

**Minutes of the Meeting of the
State Highway Commission of Virginia
Held in
Richmond, March 13-14, 1957.**

At 8:50 A.M. March 13 the State Highway Commission assembled in the Central Highway Office Building, Richmond, Va. Present - Messrs. J. A. Anderson, E. P. Barrow, S. S. Flythe, S. D. May, Burgess E. Nelson, S. W. Rawls, Tucker C. Watkins, Jr., and Wm. A. Wright.

Mr. Howard G. Rogers was unable to be present, being in Casualty Hospital, Washington, D. C. A telegram was dispatched to him expressing the regrets of the Members for his indisposition and hoping that he will be able to be present at the next meeting.

The Chairman expressed his appreciation and thanks to the Members for coming to Richmond and being present at such an early hour. He stated that he felt it was quite an important day; that he was of the opinion it would be well to be interested listeners and not attend the hearing on the Report to the Virginia Advisory Legislative Council in a body. It was determined that the individual Members would not speak but would do so if called on and would be glad to answer any questions.

A letter of January 21 to Hon. Colgate W. Darden, Jr., President of the University of Virginia, relative to obtaining graduate engineers for Virginia's Highway Program, was read to the Commission. The Commission was advised of the amount of money coming to each of the eight construction districts; and it was pointed out that the Federal Aid Act stipulates a certain standard of engineering aid to handle the Federal program.

At 9:15 A.M. the following gentlemen arrived to attend the public hearing in the Hall of the House of Delegates on the Report by Parsons, Brinckerhoff, Hall and Macdonald to the Virginia Advisory Legislative Council - and were introduced to the Members of the Commission-

Hon. B. D. Tallamy, Federal Highway Administrator,
Captain C. D. Curtiss, Commissioner, Bureau of Public Roads,
Hon. Frank C. Turner, Deputy Commissioner and Chief Engineer,
Bureau of Public Roads,
Hon. A. E. Johnson, Executive Secretary, American Association
of State Highway Officials,
General Paul F. Yount, Chief of Transportation, Department of
the Army,
Colonel D. K. Ghassey, Office, Chief of Transportation,
Department of the Army,
Mr. J. F. Sullivan, District Engineer, Bureau of Public Roads.

The Chairman briefed the gentlemen on the problems involved.

At 9:30 General Anderson and Mr. Rawls, accompanied by the gentlemen from Washington, proceeded to the office of Governor Stanley to pay their respects. They then went to the Capitol Building for the ten o'clock hearing.

The Members of the Commission, the distinguished guests from Washington, and the Governor proceeded to lunch at the Hotel Raleigh at one o'clock; returning to the Capitol Building at 2:00 P.M. when the hearing resumed. The Commission adjourned at 4:00 P.M.

At 9:00 A.M. March 14 the Commission convened in the Central Highway Office Building, all members being present who were present on the 13th.

The Chairman welcomed the members of the press from Richmond and Washington who were present and thanked them for coming and for attending the hearing Wednesday.

The meeting was called to order by the Chairman.

It was moved by Mr. Rawls and seconded by Mr. Flythe that the minutes of the meeting of January 17 be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission approve the permits issued from January 17 to March 14, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Barron, seconded by Mr. May, that the permits cancelled by the Commissioner from January 17 to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the Commission confirm award by letter ballot of contract on bids received December 19, 1956, for the construction of Project 8605-01-02, Route 151, 2,497 Miles S. of Nelson County Line-Nelson County Line, Amherst County; to the low bidder, A. B. Burton Co., Inc., Lynchburg, Va., at the bid of \$262,722.10, that 10% additional be set aside to cover the cost of engineering and additional work and \$12,457.35 for work by State Forces, making a total of approximately \$501,450.00 chargeable to this project. Additional \$28,450.00 required to be provided in the 1957-1958 allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received January 18 for wire rope replacement on James River Bridge, Warwick, Virginia, Routes 17, 82 and 258, to the low bidder, The Whiting-Turner Contracting Co., Inc., Baltimore, Md., at the bid of \$40,800.00 subject to the approval of our consulting engineers, to be financed from the Revenue Bond Reserve Maintenance Fund. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1568-07-08, Route 611, Bridge and Approaches Mine Run, Orange County, to the low bidder, F. M. Arthur Construction Co., Reesce, Va., at the bid of \$61,477.65 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$67,660.00 chargeable to this project; to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. May, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1554-12-15, Route 601, Bridge and Approaches South Anna River, Louisa County, to the low bidder, Donald H. Selva, Amherst, Va., at the bid of \$78,962.84 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$84,850.00 chargeable to this project; to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1555-15-17, Route 634, Bridge and Approaches Middle Fork Meherrin River, Lunenburg County, to the low bidder, Talbott-Marke Co., Inc., Clarksville, Va., at the bid of \$71,565.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$78,500.00 chargeable to this project; to be financed 50/50 with State and Federal Funds; additional \$25,968.00 required to be provided in the 1957-58 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Senator Wright, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1569-15, Route 619, South Terminus Route 619-Int. Route 621 (West of Stanley), Page County, to the low bidder, A. B. Torrence & Co., Inc., Elkton, Va., at the bid of \$155,504.49, that 10% additional be set aside to cover the cost of engineering and additional work and \$350.00 for work by State Forces, making a total of approximately \$146,950.00 chargeable to this project, to be financed with \$75,640.00 State and \$78,510.00 Federal Funds. Additional \$66,547.00 required to be provided in the Matched Secondary Federal Aid Funds to the County for 1957-58 and subsequent years. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1576-17-18, Route 648, Bridge and Approaches to Broad Run, Prince William County, to the low bidder, B. A. Bowles Company, Salem, Va., at the bid of \$126,776.85 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$139,450.00 chargeable to this project, to be financed with 50/50 State and Federal Funds. Additional \$68,454.00 required to be provided in the Matched Secondary Federal Aid Funds to the County for 1957-58 and subsequent years. Motion carried.

Moved by Mr. Rawls, seconded by Senator Wright, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1542-15-18, Route 715, Bridge and Approaches Little River (S. of Beaverdam), Hanover County, to the low bidder, L. S. Abernathy & Co., Glen Allen, Va., at the bid of \$95,472.74 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$102,800.00 chargeable to this project, to be financed with 50/50 State and Federal Funds. Additional \$48,277.00 required to be provided in the 1957-58 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1304-11-12, Route 632, Bridge and Approaches, Flat Creek, Amelia County, to the low bidder, B. A. Bowles Company, Salem, Va., at the bid of \$82,452.10 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$90,700.00 chargeable to this project, to be financed with 50/50 State and Federal Funds; additional \$11,009.00 required to be provided in the Matched Secondary Federal Aid Funds to the County for 1957-58. Motion carried.

Moved by Senator Wright, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received January 25 for the construction of Project 1818-12-14, Route 815, Int. Route 460-0.144 Mile W. Int. Route 460 (Hoot Owl Bridge & Approaches, Levisa River), Buchanan County, to the low bidder, Vecellio Construction Co., Salem, Va., at the bid of \$72,475.50, that 10% additional be set aside to cover the cost of engineering and additional work, \$55.00 for work by State Forces and \$1,784.75 for R. R. Work, making a total of approximately \$81,550.00 chargeable to this project; to be financed with \$81,386.00 State and \$185.00 N. & W. RR Funds; State Funds to be provided as follows: \$48,182.25 from Bristol District Rotating Bridge Funds and \$55,202.75 from Regular Secondary Funds, Buchanan County. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received January 25 for the construction of Project 2105-70, Routes 80 and 220, 0.192 Mile W. Int. Main St. and Ridgeway St.-0.616 Mile W. Int. Main St. and Ridgeway St. (Clifton Forge), Alleghany County, to the low bidder, Charles W. Berger & Son Construction Co., Inc., Lexington, Va., at the bid of \$119,835.20, that 10% additional be set aside to cover the cost of engineering and additional work and \$350.00 for work by State Forces, making a total of approximately \$132,150.00 chargeable to this project, plus \$28,880.00 for R/W. Funds to be provided as follows:

	State	Federal	Clifton Forge
	\$35,708.00	\$80,045.00	\$38,897.00
R/W	7,085.00	14,190.00	7,085.00

Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received January 25 for the construction of Project 2041-16-17, Route 501, 0.046 Mile N. Int. Route 550-0.828 Mile N. Int. Route 560, Halifax County, to the low bidder, T. A. Loving & Co., Inc., Goldsboro, N. C., on ALTERNATE "B" Bid of \$447,856.46, that 10% additional be set aside to cover the cost of engineering and additional work and \$999.00 for work by State Forces, making a total of approximately \$495,650.00 chargeable to this project, to be financed with \$247,350.00 State and \$246,320.00 Federal Funds; additional \$67,410.00 required to be provided in the 1957-58 Construction Allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Watkins, that the Commission confirm REJECTION of all bids received January 25 for the construction of Project 1553-16-17, Route 823, 0.242 Mile W. of W. End Bridge over Panther Skin Creek-0.228 Mile E. of E. End of Bridge over Panther Skin Creek, Loudoun County, the low bid being 10.9% over estimate and readvertise. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1784-70, Route 58, Int. Granby Street-Int. Park Ave., (Virginia Beach Boulevard), City of Norfolk, to the low bidder, T. E. Ritter Corp., Norfolk, Va., at the bid of \$449,104.45, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,958.00 for work by State Forces, making a total of approximately \$497,000.00 chargeable to this project; to be financed with \$123,655.00 State, \$242,825.00 Federal and \$130,720.00 City of Norfolk Funds. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 27 for the construction of Project 4615-65-84-72-73-74, Route 29-A, 0.629 Mile N. Route 460-0.055 Mile S. Int. Route 460, City of Lynchburg, to the low bidder, English Construction Co., Inc., Altavista, Va., at the bid of \$697,650.72, that 10% additional be set aside to cover the cost of engineering and additional work, \$7,479.00 for work by State Forces, \$158,852.00 for Railroad Work, and \$11,714.00 for Preparation of Plans by Railroad, making a total of approximately \$943,450.00 chargeable to this project; to be financed with \$94,140.00 State, \$755,960.00 Federal and \$95,350.00 City of Lynchburg Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1561-11, Route 528, 0.870 Mile E. of W. Int. Route 630 (E. of Chuckatuck)-Int. Route 17 (E. of Hobson), Manassas County, to the low bidder, J. E. Houska Co., Inc., Norfolk, Va., at the bid of \$60,711.84 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$66,800.00 chargeable to this project; to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1565-16-17, Route 685, 0.242 Mile W. of W. End of Bridge over Panther Skin Creek-0.226 Mile E. of E. End of Bridge over Panther Skin Creek, Loudoun County, to the low bidder, Donald H. Selvage, Amherst, Va., at the bid of \$79,299.85 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$87,250.00 chargeable to this project; to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Senator Nelson, seconded by Senator Wright, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1525-14, Route 645, 0.047 Mile N. of Int. Route 605 (Near White Shop)-Int. Route 29 (Near Merrimac), Culpeper County, to the low bidder, Monger Brothers, Elkton, Va., at the bid of \$40,579.84 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$44,650.00 chargeable to this project; to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Senator Wright, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1515-10-11, Route 850, Bridge and Approaches Knox Creek, Buchanan County, to the low bidder, Moore Brothers Co., Inc., Verona, Va., at the bid of \$76,879.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$84,550.00 chargeable to this project; to be financed 50/50 with State and Federal Funds provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. May, that the Commission confirm award of contract on bids received February 27 for the construction of Project 6812-08-07-08, Route 48, 1.589 Miles N. of NUL Lawrenceville-Int. Route 1, Brunswick County, to the low bidder, Sanford Construction Co., Sanford, N. C., at the bid of \$175,026.40, that 10% additional be set aside to cover the cost of engineering and additional work, \$2,249.50 for W. U. Idms Changes and \$959.80 for work by State Forces, making a total of approximately \$198,550.00 chargeable to this project; to be financed with \$55,060.00 State, \$138,640.00 Federal and \$5,850.00 S.A.L. Funds; additional \$14,700.00 State Funds required to be provided from the 1957-58 Construction Allocations. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1551-06, Route 622, 0.005 Miles W. of Int. Route 821 (Morattine)-Int. Route 554 (Idwalton), Lancaster County, to the low bidder, Taylor Construction Co., Kingsale, Va., at the bid of \$58,559.10 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$64,400.00 chargeable to this project; to be financed 50/50 with State and Federal Funds; additional \$36,987.00 required to be provided in the 1957-58 and 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1353-13-13, Route 611, 0.172 Mile S. of S. End of Bridge over N. Fork Goose Creek-0.156 Mile N. of N. End of Bridge over N. Fork Goose Creek, Loudoun County, to the low bidder, Moore Brothers Co., Inc., Verona, Va., at the bid of \$79,005.40 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$86,900.00 chargeable to this project; to be financed 50/50 with State and Federal Funds; additional \$90,828.00 required to be provided in the 1957-58 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Senator Wright, seconded by Senator Nelson, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1354-14-15, Route 649, Bridge & Approaches S. Anna River (N.W. of Bells Crossroads), Louisa County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$118,454.05 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$130,300.00 chargeable to this project; to be financed 50/50 with State and Federal Funds; additional \$50,020.00 required to be provided in the 1957-58 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Senator Nelson, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1391-13-14, Route 645, Bridge and Approaches Nottoway River, Sussex County, to the low bidder, Honey Construction Co., Norfolk, Va., at the bid of \$108,425.40 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$119,250.00 chargeable to this project; to be financed 50/50 with State and Federal Funds; additional \$25,355.00 required to be provided from the 1957-58 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Senator Wright, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1321-08-07, Route 621, 0.656 Mile N. Int. Route 723 N. Route 50-0.108 Mile S. of Int. Route 651, Clarke County, to the low bidder, Moore Bros. Co., Inc., Verona, Va., at the bid of \$94,507.95 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$106,950.00 chargeable to this project; to be financed 50/50 with State and Federal Funds; additional \$45,823.00 required to be provided in the 1957-58 and 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that the Commission confirm award of contract on bids received February 27 for the construction of Project 4174-70, Route 10, S. End Appomattox River Bridge-0.258 Mile S. of S. End Appomattox River Bridge, City of Hopewell, to the low bidder, Donald H. Salvage, Asheret, Va., at the bid of \$80,229.25, that 10% additional be set aside to cover the cost of engineering and additional work, \$900.57 for work by State Forces, \$967.91 for Preparation of Plans, and \$604.74 for Surveys, making a total of approximately \$88,750.00 chargeable to this project; to be financed 50/50 with State and City of Hopewell Funds; additional \$4,575.00 State Funds to be provided from the Richmond District Construction Reserve Fund. Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received February 27 for the construction of Project 1600-70, Route 1, 1.549 Miles S. of NCL Alexandria-NCL Alexandria, City of Alexandria, to the low bidder, Hechler Brothers, Inc., Highland Springs, Va., at the bid of \$517,071.59, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,282.00 for work by State Forces and \$78,000.00 for Right of Way, making a total of approximately \$646,050.00 chargeable to this project; to be financed as follows:

