteristics for a primary route; THEREFORE, BE IT RESOLVED that this request be denied since it appears that the needs of the traffic can be as well served by leaving these routes in the Secondary System. Motion carried.

It was moved by Sen. Nelson seconded by Mr. Flythe that the following resolution in regard to the distribution of highway funds be adopted; WHEREAS, over the past years the State Highway Commission has adopted many policy statements and resolutions relative to the distribution of highway funds; and WHEREAS, in order to clarify and make reference thereto easier, it now appears desirable to consolidate all such previous statements and resolutions into one statement, now, therefore, BE IT RESOLVED, that all previous statements and resolutions concerning the distribution of highway funds in so far as duplicated herein are hereby rescinded; BE IT FURTHER RESOLVED, that the following is adopted as the policy and procedure for the distribution of funds to the Secondary, Primary, Interstate, and Urban Systems, in addition to present statutory requirements:

PRIMARY SYSTEM - Construction

State and Federal funds for Primary highway construction shall be allocated to the districts in proportion to the ratio that the total area, population (latest U. S. census), and rural Primary mileage of each district bear to the total area, population (latest U. S. census), and rural Primary mileage of the State. (See Section 35-32)

City Street Funds (Primary Extension)

Two-thirds of the City Street Fund allocation shall be taken from the amount allocated to the districts for Primary System construction (the remaining one-third to be paid by Primary Maintenance Fund). (See Section 35-113)

City Street Fund (Not Primary Extension)

Allocations shall be paid from funds available for maintenance and construction to the Primary System. (See Section 35-113.2)

Federal Aid Secondary

Thirty per cent of the Federal Aid Secondary apportionment to the State shall be allocated to the State Primary System in the same manner as set forth for the distribution of Primary construction funds.

SECONDARY SYSTEM

Extraordinary Winter and Storm Damage

Direct appropriation may be made to counties in the Secondary System which experienced extraordinary winter and storm damage. These appropriations shall be made by the Highway Commission on recommendation of the Chief Engineer for the Highway Department.

Discretionary and Rotating Fund

There shall be a sum of \$150,000 set up from Secondary System funds to be expended on special or extraordinary projects on the Secondary System, and allocated to districts on a rotating basis.

Federal Aid Secondary Construction Funds

From seventy per cent of the Federal Aid Secondary apportionment to the State, one and one-half per cent shall be deducted for planning. The balance shall be allocated to the 96 counties in the Secondary System and to Henrico County in the proportion to the ratio that rural area (excluding areas of places of 5,500 or more people); rural population (latest U. S. census, excluding population of places of 5,500 or more people); and Secondary System road mileage in each county bear to the State total for each of the foregoing.

State funds may be provided to match the one and one-half per cent in Federal funds for planning and to match equally the Federal Funds allocated to the 96 counties in the Secondary System.

Equalization Fund

An equalization fund of not less than \$2,000,000 shall be allocated to the counties in the Secondary System in proportion to the ratio that the non-hardsurfaced Secondary road mileage in each county bears to the total amount of non-hardsurfaced road mileage in the State Secondary System.

Construction and Maintenance

After the above deductions have been made, the remainder of the Secondary road funds shall be allocated to the counties in the Secondary System in the proportion to the ratio that the rural area (excluding area of places of 5,500 or more people); rural population (latest Federal census, excluding populations of places of 5,500 or more); Secondary System road mileage; and vehicle miles of travel on Secondary roads in each county bear to the State total for each of the foregoing.

(See Section 55-49)

URBAN SYSTEM

Federal Aid Urban funds shall be allocated to the districts in the ratio that the population of municipalities and other urban places of 5,000 or more people in each district bears to the population of municipalities and other urban places of 5,000 or more population of the entire state. Generally, Urban Federal Aid projects are financed in the following manner: 50% Federal funds, 25% State, and 25% City. For Arlington County, such projects shall be financed 50% Federal and 50% State. Necessary State Funds to match Federal Aid Urban funds in Arlington County shall be taken from the sums allocated to the Culpeper District for Primary System construction. (See Section 55-114)

INTERSTATE SYSTEM

Federal Funds for the Interstate System shall be allocated to the highway district in the ratio that the estimated cost of completing the system in each district bears to the cost of completing the Interstate System in the entire state. State money required to match Federal Interstate funds shall be taken from the amount apportioned to the districts for Primary System construction. (See Section 55-56.5 and Section 55-114) Notion carried.

Moved by Sen. Nelson, seconded by Mr. Flythe, that, WHEREAS, many counties have enacted excellent subdivision control ordinances, thereby assuring proper design and construction of the subdivision streets therein; and WHEREAS, the lack of proper design and construction of subdivisions in other counties is resulting in the Department's being requested to take into the Secondary System many streets which are not up to acceptable standards; and WHEREAS, the acceptance of such streets results in the undue expenditure of public funds for maintenance, maintenance-replacements, and reconstruction; and WHEREAS, refusing to accept such streets results in a hardship on persons who have, in good faith, purchased property served by the said streets; and WHEREAS, the State Highway Commission has previously set forth the policy for acceptance of subdivision streets in the System; NOW, THEREFORE, BE IT RESOLVED; That the State Highway Commission does hereby reaffirm the above-mentioned policy which has been in effect since July 1, 1949, to-wit:

1. Addition of subdivision streets to the Secondary System will be approved only where these streets are constructed to standards established by the State Highway Commissioner.

2. The mileage limitation for additions to the Secondary System as set forth by the Commission will not apply to the inclusion of subdivision streets in the Secondary System. However, the funds required to maintain and improve subdivision streets accepted into the System, when combined with the funds required to maintain and improve all other additions, shall not exceed five per cent of the county's improvement fund.

5. The State Highway Department, when requested by the Boards of Supervisors, will cooperate in the planning and inspection of subdivision street construction where it is contemplated that the State Highway Department subsequently will be requested to add such streets to the Secondary System. The subdivider will be required, however, to pay the actual cost of such inspections.

BE IT FURTHER RESOLVED; that the above-mentioned policy be amended to include the following additions:

1. Where it is proposed that subdivision streets be taken into the Secondary System, the developer shall submit a plat and complete plans of his subdivision in order that they may be reviewed by the Department's engineer. If the plat and plans are found acceptable, they will be approved. All work is to be in accordance with approved plans and the current road and bridge specifications of the Department of Highways, on file in all offices of the Department.

2. Upon the satisfactory completion of the streets, they will be accepted for maintenance, provided:

- (a) The developer dedicates the prescribed rights of way.
- (b) The Board of Supervisors makes the request by suitable resolution.

- (c) The streets render a public service; that is, from a standpoint of occupied dwellings and continuing traffic service to the same.
- (d) The streets have been properly maintained since completion.
- (e) The developer furnishes the Department a bond in sufficient amount to guarantee the satisfactory performance of the streets for a period of one year from the time of acceptance; or, as an alternative, the developer may construct the streets under Highway Department inspection, the cost of said inspection to be borne by him.

5. Where the local subdivision control ordinance requirements exceed the requirements hereinabove mentioned, they shall become the Commission's policy and govern in that area - all effective on and after November 15, 1959. Motion carried.

Moved by Mr. Flythe, and seconded by Mr. Ewds, that the Commission confirm its letter ballot action as follows: That WHEREAS, the American Furniture Company has purchased a tract of land containing approximately 50 acres in the area known as Scuffle Hills, to the South of Martinsville and, WHEREAS, the said company is developing a portion of this property for the storage of large quantities of lumber in connection with its operations in the locality and, WHEREAS, the company plans to further utilize the residue of the property for the extension of its manufacturing plant and, WHEREAS, there are many other industrial sites in the Scuffle Hills section and, WHEREAS, the Board of Supervisors of Henry County has by resolution dated June 22, 1959, requested the Department of Highways to construct a road in this area to serve the American Furniture Company as well as future developments, NOW, THEREFORE, BE IT RESOLVED: That the State Highway Commission hereby approves the construction of a road approximately eightieths of a mile in length from the south corporate limits of the City of Martinsville to the property of the American Furniture Company using Industrial Access Funds in the amount of approximately \$80,000, with the understanding that no part of this fund be expended for rights of way for the said road. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Sclater, that WHEREAS, an uninvested cash balance of \$541,402.62 exists in the Reserve Maintenance account of the State of Virginia Toll Revenue funds on deposit with the Trustee, the National Bank of Commerce of Norfolk, \$110,000.00 of this amount having been transferred from revenue funds at the close of the bond year August 31, 1959, in accordance with provisions of the 1958-59 annual budget, and WHEREAS, \$90,000.00 is estimated as an amount sufficient to meet the cash needs of operations within this account through the month of June, 1960, and WHEREAS, it is the policy of the State Highway Commission to invest in federal securities all funds not currently needed for operation expenses, as provided by Section 602 of the Trust Indenture, now, therefore, BE IT RESOLVED by the State Highway Commission that the Trustee invest \$250,000, of the cash balance now remaining in the Reserve Maintenance account, in U. S. Treasury Bills maturing June 22, 1960, this investment having the approval of the Consulting Engineers by letter of Mr. E. N. Quade to the Trustee dated October 8, 1959. Motion carried.