	State	Federal	Alexandria
Construction:	\$142,935.00	\$259,910.00	\$167,205.00
Right of Way:	\$ 19,000.00	\$ 38,000.00	\$ 19,000.00

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission confirm REJECTION of all bids received February 27 for the construction of Project 1395-10, Route 640, Int. Route 655 (Barson Place)-0.072 Mile E. Int. Route 700 (E. of Benhams), Washington County, the low bid being 26.0% over estimate and readvertise. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm REJECTION of all bids received February 27 for the construction of Project 1680-72, Route 11, Widening Curb and Sidewalk 110 Feet W. Int. Jefferson St.-25 Feet W. Int. First St., S.W., City of Roanoke, the low bid being 14.1% over estimate and readvertise. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the section of Route 51, from a point 1900 feet northeast of the mean low water line on the north side of the James River at Glass House Point (Station 59/00, Project 2847-05) and extending northeasterly to Powhatan Creek (Station 99/00, Project 2847-05) be designated as a Limited Access Highway, in accordance with Article 8, Chapter 1, Title 33, of the 1950 Code of Virginia, as amended, and that it be established as such when the following condition is met: Whenever the Virginia 350th Anniversary Commission, who owns and/or controls land in this area, agrees that connections between the proposed service roads and the main traveled road be limited to - (1) Festival Park Entrance, Station 40/00, and (2) Secondary Route 814, Station 68/75. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commissioner be authorized to fabricate and install Jamestown Festival insignia markers on the historical markers as listed in letter of March 7 from Hon. L. A. McMurren, Jr., the cost of the markers to be borne by the Highway Department. Motion carried.

WHEREAS, the Commission has heretofore approved an issue of \$95,000,000 of State of Virginia Toll Revenue Bonds (Series 1954) and has executed a Trust Indenture securing such issue; WHEREAS, Traffic Engineers named under Section 706 of the Trust Indenture securing the \$95,000,000 issue of the State of Virginia Toll Revenue Bonds (Series of 1954) have been authorized to study the possibility of revising the toll schedules required under Section 501 of the Indenture to provide a more adequate method of collection based on seating capacity of buses; WHEREAS, Traffic Engineers after carefully analyzing special bus counts made by the staff of the Director of Toll Revenue facilities as well as permanent records pertaining to traffic and revenues of this bridge have recommended in report dated January 8, 1957, that the bus schedule for the George F. Coleman Bridge be revised as follows:

Two -Axle Buses, under 15 seating capacity	\$1.00
Two -Axle Buses, over 15 seating capacity	2.50
Three-Axle Buses	3.00

WHEREAS, Traffic Engineers estimate that the new bus schedule will provide the same revenue as the existing bus toll schedule; Now therefore, BE IT RESOLVED by the State Highway Commission that the toll schedules under Section 501 of the Trust Indenture are revised according to the above schedule as recommended by the Traffic Engineers.

Moved by Mr. Barrow, seconded by Mr. Flythe, that the Commission confirm its letter ballot action of February 4 agreeing to accept joint responsibility with the State of Maryland for the maintenance and operation of the proposed Woodrow Wilson Bridge at Jones Point as follows: WHEREAS, the Congress of the United States has authorized the construction of a bridge across the Potomac River near Jones Point; and WHEREAS, the sum of \$14,825,000 has been appropriated by the Congress for the construction of said bridge effective only upon the final consummation of agreement for the maintenance and operation of the bridge and approaches by the States of Virginia and Maryland; and WHEREAS, the Bureau of Public Roads has advised that it is ready to proceed with the final design of the bridge for early construction thereof upon receipt of advice that the States of Virginia and Maryland are ready to assume equal responsibility for maintenance and operation of the structure; and WHEREAS, on October 4, 1956, the Commission adopted the following resolution: "On Motion made by Senator Nelson, seconded by Mr. Barrow, the Chairman was instructed to report to the Bureau of Public Roads, at a meeting called for October 9, that the Virginia Department of Highways will undertake one-third of the cost of operation and maintenance of the proposed bridge over the Potomac River at Jones Point, with the thought that the other two-thirds shall be borne by the State of Maryland and the District of Columbia. This could

be handled by written agreement looking to appropriate Federal legislation, and WHEREAS, since the adoption of this resolution the Board of Commissioners for the District of Columbia have withdrawn their objections previously registered to the sharing of the cost of maintenance and operation of the proposed Woodrow Wilson Bridge over the Potomac River at Jones Point and have advised that they will support legislation to provide for the District's sharing of the cost of maintenance and operation of said bridge with the State of Maryland and the Commonwealth of Virginia; Now therefore, BE IT RESOLVED: That the State of Virginia through its State Highway Commission hereby declares its intention to enter into an agreement with the State Road Commission of Maryland to share an equal amount of the cost for the maintenance and operation of the Woodrow Wilson Bridge over the Potomac River at Jones Point and to proceed promptly and take all actions necessary to consummate this agreement, it being understood that the Commissioners of the Government of the District of Columbia will support legislation under which the District of Columbia will share with Virginia and Maryland the cost of maintaining and operating said bridge and that upon the approval of such legislation this agreement will be modified accordingly. In connection with the construction of the bridge the Virginia Department of Highways will: 1. Program funds for the acquisition of rights-of-way for an approach road to said bridge, extending from the bridge to the Shirley Highway in Virginia, such funds to be made available for expenditure for said rights-of-way during the fiscal year ending June 30, 1957. 2. Provide in future programs for the construction of at least that portion of the approach road from the bridge to Highway Route US 1 in Virginia in such manner and at such time that it will be completed on or before the completion of the construction of the bridge. 3. Maintain said approach road when constructed, and, in conjunction with the State of Maryland, maintain and operate the bridge when completed by the Federal Government subject to the foregoing understanding. RESOLVED FURTHER: That a copy of this resolution shall be furnished to the Secretary of Commerce, through the Commissioner of Public Roads. Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that WHEREAS, on March 24, 1955, the Commission established a Rotating Bridge fund for the Secondary System in the amount of \$150,000, starting with the Bristol District; and WHEREAS, \$55,000 of this amount was allotted for a bridge over New River at the mouth of Bridle Creek in Grayson County; and WHEREAS, it appears that this bridge has been completed as intended, and there remains a balance of \$11,564.50 for use elsewhere; Now, Therefore, BE IT RESOLVED that this balance be transferred back to the Bristol District Rotating Bridge fund for use elsewhere in the district as may be required by the engineers. Motion carried.

WHEREAS it is proposed to extend the Interstate Highway connecting with the Hampton Roads Project southward along the route of this project to a point at the north end of the interchange between the project route and Military Highway, U. S. Route 258, and WHEREAS it is proposed that this extension will be financed ninety per cent by the Federal Government under the Federal Aid Interstate Program and ten per cent from Revenue Bond funds, and WHEREAS this procedure will release funds to insure commitments for the completion of other phases of the work connected with the bridge-tunnel project, one of these commitments being the construction of additional roadway on U. S. Route 258 between Warwick Traffic Circle and the intersection with the bridge-tunnel route, a distance of about three miles, at an estimated cost of Five Hundred Fifty Thousand Dollars; and WHEREAS construction of the proposed interstate extension will be delayed because of the change of administrative procedure, which delay will throw a heavy burden of traffic on the already overloaded Military Highway between Warwick Traffic Circle and the intersection with the bridge-tunnel route; and WHEREAS this section of highway is an important link between the Hampton Roads Bridge-Tunnel Project and the James River Bridge System and could properly be included as a part of the Revenue Bond system of highways in this location, and WHEREAS it is important that this additional roadway on this section of highway be constructed at once to be ready when the bridge-tunnel project is open for traffic, and WHEREAS it will be necessary to set up funds for the construction of this work; Now Therefore, BE IT RESOLVED, that the State Highway Commission will advance State Highway Funds sufficient for the purpose, with the expectation that reimbursement will be made from Revenue Bond funds upon completion of the bridge-tunnel project.

A telegram was sent to the District Engineer in Bristol on February 11 relative to the unprecedented floods covering large areas of the District. This telegram to Mr. H. M. Morecock was read to the Commission.

Reference was made to the able paper by General Louis W. Prentiss (USA-Ret.), copies of which were mailed to the Members of the Commission on March 4th. This paper had reference to the Interstate and Defense System, the Federal Aid Highway Act of 1956 and the Interstate System with Controlled Access. Mr. H. L. Smith was asked to give to the members of the Press who were present a copy of this very able paper.

WHEREAS, § 46-52B of the Code of Virginia of 1950, as amended, provides in part that the State Highway Commission may by general or special order, which may be amended or rescinded from time to time, increase the length of passenger busses to forty feet, and WHEREAS, the County Board of Arlington County, Virginia, has requested the State Highway Commission to increase the length of passenger busses to forty feet over the streets and highways in Arlington County; Now, therefore, it is ordered that the length of passenger busses permitted on the streets and highways in Arlington County be increased to forty feet.

WHEREAS, Sec. 526 of the Code of Virginia of 1950, as amended, provides in part that the State Highway Commission may by general or special order, which may be amended or rescinded from time to time, increase the length of passenger buses to forty feet, and WHEREAS, the County Board of Fairfax County, Virginia, has requested the State Highway Commission to increase the length of passenger buses to forty feet over the streets and highways in Fairfax County, NOW, THEREFORE, it is ordered that the length of passenger buses permitted on the following highways in Fairfax County be increased to forty feet:

<u>Route</u>	<u>From</u>	<u>To</u>
7	Charles Street	Tyson's Corner
50	Arlington County Line	Fairfax
123	Arlington County Line	Fairfax
738	McLean	Deadend
509	Arlington County Line	McLean
29-211	Arlington County Line	Fairfax
695	Route 7	Route 650
650	Route 7	Route 695
Idale Avenue	Route 7	Griffith Road
Griffith Road	Idale Avenue	Pineat Drive
Pineat Drive	Griffith Road	Route 7
849	Route 711	Route 29-211
838	Route 29-211	Route 50
Charles Street	Route 7	Argyle Drive
Argyle Drive	Charles Street	Glen Carlyn Road
Glen Carlyn Road	Argyle Drive	Route 7
Patrick Henry Drive	Route 7	Route 50
Willston Drive	Route 7	Randolph Street
Randolph Street	Willston Drive	Route 50
895	Arlington County Line	Kirby Road
691	Arlington County Line	Route 809

Moved by Mr. Watkins, seconded by Mr. Flythe, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 260 in Shenandoah County being no longer necessary for use as a highway it be abandoned to the extent of alterations: Section 5 shown on plat dated November 16, 1956. That as provided under Article 6.1, Section 55-76.1 of the 1950 Code, as amended, the following section of old Route 260 be discontinued, it being no longer necessary for use as a highway: Section 4 shown on the plat dated November 16, 1956. Further, as provided under Article 2, Section 55-27 of the 1950 Code, the following sections be transferred from the Primary System to the Secondary System: Sections 1, 2, 6 and 7 also shown on the plat. Still further, that as provided under Article 2, Section 55-141 of the Code of Virginia, as amended, Section 5 be added to the Secondary System as a connection; all as shown on plat dated November 16, 1956, Project 7885-01-02. Motion carried

Moved by Mr. Watkins, seconded by Mr. Barrow, that as provided under Article 6.1, Section 33-78.5 of the 1950 Code of Virginia as amended, and upon recommendation of the Commissioner, the following sections of old Route 97 in Grayson County being no longer necessary for use as a highway, they be abandoned to the extent of alteration: Sections 1 and 2 shown on plat dated January 9, 1957, Project 5758-01. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that as provided under Article 6.1, Section 33-78.5 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following sections of old Route 40 in Franklin County being no longer necessary for use as a highway they be abandoned to the extent of alteration: Sections 1, 2 and 3 shown on plat dated December 17, 1956, Project 2733-09-10. That as provided under Article 2, Section 33-141 of the 1950 Code, Amended, Section 4 also shown on the plat and Project referred to be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that as provided under Article 6.1, Section 33-78.5 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following sections of old Route 5 in King George County being no longer necessary for use as a highway they be abandoned to the extent of alteration: Sections 1, 4, 5, 7, 8, 10, 11 and 15 shown on plat dated November 19, 1956, Project 3348-05. That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, the following sections of old road be transferred from the Primary System to the Secondary System: Sections 2, 3, 6, 9 and 12 also shown on the plat referred to. Further, that as provided under Article 2, section 33-141 of the Code, as amended, the following sections be added to the Secondary System as connections: Sections 18, 20, 21, 22 and 23, all as shown on the plat and project referred to. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Flythe, that, WHEREAS, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the City of Fredericksburg 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 City of Fredericksburg on additional streets totaling 0.59 mile, effective beginning the fourth quarter, April 1, 1957. Motion carried.

Moved by Mr. Flythe, seconded by Mr. May, that, WHEREAS, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the Town of Salem 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 Salem on additional streets totaling 2.258 miles, effective beginning the fourth quarter, April 1, 1957. Motion carried.

A letter of January 28 from Mr. W. Brooks George was read to the Commission together with reply from the Chairman. Mr. George's communication thanked the Commission for having named the Mayo River Bridge at Stuart in honor of his father, T. J. George, and referred to his desire to have a brief dedication ceremony.

A letter of January 21 to the Commission, sending each member a copy of the opinion of the Attorney General Re-Section 55-48 of the Code of Virginia of 1950, was referred to. This opinion was with reference to the Interstate System.

Reference was made to a letter of January 21 to the Commission relative to 19 sections of the Interstate System proposed for first attention and development. This letter referred particularly to the article released by the Commission at its meeting on January 17 on this subject and which was not edited in line with the Commission's release.

The Members of the Commission were invited by letter of January 28, to be present at a meeting of the District Engineers in the Central Office Building on February 4 at 9:00 A.M. if it could be found convenient to do so. This letter was referred to.

A revised brochure on controlled access will be forwarded to each Member of the Commission.

Moved by Mr. Watkins, seconded by Mr. May, that, whereas, by omnibus deed dated November 10, 1955, and recorded in the Clerk's Office of Patrick County in Deed Book 109, Page 133, Anderson Carter, et ux, conveyed certain right of way to the Commonwealth for Route 614, Project 1870-09; and during the construction of this project, excess excavation was used to improve a short section of the location on the Carter property, and Plan Sheet 5 has been revised accordingly; and whereas, Mr. and Mrs. Carter have agreed to convey to the Commonwealth the additional right of way required on account of the change in location in exchange for the reconveyance by the Commonwealth to them of the portion of the acquired right of way lying outside of the right of way required for the road as constructed; and the State Highway Commissioner has certified in writing that this portion does not constitute a section of the public road and is deemed no longer necessary for the uses of the Secondary System of State Highways; Now, therefore, as provided for by Section 55-76.11 of the Code of Virginia of 1950, as amended, the quitclaim of the portion of right of way no longer necessary, in exchange for the conveyance of the additional right of way required, is hereby approved, and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that, whereas, by deed dated April 11, 1951, and recorded in the Clerk's Office of Washington County in Deed Book 254, Page 294, Bettie Bebbar, widow, conveyed certain land to the Commonwealth as shown on Sheet 4 of plans for Route 58, Project 1795-04-05, a portion of which, containing 1.00 acre, more or less, is outside of the normal 110-foot project right of way and adjacent to land owned jointly by Walter R. Burgess and B. Franklin Widener, who have offered the sum of \$200.00 for this portion, which is deemed adequate; and the State Highway Commissioner has certified in writing that this portion 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, as provided for by Section 35-76.6 of the Code of Virginia of 1950, as amended, the conveyance of the said 1.00 acre, more or less, of land to Walter R. Burgess and B. Franklin Widener, with special warranty of title, for the sum of \$200.00 is hereby approved, and the State Highway Commissioner is authorized to execute a deed accordingly, which however, shall not convey any land lying within 15 feet of the centerline of the old location of Route 58. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that, whereas, in connection with Route 480, Project 1915-06, in Buchanan County, the Commonwealth acquired all of a certain lot of land as shown on Sheet 11 of plans from Clarence Moody, et al, by deed dated June 5, 1958, and recorded in the Clerk's Office of said County in Deed Book 128, Page 71, a portion or residue of which land is outside of the right of way required for Route 480; and the State Highway Commissioner has certified in writing that this portion or residue does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System; and the Trustees of Grundy Rotary Club have offered the sum of \$200.00 for said portion or residue, which is deemed adequate; now, therefore, as provided for by Section 35-76.6 of the Code of Virginia of 1950, as amended, the conveyance of the said portion or residue of land to the Trustees of Grundy Rotary Club, with special warranty of title, for a consideration of \$200.00, is hereby approved and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that, WHEREAS, the Commonwealth of Virginia, by the State Highway Commissioner, the County of York, by the Board of Supervisors, and The American Oil Company entered into an Agreement dated September 1, 1954, relating to the proposed location, relocation, construction, and abandonment of certain public roads, or sections thereof, upon and near the Company's property in Goodwyns Neck, York County; and WHEREAS, pursuant to and in connection with said Agreement the Department of Highways and/or the Board of Supervisors located and/or relocated and/or constructed a section of Primary Route 175 and sections of Secondary Route 651, and The American Oil Company with the approval of the Department of Highways and the Board of Supervisors, constructed on a temporary location a section of road which was

accepted by the Board and the Department of Highways as Temporary Route 650; and WHEREAS, the several sections of public roads as now located and constructed upon and near said property pursuant to and in connection with said Agreement serve the same citizens and have been approved by the State Highway Commissioner and, by certain resolutions adopted by the Board of Supervisors and concurred in and accepted by the State Highway Commissioner, certain sections of Routes 650, Temporary 650, 681, and 699 were abandoned as public roads, and by deed dated September 20, 1956, and recorded in the Clerk's office of York County in Deed Book 112, Page 52, the Board of Supervisors vacated, released, and quitclaimed unto The American Oil Company and all interest which the Board may have had in and to five certain parcels of land described in said deed as Parcels Nos. 6, 10, 11, 12, and Temporary Route 650 (and comprising the sections of abandoned Routes 650, Temporary 650, 681, and 699), certified copies of which resolutions and deed are on file in the Central Office of the Department of Highways; and the State Highway Commissioner has certified in writing that the use of these five sections or parcels of abandoned roads is deemed no longer necessary; NOW, THEREFORE, as provided for by Section 33-76.11 of the Code of Virginia of 1950, as amended, the release and quitclaim of any interest which the Commonwealth of Virginia may have in and to the said five parcels of land embraced within the said abandoned sections of Routes 650, Temporary 650, 681, and 699 to The American Oil Company, for and in consideration of the said Agreement, and of the benefits accruing or to accrue to the Commonwealth of Virginia by reason thereof, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Senator Wright, that, whereas, in or about 1940 a section of Columbia Pike, Route 244, in Arlington County was relocated and constructed as shown on Sheet 6 of plans for Project 1148-A2, and thereafter, the portion of the old location south of this section became a part of the road or street system of Arlington and was then or later known as South Columbus Street; and subsequently, Arlington County acquired certain parcels of land from Herman G. and Elvira N. Freiwald for the improvement of South Columbus Street at its intersection with Columbia Pike, which parcels of land are shown on a plat made by the County's Surveys Division, Department of Public Service, approved May 8, 1958, and entitled "PLAT SHOWING RIGHT OF WAY ACQUIRED FOR COLUMBIA PIKE & SOUTH COLUMBUS STREET", which plat is recorded or referred to in Deed Book 1131, Page 446, in the County Clerk's Office, and a copy of which is filed under Project 2500-08, Route 244, in the Central Office of the Department of Highways; and a small portion of the old 60-foot right of way of the former location of Columbia Pike at the southwest corner of the intersection of South Columbus Street and Columbia Pike, Route 244, is shown on said plat and on Sheet 4 of plans for said Project 2500-08 and designated on the former as Parcel 5, which contains 1462.6 square feet, and is deemed no longer necessary for public highway, road or street purposes; and whereas, the existing locations of Columbia Pike, Route 244,