Moved by Senator Nelson, seconded by Mr. Carper 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 Gore Fire Hall at Gore, Virginia on August 27, 1959 concerning the construction of Route 50 from 10.575 miles west of west corporate limits of Winchester to 4.247 miles west of west corporate limits of Winchester in Frederick County, Virginia, State Project 0050-054-101, Federal Project F-014-1(17) 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 is approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways. Motion carried.

Moved by Sen. Nelson, seconded by Mr. Bawls, 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 the Strasburg Fire House in Strasburg, Virginia, at 10:00 a.m. on August 19, 1959, concerning the proposed interstate improvement of Route 81 from intersection of Route 42 (at Woodstock) to 0.5 mile south intersection Route 27 (at Stephens City), Shenandoah, Warren and Page Counties, State Projects 0081-085-102; 0081-084-001; 0081-085-101; 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, along Line "A." Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that, WHEREAS, under authority of Section 55-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Blackstone for payment at the base rate of \$500 per mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 per mile annually be made to the Town of Blackstone on additional streets totaling 0.526 mile, effective beginning the second quarter, October 1, 1959; making a total of 20.81 miles; the additional mileage being described as follows:

Adams Street	- From Bird Road to Courthouse Road	- 0.136 MI.
E. Broad Street	- From Hurt Street to S.E. Corp. Limits	- 0.168 MI.
Hurt Street	- From Dixie Avenue to Mann Street	- 0.071 MI.
Mann Street	- From N. Dillard Street to Hurt Street	- 0.085 MI.
Luzenburg Avenue	- From Fourth Street to Fifth Street	- 0.086 MI.

Total - 0.526 MI.

Motion carried.

Moved by Mr. Chinn, seconded by Mr. Solater, that WHEREAS, by proper resolution dated August 11, 1959, the Board of Supervisors of Essex County has requested the discontinuance of a certain road in the Secondary System, which no longer serves as a public necessity; NOW THEREFORE, BE IT RESOLVED, that pursuant to Section 55-76.7 of the Code of Virginia of 1950, as amended, that the following road be discontinued as a part of the Secondary System, effective this date:

Essex County - Old location of Route 65E, Section 1, from the new location at Sta. 94,40 to 0.09 mile north, Project 006E-C28-010. Motion carried.

Moved by Mr. Chinn, seconded by Mr. Solater, that WHEREAS, by proper resolution dated October 16, 1959, the Town Council of Dungenon has requested the discontinuance of a certain road in the Secondary System, which no longer serves as a public necessity; NOW THEREFORE, BE IT RESOLVED, that pursuant to Section 55-76.7 of the Code of Virginia of 1950, as amended, that the following road be discontinued as a part of the Secondary System, effective this date:

Route T-100E in the Town of Dungenon, from the intersection of Route 72 southeast to Route T-1004, length 0.12 Mile. Motion carried.