and South Columbus Street serve the same citizens as the old locations; and at a meeting of the Arlington County Board held on February 7, 1957, a recommendation by the County Manager that the Department of Highways be requested to convey to Arlington County said Parcel 5 was approved in order that the same might then be transferred to Mr. and Mrs. Fredwald to complete the County's right of way agreement with them in connection with their conveyance of the said parcels of land; and the State Highway Commissioner has certified in writing that this parcel 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, as provided for by Section 55-78.5 of the Code of Virginia of 1950, as amended, the said portion or Parcel 5 is hereby declared abandoned; and as provided for by Section 55-78.6 of said Code, as amended, the release and quitclaim of this portion or parcel to the County of Arlington, for a consideration of \$1.00, is hereby approved, and the State Highway Commissioner is authorized to execute a deed accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that, whereas, Stanley Furniture Company, Inc., proposes to expand its operations along Route 57 in Henry County, and Norfolk and Western Railway Company proposes (a) to move a section of its railroad and facilities from its existing 100-foot right of way adjacent to the southwesterly side of the highway fee right of way and reestablish the same upon a new right of way along or near Smith River, and (b) to abandon this section of existing railroad right of way and convey the same to Stanley Furniture Company, Inc., subject to the rights and easements heretofore granted to the Commonwealth of Virginia in connection with Route 57, Project 1102-G1-2, by certain deeds of record in the Clerk's Office of the Circuit Court of Henry County, which existing railroad and highway rights of way are shown on Sheets 8 and 9 of plans for said route and project, and the former extends from a point opposite Highway Centerline Station 78/55 to a point opposite Highway Centerline Station 88/00; and Whereas, the described section of existing railroad right of way is a part of the land acquired by Roanoke and Southern Railway Company, predecessor to Norfolk and Western Railway Company, in condemnation proceedings, in which the report of Commissioners was entered on August 25, 1890, and is of record in the aforesaid Clerk's Office in Deed Book 24, Page 193; and the Commonwealth of Virginia as owner of the adjoining highway fee right of way along the northeasterly side (a) may have a contingent reversionary right or interest in and to this section of existing railroad right of way, and, in the event of its abandonment, (b) may become the owner of the title thereto and therein, pursuant to Section 25-54 of the Code of Virginia of 1950, as amended, and in order that Stanley Furniture Company, Inc. may be vested with good title in and to this section of existing railroad right of way following its abandonment and conveyance as aforesaid, it is desired that such right, interest and title, if any, as the Commonwealth of Virginia may have therein and thereto be released and quitclaimed to Stanley Furniture Company, Inc., subject to and exclusive of the rights and easements granted by Norfolk and Western Railway Company as aforesaid; and Whereas,

the State Highway Commissioner has certified in writing that exclusive of the rights and easements and the areas covered thereby granted to the Commonwealth of Virginia as aforesaid, the described section of existing railroad right of way, whether or not abandoned, does not constitute a section of the public road and is deemed of no benefit and not necessary for the uses of the State Highway System; Now, therefore, the release and quitclaim to Stanley Furniture Company, Inc. of such right, interest and title, if any, as the Commonwealth of Virginia may have in and to the said section of existing railroad right of way, subject to the existing rights and easements heretofore granted to the Commonwealth of Virginia by Norfolk and Western Railway Company, is hereby approved, and the State Highway Commissioner is authorized to execute and release a deed accordingly, for a consideration of \$1.00, pursuant to Section 53-78.6 of the Code of Virginia of 1950, as amended, prior to the abandonment of the described section of existing railroad right of way and its conveyance to Stanley Furniture Company, Inc. as aforesaid; and the resolution adopted at the meeting of the State Highway Commission held on November 15, 1956, approving this release and quitclaim contemporaneously with or following such abandonment and conveyance, is hereby rescinded. Motion carried.

WHEREAS, the Commission on November 29, 1956, awarded a contract to the firm of Ralph E. Mills, Co., Inc., Salem, Virginia, which action appears on Page 8 of its minutes of January 17, 1957, and WHEREAS, by Section 108.08 of the Road and Bridge Specifications dated April 1, 1954, under which the award was made, the Commission reserved the right to cancel the award of the contract at any time before execution of the contract by all parties without any liability to the State, and WHEREAS, after the award was made certain line and grade revisions of the plans were made by the Department of Highways which changes are not agreeable to the contractor and because of which he has refused to execute the contract, now, therefore BE IT RESOLVED: That this award be cancelled and rescinded and the State Highway Commissioner is authorized to so advise the contractor. (Route 582, Project 1580-11-15, Roanoke County)

Letter of February 15 and attachments, to the Commission relative to the meetings on March 13 and 14, and attachments pertaining to the VALC hearings on the 15 was referred to.

The Commission was advised that pamphlets and maps for Garden Week, April 20-27, 1957, had been mailed to them. Any additional copies desired will be mailed on request.

A verbal report was given the Commission on progress on the Rappahannock River Bridge and the Hampton Roads Bridge-Tunnel Project, being constructed under the Revenue Bond Act.

Letter of March 11 to the Commission, and attachments, relative to the VALC Hearing March 13 was referred to.

Mr. F. A. Davis, Chief Engineer, gave the Commission a brief report on each of the projects on which public hearings have been held and action by the Commission follows -

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 Franklin Sherman School, at McLean, Virginia, on January 7, 1957, concerning the proposed location of Route 125 from 1.3 Miles West of Lewinsville to the Intersection of the Proposed George Washington Parkway in Fairfax County, State Project 3229-12, Federal Project F-089-1-(4) 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 plan line F as proposed and presented by the Engineering Division of the Department of Highways. 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 Franklin Sherman School, at McLean, Virginia, on January 7, 1957, concerning the proposed reconstruction of Route 125 from East of Langley to 0.914 Mile West of the Arlington County Line in Fairfax County, State Project 3229-07, Federal Project F-089-1(1) 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 Mr. Barrow, seconded by Mr. Watkins, that WHEREAS, in accordance with provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the City Council Chamber of the City Hall in Richmond, Virginia, on February 4, 1957, concerning the proposed construction and/or reconstruction of Route 1, the extension of Belvidere Street from Broad Street to a connection with Chamberlayne Avenue just north of the bridge over the Seaboard Air Line Railroad in the City of Richmond, State Project 1645-70-72, Federal Project U-127-1(1), and WHEREAS, proper notice was given in advance and all those present were given 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 Senator Wright, seconded by Mr. Rawls, that WHEREAS, in accordance with provisions of the 1956 Federal Aid Highway Act, Section 116(c), a PUBLIC HEARING was held in the Hurley High School, Hurley, on January 25, 1957, for the purpose of hearing testimony on the proposed construction and/or reconstruction of bridge and approaches, Knox Creek, Hurley, on Route 650, State Project 1515-10-11, Federal Project S-270 (2), and WHEREAS, proper notice was given in advance of the specified date and opportunity afforded those desiring 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. Motion carried. (Buchanan County)

Moved by Senator Nelson, seconded by Mr. May, 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 Giles County Court House, Pearisburg, Virginia, on February 7, 1957, concerning the proposed construction and/or reconstruction of Route 450 from 0.181 Mile E. of the West Corporate Limit of Pearisburg to 0.481 Mile E. of the West Corporate Limit of Pearisburg in the Town of Pearisburg, Giles County, State Project 1955-20, Federal Project F-025-1(5) 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 Senator Wright, seconded by Mr. May, that WHEREAS, in accordance with provisions of the 1956 Federal Aid Highway Act, Section 116(c), a PUBLIC HEARING was held in the Lancaster Courthouse, Lancaster, on January 25, 1957, for the purpose of hearing testimony on the proposed construction and/or reconstruction of Route 622, from 0.005 Mile W. Int. Route 621 (Morattico) to Int. Route 554 (Litwalton), State Project 1851-05, Federal Project S-861 (1), and WHEREAS, proper notice was given in advance of the specified date and opportunity afforded those desiring 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. Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, 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 Paris Methodist Church, Paris, Virginia, on January 24, 1957, concerning the proposed reconstruction of Route 50 from 1,258 Miles East of the Clarke County line to 0.580 Mile West of the Loudoun County line in Fauquier and Clarke Counties, State Projects 1950-07, 1951-05, Federal Project F-014-1(2) and Route 17 from 0.802 Mile South of the Intersection of Route 50 to the Intersection of Route 50 in Fauquier County, State Project 2050-12, Federal Project F-015-1(3) 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 locations 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 these projects is 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 Wright, 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 Laurel School, Laurel, Virginia, on January 30, 1957, concerning the proposed relocation and construction of Route 88 from 1,570 Miles North of the Int. of Route 856 to 2,295 Miles South of the Int. of Route 157 in Henrico County, State Project 1943-15, Federal Project F-016-2 (2) 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 Mr. May, seconded by Mr. Rawls, that WHEREAS, in accordance with provisions of the 1956 Federal Aid Highway Act, Section 116(c), a PUBLIC HEARING was held in the Farmersville School, Farmersville, on January 5, 1957, for the purpose of hearing testimony on the proposed construction and/or reconstruction of Route 801, from the Int. of Route 91 to 2.295 Miles E. Int. Route 607 (Farmersville), State Project 1392-11-16, Federal Project S-672(2), Fagswell County, and WHEREAS, proper notice was given in advance of the specified date and opportunity afforded those desiring 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. Motion carried.

Moved by Senator Nelson, seconded by Mr. May, 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 Buchanan Community House, Buchanan, Virginia, on March 8, 1957, concerning the proposed location of a section of the Interstate Highway, Route 402 (Route 11), from 0.5 Mile North of the North Corporate Limits of Buchanan to 5.5 Miles North of the North Corporate Limits of Buchanan in Botetourt County 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 Mr. Flythe, 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 Draper Elementary School, Draper, Virginia, on March 7, 1957, concerning the proposed location of a section of the Interstate Highway, Route 402 (Routes 11 and 100) from the Wythe-Pulaski County Line to the Intersection of Route 644 One Mile West of Newbern in Pulaski County 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 Mr. May, 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 Court House at Abingdon, Virginia, on March 5, 1957, concerning the proposed location of a section of the Interstate Highway, Route 402 (Route 11), from the Tennessee State Line to the Intersection of Route 58 East of Abingdon in Washington County and the Spur Connection Route 407 in the City of Bristol 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 locations 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 plan lines B and D with modifications as proposed and presented by the Engineering Division of the Department of Highways. 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 at the Court House in Esports, Virginia, on February 26, 1957, concerning the proposed location of a section of the Interstate Highway, Route 401 (Route 301), from the North Carolina State Line to the Intersection of Route 301 North of Esports in Greenville County 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 locations 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 relocation to the West of and generally parallel to existing Route 301 as planned and presented by the Engineering Division of the Department of Highways at the Public Hearing. Motion carried.

Moved by Mr. May, 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 Court House at Wytheville, Virginia, on March 6, 1957, concerning the proposed location of a section of the Interstate Highway, Route 402 (Route 11), from 0.6 Mile East of the East Corporate Limits of Wytheville to the Wythe-Pulaski County Line in Wythe County 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 Mr. Rawls, seconded by Senator Wright, 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 Courthouse, Esperia, Virginia, on February 26, 1957, concerning the proposed construction and/or reconstruction of Route 58, from 0.060 mile east (new) W.C.L. Esperia, to 0.569 mile east (new) W.C.L. Esperia in the Town of Esperia, State Project 1740-70, Federal Project U-110-1(1), and WHEREAS, proper notice was given in advance and all those present were given 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 Senator Nelson, seconded by Mr. May, 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 at Clifton Forge, Virginia, on February 21, 1957, concerning the proposed location of a section of the Interstate Highway, Route 405 (Route 60), from 0.4 Mile East of the East Corporate Limits of Covington to 0.5 Mile West of the West Corporate Limits of Clifton Forge in Allegheny County 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 Mr. Rawls, seconded by Mr. May, that the Commission confirm its letter ballot action as follows: Whereas, Item 515 of Chapter 716 of the Acts of Assembly of 1956 provides for the expenditure by the State Highway Commission of funds for the construction and reconstruction of State Highways to meet Federal-Aid and facilities necessary thereto, and whereas, Item 517 of the same act provides that the State Highway Commission may expend for construction and reconstruction of State Highway funds received from the Federal Government, and whereas, The Federal-Aid Highway Act of 1956 provides funds for the construction of a National System of Interstate Highways, the Federal share payable on any project in such system to be 80%, the State to pay the remaining 10%; Now, therefore, Allocations to the various construction districts of all funds made available for the construction of the National System of Interstate Highways will be made on the basis of estimated need. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the following resolution be adopted. WHEREAS, the Flood of January 29, 1957, caused damage in Tazewell, Buchanan, Dickenson, Scott, Hland and Wise Counties, State of Virginia, and whereas, the said counties are in need of aid in financing the emergency repair and placing in service damaged roads and bridges; Therefore, BE IT RESOLVED that we, the officials of Virginia State Highway Commission, in regular session on this 14th day of March, 1957, do hereby make application to the State of Virginia for an allocation of Civil Defense funds to be expended for repairing and placing in service the described roads and bridges; Be it FURTHER RESOLVED that the following named official of this governing body, J. A. Anderson, Chairman, is authorized and empowered to execute the application form as required by the Federal Civil Defense Administration. Motion carried.

Mr. Ellison, Administrative Assistant, advised that following the last meeting of the Commission a new salary range for engineers was submitted to the Governor; he also gave a report on the efforts being made to secure engineering graduates. Likewise a verbal report was given on the moving of certain offices into space approved for rental by the Commission at its meeting in January.

It was moved by Mr. Flythe, seconded by Mr. May, that the Commissioner be directed on behalf of the Commission to thank the gentlemen who came to Richmond to appear at the hearing before the Virginia Advisory Legislative Council on March 15 as follows:

Hon. B. D. Tallamy,
Captain C. D. Curtiss,
Hon. Frank C. Turner,
Hon. A. E. Johnson,
General Paul F. Yount,
Colonel D. K. Chacey.

Motion carried.

The Commission was advised that the winter of 1956-1957 may be the worst on roads since 1955-1956.

Mr. Bure, Fiscal Director, gave the Commission a very concise report on funds available to the Primary, Secondary, Urban and Interstate Systems. Mr. Harris, Assistant Chief Engineer, read a letter of March 7 from the Chief Engineer to the Commissioner regarding recommended allocations of additional Federal Aid and State Matching Funds for 1956-1957 and recommended tentative allocations for 1957-1958.

ADDITIONAL FEDERAL AID FROM THE 1956 FEDERAL AID ACT
FOR THE FISCAL YEAR 1956-57
AND ADDITIONAL STATE FUNDS REQUIRED FOR FINANCING
THIS SUPPLEMENTARY 1956-57 PROGRAM
MARCH 1, 1957

INCOME

FEDERAL GRANTS

Federal Aid Primary	\$ 1,082,100	
Federal Aid Secondary	841,419	
Federal Aid Urban	490,159	
Federal Aid Interstate	<u>20,245,520</u>	
 Total Additional Income		 <u>\$22,657,198</u>

APPROPRIATIONS

<u>Primary System Construction</u>		
Primary Federal Aid	1,082,100	
State Matching requirement	1,082,100	
50% of Secondary Federal Aid	252,428	
State Matching requirement	<u>252,428</u>	
Total Primary Construction		2,669,052
 <u>Secondary System Construction</u>		
70% of Secondary Federal Aid	588,993	
Balance required for Secondary System share of additional funds	<u>279,931</u>	
Total Secondary System		868,924
 <u>Urban System Construction</u>		
Urban Federal Aid	490,159	
State Matching requirement	<u>268,950</u>	
Total Urban Construction		759,109
 <u>Interstate System Construction</u>		
Interstate Federal Aid	20,245,520	
State Matching requirement	<u>2,249,280</u>	
Total Interstate Construction		<u>22,492,800</u>
 Total Appropriations		 <u>26,789,885</u>
 Excess of Appropriations over Income		 <u>\$ 4,132,697</u>

STATE FUNDS REQUIRED FOR FINANCING
ADDITIONAL 1956-57 FEDERAL AID PROGRAM
AND STATUS OF FUNDS AVAILABLE FOR THIS

PRIMARY, URBAN AND INTERSTATE SYSTEMS

State Funds Required

Matching Federal Aid:

Primary	\$1,082,100
80% of Secondary	252,428
Urban	268,950
Interstate	2,249,280
Total	5,852,758

State Funds Available

Reserved from 1955-56 collection of
revenue in excess of estimate as
appropriated for that year:

District	Amount Reserved	Amount Required	Balance Remaining	Deficit Remaining
<u>Bristol</u>	\$ 428,208	\$ 441,722		15,515
Salem	407,817	450,947		45,830
Lynchburg	370,785	509,489	\$51,278	
Richmond	488,580	601,285		114,705
Suffolk	488,128	584,033		97,905
Fredericksburg	258,417	250,940		12,525
Culpeper	458,080	654,348		196,268
Staunton	370,785	579,992		209,227
Total	\$3,204,535	\$3,852,756	\$51,278	708,497

SECONDARY SYSTEM

State Funds Required

Matching 70% of Secondary Federal Aid

Additional amount to bring Secondary System appropriation to required percentage of additional 1956-57 Federal Aid (excluding Interstate Federal Aid)	588,998
Total	279,951

State Funds Available

Reserved from 1955-56 collection of revenue
in excess of estimate as appropriated for
that year

Deficit Remaining	\$ 279,951
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ESTIMATE OF REVENUES AND APPROPRIATIONS
FISCAL YEAR 1957-58
FEBRUARY 12, 1957

ESTIMATED STATE REVENUE

Gross Motor Fuel Tax	\$76,950,000	
Less Estimated Refunds:		
Motor Fuel Tax	5,350,000	
2 Counties Not Under Secondary Road Law	1,439,000	
Net Motor Fuel Tax		\$70,141,000
Registration of Titles		842,000
M.V. and Bus Line Licenses		20,060,000
Motor Vehicle Carriers Road Tax		500,000
M.V. Chauffeur's and Operating Licenses		954,000
M.V. Miscellaneous Revenue		265,000
Fines from Overweight Trucks		185,000
Outdoor Advertising		36,000
State Owned Toll Ferries:		
Grey's Point		60,000
Hopewell		45,000
Janestown		<u>125,000</u>
Total Revenue from State Sources		<u>\$8,215,000</u>

LESS APPROPRIATIONS FOR OTHER STATE AGENCIES

Division of Motor Vehicles:		
1957-58 Operations	\$3,057,660	
1957-58 Purchase of M.V. Tags	<u>250,000</u>	
		3,287,660
Department of State Police		
1957-58 Operations	5,608,000	
Department of Agriculture & Immigration		
Inspection of Gasoline and Motor Oils	<u>37,000</u>	
Total for Other State Agencies		<u>9,132,660</u>
State Funds Available for Highways		84,080,140

ADD FEDERAL GRANTS

Federal Aid Primary	7,358,278	
Federal Aid Secondary	5,721,652	
Federal Aid Urban	5,555,081	
Federal Aid Interstate	<u>54,415,985</u>	
Total Federal Aid		<u>50,826,996</u>

Total State and Federal Funds Available for Highways		<u>\$134,907,136</u>
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**APPROPRIATIONS FOR HIGHWAY DEPARTMENT
FISCAL YEAR 1957-58**

	Interstate System	Primary System	Secondary System	Urban System	Total
Highway Commission	\$ 2,566,100	\$ 2,840,800	\$ 2,272,600	\$ 780,100	\$ 8,459,600
Administration and Engineering	1,217,560.00	1,337,320.00	1,069,856.00	367,264.00	3,992,000.00
Traffic and Planning-Routine Operations & Truck Weighing	152,500.00	167,500.00	134,000.00	46,000.00	500,000.00
Highway Grounds and Buildings - Capital Outlay	457,500.00	502,500.00	402,000.00	138,000.00	1,500,000.00
Highway Grounds and Buildings - Maintenance & Operations	47,275.00	51,925.00	41,540.00	14,260.00	155,000.00
Matching Employees' State Retirement System	119,608.60	164,324.20	131,459.36	45,127.84	490,520.00
Matching Employees' Federal Social Security	170,800.00	187,600.00	150,080.00	51,520.00	560,000.00
Surveys, Maps and Plans	152,500.00	167,500.00	134,000.00	46,000.00	500,000.00
Virginia Council of Highway Investigations and Research	45,750.00	50,250.00	40,200.00	13,800.00	150,000.00
Accident Prevention, Compensation Awards and Medical	36,600.00	40,200.00	32,160.00	11,040.00	120,000.00
Two-Way Radio System	7,625.00	8,375.00	6,700.00	2,300.00	25,000.00
Joint Hydraulic Study	1,220.00	1,340.00	1,072.00	368.00	4,000.00
Regulation of Outdoor Advertising	10,675.00	11,725.00	9,380.00	3,220.00	35,000.00
General Liability and Property Damage Insurance	7,625.00	8,375.00	6,700.00	2,300.00	25,000.00
Sub-Total	\$2,459,825.00	\$2,701,775.00	\$2,161,420.00	\$711,980.00	\$8,065,000.00

	<u>INTERSTATE SYSTEM</u>	<u>PRIMARY SYSTEM</u>	<u>SECONDARY SYSTEM</u>	<u>URBAN SYSTEM</u>	<u>TOTAL</u>
PRIMARY SYSTEM MAINTENANCE & REPLACEMENTS		\$12,000,000			\$12,000,000
PRIMARY SYSTEM STORM DAMAGE REPAIRS (partial allocation pending need determination)		1,400,100			1,400,100
PRIMARY SYSTEM CONSTRUCTION					
Primary Federal Aid-Matched					
50% Fed-50% State					\$14,716,556
30% of Secondary Fed. Aid-Matched					3,432,992
50% State					18,748,548
Total Fed. Aid-Matched					36,898,096
State Funds - Rural Construction, etc.		29,361,333			29,361,333
INTERSTATE SYSTEM CONSTRUCTION					
Interstate Federal Aid - Matched					38,237,761
90% Fed. 10% State					
SECONDARY SYSTEM MAINTENANCE, REPLACEMENTS & CONSTRUCTION					
70% of Secondary Fed. Aid Matched					8,010,312
50% Fed.-50% State					25,239,688
State Funds			\$33,250,000		33,250,000
URBAN SYSTEM CONSTRUCTION AND STREET FUNDS					
Urban Federal Aid-Matched					
50% Fed. 25% State (Remaining 25% to be matched by Cities)					5,161,942
Street Funds-(Municipalities of 3,500 population or more)					
Primary Streets-					\$4,152,961
50% Fed. 50% State					1,680,569
Sec. Streets -					292,411,085
Estimated Deficit 6-30-58					593,470
for Prim.&Sec.Streets					6,431,000
Total Appropriation to Primary, Secondary, Urban & Interstate Access Roads to Industrial Sites (HB-401-Acts 1956)		40,697,586	45,463,208	12,334,922	133,907,136
Total Appropriation 1957-58				\$11,592,942	\$11,592,942
					1,000,000
					134,907,136

ADDITIONAL INTERSTATE & PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1956-57

Tentative Allocation of

State Funds Required to Match Additional Federal-aid \$ 3,852,756
 Additional 1957 Federal-aid Primary Funds 1,082,100
 Additional 1957 Federal-aid Secondary Funds (30% of Apportionment) 252,426
 Additional 1957 Federal-aid Interstate Funds 20,243,520
 Additional 1957 Federal-aid Urban Funds 490,159
 Total Funds \$25,920,961

APPORTIONMENT TO DISTRICTS OF ABOVE ADDITIONAL CONSTRUCTION FUNDS - FISCAL YEAR 1956-57

District	Apportionment of \$5,187,282. Based on Factors of Area, Population and Mileage	Apportionment of \$20,243,520. Federal-aid Interstate Funds on the basis of need	Apportionment of \$490,159. Federal-aid Urban Funds. Based on Factor of Population of Cities of 5,000 or more in accordance with Fed. Aid Highway Act of 1956	Total of Combined Funds	
	Percent	Amount	Percent	Amount	
Bristol	13.30	\$ 689,908	6.32	\$ 1,684,261	\$ 2,386,962
Salon	12.72	659,822	9.69	1,961,597	2,669,651
Ipswichburg	11.57	600,169	0.14	28,341	659,833
Richmond	14.56	755,268	17.68	3,579,054	4,333,579
Suffolk	15.17	786,911	12.90	2,611,414	3,580,321
Fredericksburg	7.44	385,934	5.06	1,024,322	1,414,520
Calpeper	13.67	709,101	22.01	4,455,599	5,216,018
Stanton	11.57	600,169	24.20	4,898,932	5,530,079
TOTAL	100.00	\$5,187,282	100.00	\$20,243,520	\$25,920,961

SUMMARY OF ADDITIONAL INTERSTATE & PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1956-57

	<u>Amount</u>
Urban Federal-Aid - (Excl. of \$7,352 for Planning)	\$ 482,807.
Matching Urban Federal-Aid 25% - (Including Arlington County's 50%)	264,916.
Rights of Way, Interstate System	5,800,000.
Planning	892,129.
Construction	19,181,109.
	<hr/>
Total	\$25,920,961.