Moved by Mr. Solater, seconded by Mr. Rawls, that, WHEREAS, in connection with Route 460, Project 191B-08, in Buchanan County, J. T. Crawford and Lilla A. Crawford did deed to the Commonwealth an entire lot; and, WHEREAS, the front of level portion of the said lot was used during the grading and construction of the said Project, but the back portion of same lying northeast of and beyond the limits of construction of the said Project was not used during the said construction; and, WHEREAS, some confusion exists as to property lines in this vicinity; and, WHEREAS, the owner of the adjoining lands to the east has requested that the Commonwealth quitclaim to him the unused remainder of the said lot for a consideration of \$75.00 in order to quiet his alleged title to same; and, WHEREAS the consideration of \$75.00 is satisfactory to the State Highway Commissioner and he has certified in writing that the said unused remainder of said lot does not constitute a section of the public road and is deemed no longer necessary for the use of the State Highway System; NOW, THEREFORE, in accordance with the provisions of 55-76.8 of the 1950 Code of Virginia as amended, this Commission does hereby approve the quitclaiming of any right, title or interest which the Commonwealth may have in and to the said unused remainder of said lot to the owner of the adjoining property for a consideration of \$75.00, and the State Highway Commissioner is hereby authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Chinn, seconded by Mr. Rawls, that, WHEREAS, in connection with Route 50, Project 4550-03, in King William County, the Commonwealth did acquire from O. O. Robinson, et ux, a certain lot lying on the northeast side of Route 50 and extended northeastwardly, for the purpose of constructing a drain ditch to drain the said Route and Project; and, WHEREAS, the said drain ditch has now been constructed along the southeasterly side of said lot; and, WHEREAS, the State Highway Commissioner has certified in writing that the unused remainder of said lot does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System; NOW, THEREFORE, in accordance with the provisions of Section 55-76.6 of the 1950 Code of Virginia as amended, this Commission does hereby approve the sale and conveyance of the said unused remainder of the said lot so certified for such monetary consideration as may be recommended by the State Right of Way Engineer and approved and accepted by the State Highway Commissioner, and the State Highway Commissioner is hereby authorized to execute a deed of quitclaim accordingly. Motion carried.

Moved by Mr. Chinn, seconded by Senator Nelson, THAT WHEREAS, Route 205 in King George County has been altered and reconstructed as shown on plans for Project 0205-048-003; and WHEREAS, one section of the old road is recommended to be transferred to the Secondary System of Highways; NOW THEREFORE, BE IT RESOLVED, that pursuant to Section 55-27 of the Code of Virginia of 1950, as amended, 0.56 mile of the old location of Route 205 shown in red and designated as Section 1 on the plat dated June 4, 1959, Project 0205-048-003, be transferred from the Primary System to the Secondary System of Highways. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Carper, THAT WHEREAS, Route 15 in Loudoun County has been altered and reconstructed as shown on plans for Project 0015-053-009-010; and WHEREAS, one section of the old road is recommended to be transferred to the Secondary System of Highways and two connections recommended for addition to the Secondary System; NOW THEREFORE, BE IT RESOLVED, that pursuant to Section 55-27 of the Code of Virginia of 1950, as amended, 1.05 mile of the old location of Route 15 shown in red and designated as Section 5 on the plat dated March 3, 1959, Project 0015-053-009-010, be transferred from the Primary System to the Secondary System of Highways; BE IT FURTHER RESOLVED, that pursuant to Section 55-141 of the Code of Virginia of 1950, as amended, 0.07 mile of new connections, shown in brown and designated as Sections 5 and 6 on the plat and project referred to hereinabove, be added to the Secondary System of Highways. Motion carried.

Moved by Mr. Chinn, seconded by Mr. Watkins, that the Commission transfer \$15,000 from the Fredericksburg District Construction Reserve Fund to Route 560 repairs to the Downing Bridge at Tappahannock. Motion carried.

Mr. Barrow inquired about the status of Interstate Route 64 from Richmond to Covington. Mr. May explained that the report was still in the hands of the Bureau of Public Roads.

Mr. Solater asked about the report from Consultants regarding Interstate Route 77. Mr. May stated that the Department should have the report in the near future, and as soon as it is received a decision would be made as to the location of the public hearing.

Mr. Flythe suggested that a resolution from the Commission on the passing of Hon. Wm. A. Wright be forwarded to Mrs. Wright. It was moved by Mr. Chinn and seconded by Mr. Flythe that an appropriate resolution on Hon. Wm. A. Wright, a former Member of the Commission be prepared and a copy forwarded to Mrs. Wright. Motion carried.

The matter of the location of Route 11 at Natural Bridge was discussed informally with the Commission by the Chairman and he advised that he would discuss the matter with Mr. Jim Hunter.

There being no further business before the Commission the meeting was adjourned.

Approved-

Commissioner.

Attested-

 C. W. Rawls
Secretary