Moved by Mr. May, seconded by Mr. Rawls, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Bristol District, be as follows:

	<u>Amount</u>
Urban Federal-aid (exclusive of planning)	\$ 12,801.
Matching Urban Federal-aid - 25%	6,501.
Rights of Way, Interstate System	461,000.
Planning	38,115.
	<hr/>
	\$ 518,417.
	<hr/>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
11 (Int.402)	Wythe	East of Wytheville - East	\$1,582,580.
		Total, Interstate System Construction	<u>\$1,582,580.</u>
<u>PRIMARY SYSTEM</u> <u>RURAL CONSTRUCTION</u>			
16	Grayson	New Connection at North Carolina State Lane	\$ 57,384.
58	Washington	Danascus - West (Reconstruction)	20,002.
84	Dickenson	Reconstruction through Transal	56,000.
85	Tazewell	Bluefield - East (Reconstruction)	190,000.
480	Buchanan	Grundy - East	185,229.
		Total, Primary System Construction	\$ 498,615.
			<hr/>
		Total, Bristol District	<u>\$2,588,992.</u>

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Salem District be as follows:

			<u>Amount</u>
Urban Federal-aid (exclusive of planning)			\$ 47,508.
Matching Urban Federal-aid - 25%			23,754.
Rights of Way, Interstate System			545,000.
Planning			40,389.
Total			<u>\$ 656,651.</u>
<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
* 11 & 100 (Int.402)	Falaski	Wythe County Line - East	\$1,601,659.
Total, Interstate System Construction			<u>\$1,601,659.</u>
<u>PRIMARY SYSTEM</u> <u>RURAL CONSTRUCTION</u>			
57	Henry	Improvement at Stanleytown	\$ 70,000.
220	Henry	Between Martinsville and Bassett Fork	295,481.
220	Franklin	Bridge and Approaches Chestnut Creek	45,660.
Total, Primary System Construction			<u>\$ 411,141.</u>
Total, Salem District			<u>\$2,689,651.</u>

*Requirement governing location of system not yet determined. Specific project location shown may be shifted.

Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1966-1967 for the Lynchburg District be as follows:

		Urban Federal-aid (Exclusive of planning)	<u>\$ 80,861.</u>
		Matching Urban Federal-aid - 25%	15,425.
		Rights of Way, Interstate System	7,900.
		Planning	<u>10,000.</u>
		Total	<u>\$ 114,186.</u>
<u>Route</u>	<u>County</u>	<u>Description</u>	
		<u>INTERSTATE SYSTEM</u>	
* 250	Wilson	Augusta County Line -	
(Int. 404)		Albemarle County Line	<u>\$ 25,118.</u>
		Total, Interstate System Construction	<u>\$ 25,118.</u>
		<u>PRIMARY SYSTEM</u>	
		<u>RURAL CONSTRUCTION</u>	
58	Halifax	East Danville - East	\$ 70,000.
128	Campbell	Overpass and Approaches, Southern Railway	76,000.
151	Amherst	Pinney River - South	101,450.
297	Campbell	West Lynchburg - West	182,437.
801	Halifax	Bridge and Approaches, Barriater River	148,650.
		Total, Primary System Construction	<u>\$578,537.</u>
		Total, Lynchburg District	<u>\$692,723.</u>

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Richmond District be as follows:

	<u>Amount</u>
Urban Federal-aid (exclusive of planning)	\$ 87,759.
Matching Urban Federal-aid - 25%	45,845.
Rights of Way, Interstate System	994,000.
Planning	<u>67,054.</u>
Total	<u>\$1,207,658.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
* 1 (Int.401)	Henrico and Hanover	North Richmond - North	\$2,925,076.
Total, Interstate System Construction			<u>\$2,925,076.</u>
<u>PRIMARY SYSTEM</u> <u>RURAL CONSTRUCTION</u>			
55	New Kent	Bridges and Approaches Pamunkey River and Thoroughfare Creek	\$ 99,328.
161 & 556	Henrico	Reconstruction of Intersection	25,847.
360	Chesterfield and Amelia	West Richmond - West	180,180.
Total, Primary System Construction			\$ 305,355.
Total, Richmond District			<u>\$4,435,579.</u>

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Suffolk District be as follows:

	<u>Amount</u>
Urban Federal-aid (exclusive of planning)	\$ 179,286.
Matching Urban Federal-aid - 25%	89,688.
Rights of Way, Interstate System	725,000.
Planning	<u>54,153.</u>
Total	<u>\$1,048,052.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
501 (Int.401)	Sussex	North Emporia-Prince George County Line	\$ 484,726.
501 (Int.401)	Greensville	Emporia By-pass	1,648,322.
		Total, Interstate System Construction	<u>\$2,133,048.</u>
<u>PRIMARY SYSTEM RURAL CONSTRUCTION</u>			
15	Northampton	Bayview - South	\$ 118,191.
51	James City and Surry	Relocation to New Ferry Slip at Glass House Point	41,000.
58	Southampton	West Franklin - West	80,000.
60	York and James City	Williamsburg - West	75,000.
168	City of Norfolk and Princess Anne	Route 165 (In Norfolk) - Route 60 at Little Creek	85,050.
		Total, Primary System Construction	<u>\$ 599,221.</u>
		Total, Suffolk District	<u>\$3,680,321.</u>

Motion carried.

Moved by Senator Wright, seconded by Mr. Rawls, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Fredericksburg District, be as follows:

	<u>Amount</u>
Urban Federal-aid (exclusive of planning)	\$ 4,201.
Matching Urban Federal-aid - 25%	2,100.
Rights of Way, Interstate System	289,100.
Planning	<u>21,410.</u>
Total	\$ <u>296,811.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
* 1 (Int. 401)	Stafford	Prince William County Line - South	\$ 651,964.
			<u>651,964.</u>
<u>PRIMARY SYSTEM</u> <u>RURAL CONSTRUCTION</u>			
1	Caroline Spotsylvania Stafford	Widen Bridges and Culverts	\$ 25,000.
5	Spotsylvania	Current Accident Prone Location West of Fredericksburg	100,000.
14	Mathews	Between Mathews Court House and Susan	50,082.
227	Middlesex	Bridge over Urbanna Creek	<u>110,715.</u>
Total, Primary System Construction			\$ <u>265,745.</u>
Total, Fredericksburg District			<u>\$1,414,820.</u>

*Requirement governing location of system not yet determined. Specific project location shown may be shifted.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Culpeper District be as follows:

	<u>Amount</u>
Urban Federal-aid (exclusive of planning)	\$ 80,088.
Matching Urban Federal-aid - 25%	68,602.
(including Arlington County's 50%)	1,288,000.
Rights of Way, Interstate System	79,887.
Planning	<u>79,887.</u>
Total	<u>\$1,461,087.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
#29 & 211 (Int.405)	Fairfax and Prince William	Between Centreville and Gainesville	\$1,688,405.
50 (Int.405)	Fairfax	Grade Separation at Seven Corners	750,000.
50 (Int.405)	Fairfax	Grade Separation at Patrick Henry Drive	1,200,000.
		Total, Interstate System Construction	<u>\$3,638,405.</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
50 and 17	Fauquier	Relocation at Paris	\$ 146,548.
		Total, Primary System Construction	<u>\$ 146,548.</u>
		Total, Culpeper District	<u>\$5,248,018.</u>

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that the tentative allocation of SUPPLEMENTAL Construction Funds for 1956-1957 for the Staunton District be as follows:

	<u>Amount</u>
Urban Federal-aid (exclusive of planning)	\$ 30,515.
Matching Urban Federal-aid - 25%	15,258.
Rights of Way, Interstate System	1,560,000.
Planning	<u>85,641.</u>
Total	<u>\$1,489,410.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
* 11 (Int.402)	Rockingham	Harrisonburg By-pass	\$3,520,609.
60 (Int.405)	Alleghany	Relocation of Chesapeake & Ohio Railway Underpass at Cliftcudale	250,000.
80 (Int.406)	Alleghany	Island Ford Bridge and Approaches	231,000.
		Total, Interstate System Construction	<u>\$4,001,609.</u>
<u>PRIMARY SYSTEM</u> <u>RURAL CONSTRUCTION</u>			
840	Clarke	Between Double Toll Gate and Waterloo, Route 50	\$ 59,080.
		Total, Primary System Construction	<u>\$ 59,080.</u>
		Total, Staunton District	<u><u>\$6,550,079.</u></u>

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

Motion Carried.

INTERSTATE & PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1957-1958

Tentative Allocation of

State Funds	\$32,370,196
1958 Federal-aid Primary Funds	7,358,278
1958 Federal-aid Secondary Funds (30% of Apportionment)	1,716,496
1958 Federal-aid Interstate Funds	24,413,985
1958 Federal-aid Urban Funds	3,333,081
Total Funds	\$79,192,036

APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1957-1958

District	Appportionment of		Appportionment of		Appportionment of		Total of Combined Funds
	Percent	Amount	Percent	Amount	Percent	Amount	
Bristol	13.31	\$ 5,250,125	17.63	\$ 352,600	8.32	\$2,863,215	\$ 8,552,962
Salem	12.71	5,013,456	14.13	282,600	9.69	3,334,715	8,958,746
Lynchburg	11.50	4,536,172	12.39	247,800	0.14	48,180	5,045,136
Richmond	14.57	5,747,132	10.21	204,200	17.68	6,081,392	12,710,673
Suffolk	15.19	5,991,691	13.85	277,000	12.90	4,439,404	11,945,668
Fred'burg	7.45	2,938,650	6.81	136,200	5.06	1,741,348	4,845,196
Culpeper	13.69	5,400,016	10.42	208,400	22.01	7,574,518	13,735,892
Staunton	11.58	4,567,728	14.56	291,200	24.20	8,328,184	13,397,763
TOTAL	100.00	\$39,444,970	100.00	\$2,000,000	100.00	\$34,413,985	\$79,192,036

Appportionment of \$2,000,000. Fund on the basis of Population and Mileage

Appportionment of \$34,413,985 Fed.-aid Interstate Funds on the basis of Population and Mileage in the Primary System as provided for in Sec.33-32, Code of Virginia of 1950

Appportionment of \$3,333,081. Fed.-aid Urban Funds. Based on Factor of Population of Cities of 5,000 or more, in accordance with Federal-aid Highway Act of 1956

SUMMARY OF INTERSTATE & PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1957-1958

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 6,451,000
Urban Federal-aid (Excluding \$49,998 for Planning)	5,285,085
Matching Urban Federal-aid 25% (Including Arlington County's 50%)	1,801,428
Preliminary Engineering	2,000,000
Rights of Way (Rural Primary \$8,982,000) (Interstate \$9,416,000)	15,578,000
New Signs and Signals	350,000
Planning	945,789
Landscaping	305,000
Construction	50,687,724
	<hr/>
Total	\$79,182,056

Moved by Mr. May, seconded by Mr. Rawls, that the tentative allocation of Interstate and Primary Construction Funds for the Bristol District for 1957-1958 be as follows:

	<u>Amount</u>
City Street Fund (Mileage Basis)	\$ 582,645
Urban Federal-aid (exclusive of planning)	95,688
Matching Urban Federal-aid - 25%	42,944
Preliminary Engineering	218,980
Rights of Way (Rural Primary \$678,900)	
(Interstate \$788,400)	1,460,300
New Signs and Signals	40,000
Planning	102,148
Landscaping	55,000
Total	\$2,867,588

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 11 (Int. 402)	Washington & Smyth	Tennessee State Line - East	\$2,550,261
		Total, Interstate System Construction	\$2,550,261
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
11	Washington & Smyth	Between Abingdon and Marion (Asphaltic Concrete Surfacing on Sections)	\$ 50,000
16	Tazewell	Village of Bishop (Sidewalks)	20,000
19 & 480	Russell & Tazewell	West Tazewell - West (Reconstruction)	500,000
19 & 480	Tazewell	Tazewell - Bluefield (Asphaltic Concrete Surfacing)	85,000
21	Blair	North Side Brushy Mountain (Reconstruction)	200,000
21	Wythe	South Wytheville - South (Asphaltic Concrete Surfacing)	47,888
23	Wise	Between Appalachia and Norton (Continue Reconstruction)	275,000
58	Washington	Danascus - West (Supplemental Allocation for Reconstruction)	150,000

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

<u>ROUTE</u>	<u>COUNTY</u>	<u>BRISTOL DISTRICT (CONTINUED)</u> <u>DESCRIPTION</u>	<u>AMOUNT</u>
59	Washington	West of Bristol - West (Reconstruction)	\$100,000
59	Scott	Duffield - West (Reconstruction)	150,000
58	Lee	Between Rose Hill and Jonesville (Relocate Sections)	200,000
58	Grayson	Independence - East (Reconstruction)	200,000
Alt.58	Lee	E.C.L. of Pennington Gap - East & West (Sidewalk)	10,000
Alt.58	Wise	East Norton - East (Supplemental Allocation for Reconstruction)	100,000
61	Tazewell	West of Bland County Line - West (Continue Reconstruction)	200,000
64	Russell	Between St. Paul and Hamlin (Reconstruction)	100,000
68	Russell	Banners Corner - West (Continue Reconstruction)	110,000
67	Tazewell	Richlands - North (Continue Spot Improvement)	50,000
71	Russell	East of Scott County Line - East (Continue Reconstruction)	200,000
80	Dickenson	Between Kentucky State Line and Route 68 (Continue Improvement Through The Breaks)	80,000
80	Dickenson	Rebuild Bridge over Russell Fork South of Haysi	85,000
80	Russell	Buchanan County Line - Hensaker (Continue Reconstruction)	100,000
91	Washington	Norfolk and Western Railway Overpass at Glade Springs and New Connection to Route 11	511,854
91	Washington	Ketron Corner-Damascus(Continue Improvement)	60,000
460	Buchanan	Town of Grundy (Curb, Gutter and Sidewalk)	350,000

<u>BRISTOL DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
480	Buchanan	Grundy - Kentucky State Line (Asphaltic Concrete Surfacing)	\$ 100,000
		Reserve	<u>55,101</u>
		Total, Rural Primary System Construction	<u>\$5,795,118</u>

URBAN CONSTRUCTION
(Exclusive of Urban Federal-Aid)
To be matched by Town

21	Wythe	Town of Wytheville(Curb, Gutter & Sidewalk)	50,000
23	Wise	Town of Big Stone Gap(Correction of Drainage)	<u>10,000</u>
		1957-58 Bristol District Total	<u><u>\$8,552,962</u></u>

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Hay, that the tentative allocation of Interstate and Primary Construction Funds for the Salem District for 1957-1958 be as follows:

	<u>AMOUNT</u>
City Street Funds (Mileage Basis)	\$ 859,245
Urban Federal-aid (exclusive of planning)	328,066
Matching Urban Federal-aid - 25%	181,528
Preliminary Engineering	217,020
Rights of Way (Rural Primary - \$537,200) (Interstate - \$912,400)	1,449,600
New Signs and Signals	35,000
Planning	106,970
Landscaping	45,000
Total	<u>\$8,177,418</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 11 & 100 (Int.402)	Pulaski	Wythe County Line - East Supplemental Allocation)	<u>\$2,757,261</u>
Total, Interstate System Construction			<u>\$2,757,261</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
11	Montgomery	Town of Christiansburg (Curb, Gutter and Sidewalk)	6,000
45	Bedford	North Bedford - North (Widen and Ease Curves)	75,000
52	Carroll	South of Hillsville - South (Supplemental Allocation)	27,248
52	Carroll	Fancy Gap - South (Reconstruction)	281,000
52	Carroll	Town of Hillsville (Supplemental Allocation for Curb, Gutter and Sidewalk from Route 58 - South	45,000
57	Henry	Bassett - West (Reconstruction)	100,000
58	Patrick	West Henry County Line - West (Continue reconstruction)	500,000
81	Giles	Narrows - West (Reconstruction)	100,819
220	Botetourt	Eagle Rock - South (Asphaltic Concrete Surfacing)	70,000

*Requirements governing location of System not yet determined. Specific project location shown may be shifted.

<u>SALEM DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Franklin	Reallocation at Rocky Mount (Supplemental Allocation)	\$ 300,000
220	Franklin	Boonas Hill - South (Asphaltic Concrete Surfacing)	150,000
220	Henry	Between Martinsville & Bassett Fork (To Continue Reconstruction)	200,000
220 & 58	Henry	New Bridge over Smith River (Supplemental Allocation)	300,000
221	Floyd	Town of Floyd (Supplemental Allocation for Curb, Gutter and Widening)	22,000
511	Craig	Bridge and Approaches Potts Creek at Paint Bank (To be supplemented with Forest Highway Funds)	60,000
514	Montgomery	Improvement in Grounds of Virginia Poly- technic Institute(Continue Improvement)	50,000
460	Bedford	West Elk Creek-West(Reconstruction of Gap)	300,000
460	Bedford	West Bedford - West (Supplemental Allocation for Dual-Landing)	350,000
460	Giles	Pearisburg - West (Supplemental Alloca- tion for Four Lane Construction)	67,000
460	Giles	Town of Pearisburg (Supplemental Alloca- tion for Curb, Gutter and Street Widening)	60,000
460	Giles	Reconstruction of Gap in Pembroke (Supplemental Allocation)	100,000
501	Bedford	Between Lynchburg and Big Island (Continue Improvement of Sections)	<u>100,000</u>
Total, Rural Primary System Construction			\$8,044,067
1957-58 Salem District Total			<u><u>88,968,746</u></u>

Motion carried,

Moved by Mr. Watkins, seconded by Mr. Rawls, that the tentative allocation of Interstate and Primary Construction Funds for the Lynchburg District for 1957-1958 be as follows:

	<u>AMOUNT</u>
City Street Funds (Mileage Basis)	\$ 576,861
Urban Federal-aid (exclusive of planning)	209,789
Matching Urban Federal-aid - 25%	104,895
Preliminary Engineering	90,220
Rights of Way (Rural Primary - \$582,900) (Interstate - \$ 15,180)	598,080
New Signs and Signals	25,000
Planning	60,247
Landscaping	40,000
Total	<u>\$1,703,092</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 250 (Int. 404)	Nelson	Augusta County Line-Albemarle County Line (Supplemental Allocation)	\$ 39,550
		Total, Interstate System Construction	<u>\$ 39,550</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
8	Nelson	North Woods Mill - Martins Store (Continue Reconstruction)	\$ 225,000
15	Prince Edward	Kingsville - South (Asphaltic Concrete Surfacing)	70,000
15	Buckingham	Spruces Corner - Sheppards (Supple- mental Allocation for Reconstruction)	150,494
29	Pittsylvania	South Gretna - South (Continue Reconstruction)	500,000
29A	Campbell	S.C.I. Lynchburg-Route 29 (Supplemental Allocation for Rural Section of the Lynchburg Distribution Road)	500,000
41	Pittsylvania	Danville-Northwest (Continue Reconstruction)	40,000
43	Campbell	Bedford County Line-East (Improvement)	75,000
43	Campbell	Town of Altavista (Continue Curb, Gutter, Sidewalk and Street Widening)	70,000

*Requirements governing location of System not yet determined. Specific project location shown may be shifted.

15	Charlotte	Barnes Junction-Mecklenburg County Line (Reconstruction)	100,000
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<u>LYNCHBURG DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
47	Charlotte	Between Drakes Branch and Route 360 (Continue Reconstruction)	\$ 75,000
47	Charlotte	Charlotte Court House (Curb and Gutter South of Route 40)	50,000
49 & 96	Halifax	Overpass & Approaches Atlantic and Danville Railroad at Virgilina (Partial Allocation for New Overpass)	72,000
58	Halifax	East Danville - East (Continue Dual-laning)	225,000
58	Pittsylvania	West Danville-West (Continue Dual-laning)	150,000
58	Pittsylvania	East Danville-East (Asphaltic Concrete Surfacing)	45,000
60	Cumberland	Improvement in Cumberland Court House	75,000
297	Campbell	West Lynchburg - West (Supplemental Allocation for Dual-laning)	250,000
344	Halifax	Scottsburg-Route 360 (Continue Improvement)	50,000
360	Prince Edward	West Meherrin-West (Continue Reconstruction)	275,000
501	Halifax	Route 58 - Route 96 (Asphaltic Concrete Surfacing)	75,000
Total, Rural Primary System Construction			\$5,502,494
1957-1958 Lynchburg District Total			<u>\$5,045,158</u>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the tentative allocation of Interstate and Primary Construction Funds for the Richmond District for 1957-1958 be as follows:

	AMOUNT
City Street Funds (Mileage Basis)	\$1,047,810
Urban Federal-aid (exclusive of planning)	664,625
Matching Urban Federal-aid - 25%	332,413
Preliminary Engineering	526,420
Rights of Way (Rural Primary-\$ 521,000) (Interstate -\$1,664,750)	2,185,750
New Signs and Signals	25,000
Planning	151,801
Landscaping	30,000
Total	<u>\$4,788,819</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 501 (Int,401)	Prince George	Petersburg - South	\$4,994,280
Total, Interstate System Construction			<u>\$4,994,280</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Dinwiddie	North McKenney-North (Asphaltic Concrete Surfacing)	\$ 75,000
5	Charles City	Charles City Court House - East (Supplemental Allocation-Reconstruction)	90,000
6	Goochland	Monacan Hills-Crozier (Asphaltic Concrete Surfacing)	50,000
10	Chesterfield	Route 1 - East (Reconstruction including Overpass Seaboard Air Line Railroad)	200,000
33	Henrico	Northwest Granddale-West Laurel (Continue Reconstruction)	265,574
36	Charles City & Prince George	Bridge over James River near Hopewell (Supplemental Allocation)	250,000
36	Chesterfield and City of Petersburg	Bridge and Approaches Appomattox River (City to bear its share of cost on 50-50 basis)	125,000

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

<u>RICHMOND DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
40	Dinwiddie	McKenney - East (Recondition)	\$ 40,000
46	Brunswick	Route 1 Towards Lawrenceville (Supplemental Allocation)	25,000
48	Hottoway	Intersection Route 880-Intersection Route 480 (Reconstruction)	200,000
48	Mecklenburg	South Chase City-South (Continue Reconstruction)	200,000
58	Mecklenburg	Underpass and Approaches-Atlantic and Danville Railroad at Boynton	200,000
58	Brunswick	Lawrenceville By-Pass(Partial Allocation)	100,000
60	Chesterfield	West Richmond-West(Continue Dual-Landing)	272,000
109	Prince George	Route 480-Fort Lee (Reconstruction)	50,000
161 4558	Henrico	Reconstruction of Intersection (Supplemental Allocation)	50,000
250	Henrico	West Richmond-West (Supplemental Allocation-Reconstruction)	275,000
380	Chesterfield	West Richmond-West(Continue Dual-Landing)	300,000
460	Dinwiddie	West Ford-West(Continue Reconstruction)	150,000
522	Powhatan	Relocate Two Reverse Curves North of Route 60 (Supplemental Allocation)	<u>35,000</u>
Total, Rural Primary System Construction			\$2,952,574
1957-58 Richmond District Total			<u><u>\$12,710,678</u></u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the tentative allocation of Interstate and Primary Construction Funds for the Suffolk District for 1957-1958 be as follows:

	<u>AMOUNT</u>
City Street Funds (Mileage Basis)	\$2,452,140
Urban Federal-aid (exclusive of planning)	1,219,010
Matching Urban Federal-aid - 25%	609,505
Preliminary Engineering	283,480
Rights of Way (Rural Primary - \$548,600) (Interstate - \$1,214,870)	1,568,470
New Signs and Signals	75,000
Planning	142,827
Landscaping	30,000
Total	<u>\$5,325,212</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 301 (Int. 401)	Greensville	North End Emporia By-Pass-North Carolina State Line (Supplemental Allocation)	<u>\$5,644,011</u>
		Total, Interstate System Construction	<u>\$5,644,011</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
10 & 25B	Isle of Wight	Raise Approaches to Cypress Creek Bridge	\$ 10,000
13	Northampton	Bayview-South (Supplemental Allocation for Dual-Landing)	250,000
13	Norfolk & Princess Anne	Frontage Roads on Military By-Pass (Supplemental Allocation)	50,000
31	Surry and Sussex	Bridge and Approaches Blackwater River (Supplemental Allocation)	100,000
55	Southampton	Route 58-Boykins (Reconstruction of Sections)	100,000
55	Sussex	Superelevation of Curves	50,000
58	Southampton	Town of Courtland (Curb and Gutter)	26,445
60	Princess Anne	Bridge over Lynnhaven Inlet (Supplemental Allocation)	500,000

Requirements governing location of system not yet determined. Specific project location shown may be shifted.

<u>SUFFOLK DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
60	York and James City	West Williamsburg-West (Continue Reconstruction)	\$ 150,000
166	Norfolk	Bridge over Southern Branch Elizabeth River (Supplemental Allocation)	500,000
173	York	Route 17-Goodwin Neck Area (Supplemental Allocation for Reconstruction)	90,000
258	Isle of Wight	South Isle of Wight Court House-South (Continue Reconstruction)	100,000
258	Southampton	Bridges and Approaches Mattoway River	250,000
Total, Rural Primary System Construction			\$ 1,070,000
1957-1958 Suffolk District Total			<u>\$11,945,888</u>

Motion carried.

Moved by Senator Wright, seconded by Mr. Rawls, that the tentative allocation of Interstate and Primary Construction Funds for the Fredericksburg District for 1957-1958 be as follows:

	<u>AMOUNT</u>
City Street Funds (Mileage Basis)	\$ 108,864
Urban Federal-aid (exclusive of planning)	28,588
Matching Urban Federal-aid - 25%	14,281
Preliminary Engineering	128,440
Rights of Way (Rural Primary - \$380,500) (Interstate - \$476,450)	856,950
New Signs and Signals	25,000
Planning	67,865
Landscaping	40,000
Total	<u>\$1,269,801</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 1 (Int.401)	Stafford	Prince William County Line-South (Supplemental Allocation)	<u>\$1,429,859</u>
		Total, Interstate System Construction	<u>\$1,429,859</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Spotsylvania & Stafford	Asphaltic Concrete Surfacing on Sections	\$ 100,000
3	King George	Stafford County Line-East (Reconstruction)	200,000
14	Mathews	South Mathews Court House-Bayside (Continue Improvement)	75,000
17	Gloucester	Gloucester Point-North(Begin Dual-Laning)	500,000
17	Essex	Tappahannock - North (Asphaltic Concrete Surfacing)	50,000
17	Essex	Raise Fill at Mt. Landing Creek and Brockemboroughs Cut	51,000
17 & 360	Essex	Brays Fork - North (Dual Lanes)	250,000
30	King William	West Point-North (Asphaltic Concrete Surfacing)	25,000

*Requirements governing location of system not yet determined. Specific project location shown may be shifted.

<u>FREDERICKSBURG DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
55	Gloucester	King and Queen County Line-Gleams (Continue Reconstruction)	\$ 200,000
205	Westmoreland & King George	East of W.C.L. Colonial Beach-Route 501(Supplemental Allocation for Reconstruction)	200,000
227	Middlesex	Bridge over Urbanna Creek (Supplemental Allocation)	95,000
301	Caroline	Town of Bowling Green (Extend Curb and Gutter to E.C.L.)	5,000
354	Lancaster	Edwalton-South (Reconstruction)	100,000
380	Northumberland	East Heathsville-East (Asphaltic Concrete Surfacing)	100,000
380	King William	Aylett-West (Reconstruction)	300,000
		Reserve	<u>105,056</u>
		Total, Primary System Construction	<u>\$2,156,056</u>
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal-aid)			
To be Matched by City			
Alt.1	City of Fredericksburg	Asphaltic Concrete Surfacing	\$ <u>20,000</u>
		1957-58 Fredericksburg District Total	<u><u>\$4,845,196</u></u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Harrow, that the tentative allocation of Interstate and Primary Construction Funds for the Culpeper District for 1957-1958 be as follows:

	<u>AMOUNT</u>
City Street Funds (Mileage Basis)	\$ 414,158
Urban Federal-aid (exclusive of planning)	544,664
Matching Urban Federal-aid - 25% (Including Arlington County's 50%)	452,217
Preliminary Engineering	384,760
Rights of Way (Rural Primary - \$ 505,700) (Interstate \$2,072,470)	2,578,170
New Signs and Signals	85,000
Planning	164,098
Landscaping	40,000
Total	<u>\$4,855,063</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
* 1 (Int. 401)	Prince William & Fairfax	Woodbridge North and South	\$2,500,000
*29 & 211 (Int. 405)	Fairfax & Prince William	Between Centreville and Gainesville (Supplemental Allocation)	2,217,419
*55 & 17 (Int. 405)	Fauquier	West Marshall - West (Supplemental Allocation)	<u>1,500,000</u>
Total, Interstate System Construction			<u>\$6,217,419</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Fairfax & Prince William	Cocoquan Creek Bridge (Supplemental Allocation to Replace Pier)	50,000
15	Loudoun	Leesburg-North (Supplemental Allocation for Reconstruction)	200,000
16	Fluvanna	North Dixie-North (Reconstruction)	100,000
15 & 29	Culpeper	Brandy-North and South (Supplemental Allocation for Reconstruction)	150,000
17	Fauquier	Delaplane-North (Supplemental Allocation)	250,000
20	Albemarle	Route 250 toward Barboursville (Supplemental Allocation to Ease Curves and Widen Bridges)	50,000

*Requirements governing location of system not yet determined. Specific project locations shown may be shifted.

<u>CULPEPER DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20	Orange	East Orange-East(Continue Reconstruction)	\$ 200,000
28	Prince William	Nokesville North & South(Reconstruction)	98,478
29	Albemarle	North of Charlottesville-North (Supplemental Allocation)	91,188
29	Albemarle	South of Charlottesville-South (Supplemental Allocation)	57,751
55	Louisa	E.C.L. Louisa-East(Widen, Curb & Gutter)	50,000
50	Loudoun & Fauquier	Middleburg-West (Supplemental Allocation for Reconstruction)	150,000
63	Fluvanna	Relocate Two Curves Near Route 15 (Supplemental Allocation)	40,000
123	Fairfax	Langley-East(Supplemental Allocation for Dual-Lane Construction)	150,000
123	Fairfax	Town of Vienna(Supplemental Allocation)	50,000
211	Nappahannock	Page County Line-East (Continue Construction of Climbing Lanes)	200,000
256	Fairfax	West Annandale-West (Supplemental Allocation, Dual-Laning)	500,000
257	Arlington	Correct Drainage at North Aberdeen St.	18,000
244	Arlington	South Route 120(Hebe Road)-South (Supplemental Allocation-Reconstruction)	70,000
244	Fairfax	Bridge over Holmes Run	80,000
250	Albemarle	Route 29-Route 250(Supplemental Alloca- tion to extend Charlottesville By-Pass)	500,000
302	Albemarle	Improvement in Grounds of University of Virginia	<u>20,000</u>
Total, Rural Primary System Construction			\$2,885,410
1957-58 Culpeper District Total			<u>\$15,735,892</u>

Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that the Tentative Allocation of Interstate and Primary Construction Funds for the Staunton District for 1957-1958 be as follows:

		<u>AMOUNT</u>
	City Street Funds (Mileage Basis)	\$ 809,859
	Urban Federal-aid (exclusive of planning)	207,491
	Matching Urban Federal-aid - 25%	108,745
	Preliminary Engineering	400,720
	Rights of Way (Rural Primary - \$ 400,000)	
	(Interstate - \$2,278,680)	2,887,880
	New Signs and Signals	50,000
	Planning	150,029
	Landscaping	45,000
	Total	<u>\$4,244,324</u>
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>
		<u>INTERSTATE SYSTEM</u>
* 11 (Int.402)	Rockingham	Harrisonburg By-Pass (Supplemental Allocation)
		\$5,000,000
* 60 (Int.405)	Alleghany	West Clifton Forge - West
		1,836,056
	Total, Interstate System Construction	<u>\$6,836,056</u>
		<u>PRIMARY SYSTEM</u>
		<u>RURAL CONSTRUCTION</u>
18	Alleghany	Two Bridges over Potts Creek (To be Supplemented with Forest Highway Funds)
		75,000
59	Rockbridge	Rockbridge Baths Toward Lexington (Reconstruction)
		100,000
59	Bath	Foot of Warm Springs Mountain - East (Continue Reconstruction)
		200,000
42	Shenandoah	Route 11 toward Columbia Furnace (Continue Reconstruction)
		90,000
50	Frederick	West Winchester-West (Supplemental Allocation for Reconstruction)
		500,000
50 & 17	Clarke	Ashby Gap-West (Supplemental Allocation for Reconstruction)
		100,000
60	Rockbridge	Between Buena Vista and Lexington (Supplemental Allocation-Reconstruction)
		250,000

*Requirements governing location of System not yet determined. Specific project locations shown may be shifted.

<u>STAUNTON DISTRICT (CONTINUED)</u>			
<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
211	Page	Bridges over Dry Run and Pass Run (Supplemental Allocation)	\$ 80,700
211	Shenandoah	West Page County Lane-West (Climbing Lane on Massanutten Mountain)	300,000
220	Alleghany	Covington - North (Asphaltic Concrete Surfacing)	50,000
252	Rockbridge	Bridge over Hays Creek North of Brownsburg	100,000
259	Rockingham	Broadway - Route 11 (Supplemental Allocation)	100,000
275	Rockingham	South Route 55-South (Supplemental Allocation to Continue Improvement)	75,000
340	Rockingham	Town of Elkton (Sidewalk on Bridge over Elks Run)	5,000
340	Clarke	Between Double Toll Gate and Waterloo, Route 50 (Supplemental Allocation)	105,600
340	Page	Town of Stanley (Curb, Gutter and Sidewalks)	20,000
340	Augusta	South of Grottoes-South (Asphaltic Concrete Surfacing)	50,000
340	Clarke	Town of Berryville (Curb, Gutter and Widening)	80,000
		Reserve	<u>56,084</u>
		Total, Rural Primary System Construction	<u>\$2,517,584</u>
		1957-58 Staunton District Total	<u><u>\$35,397,768</u></u>

Motion carried.

PUBLIC HEARINGS

Public hearings on the Tentative Allocations will be held as follows:

For the Salem, Bristol, Staunton and Lynchburg Districts, the hearings will be held in the auditorium of the Appalachian Electric Power Company Building, corner of Franklin Road and First Street, S.W., Roanoke, Virginia, on Thursday, May 2, at 8:30 A.M. Districts will be heard in the following order:

Salem District
Bristol District
Staunton District
Lynchburg District.

For the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the hearings will be held in the First Floor Auditorium of the Central Highway Office Building, 1221 East Broad Street, Richmond, Virginia, on Friday, May 3, at 9:00 A.M. Districts will be heard in the following order:

Richmond District
Fredericksburg District
Culpeper District
Suffolk District.

The Commission adjourned the meeting at 12:20 and proceeded to the Hotel Raleigh for lunch.

The next meeting of the Commission is scheduled for May 1-3 in Roanoke and Richmond.

Approved -


Chairman

Attested -


Secretary