

Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Roanoke and Richmond, May  
4-7, 1952.

At 1:00 o'clock Sunday afternoon, May 4th, the following members of the Commission left Richmond by automobile and drove to Roanoke - Messrs. E. P. Barrow, B. E. Nelson, S. W. Rawls, Howard C. Rogers and J. A. Anderson; they being met in Roanoke by Messrs. J. B. Wampler, J. F. Mysor, Tucker C. Watkins, Jr., and George P. DeHardit.

The Commission assembled in executive session and transacted the following business, -

Moved by Mr. Rawls, seconded by Mr. Barrow, that the minutes of the meeting of April 25 be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Mysor, that the permits issued from the April 25 meeting to date, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Mysor, seconded by Mr. Rogers, that the permits cancelled by the Commissioner from the April 25 meeting to date, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission confirm award of contract on bid received March 31 from W. M. McIntosh, Inc., Richmond, Virginia, for Furnishing and Pumping Asphalt Cement Under Concrete Pavement on U. S. Route 1 from North Anna River Bridge to Intersection of Route 58 South of South Hill, at the bid of \$18,800.00, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$20,000.00 chargeable to this project; funds to come out of Primary Maintenance Allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Mysor, that the Commission confirm its letter ballot action of April 18 designating as a Limited Access Highway a section of Alternate Route 58 from 5.082 Mi. E. Brosville-5.897 Mi. E. Brosville, (From 4.661 Mi. W. of New WCL of Danville to 3.848 Mi. W. of New WCL of Danville), Project 1771-10, in accordance with Section 33-57 et seq. of the 1950 Code of Virginia. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the section of Alternate Route 250, Project 3502-06, from North City Limits of Charlottesville to Int. Route 29, be designated as a Limited Access Highway, in accordance with Section 35.57 et seq. of the 1950 Code of Virginia. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Mysor, that the Commission confirm award of contract on bids received April 16 for the construction of Project 1591-06, Routes 611 and 609, N. Intersection Route 612 (Near Grissard)-Int. Route 635 (Near Gray), Sussex County, to the low bidder, J. E. Courtney, King and Queen C.H., Virginia, at the bid of \$94,592.86 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$104,050.00 chargeable to this project. Motion carried.

Moved by Mr. Mysor, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received April 16 for the construction of Projects 1518-07 and 1328-03, Routes 625 and 642, Contract #1, 0.068 Mi. N. Intersection Route 637 (Passing)-Int. Route 641 (Supply P.O.), Caroline and Essex Counties, to the low bidder, C. M. Moyer, Staunton, Virginia, at the bid of \$35,834.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$39,400.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Senator Nelson, that the Commission confirm award of contract on bids received April 16 for the construction of Project 1381-07, Route 781, Glenwood Church (Route 759)-Entrance Cave Mountain Recreational Area (Forestry Development Road 35) and Entrance Cave Mt. Rec. Area-Camping Area Cave Mtn. Lake Rec. Area, Rockbridge County, to the low bidder, Walter N. Webber, Lynchburg, Virginia, at the bid of \$13,886.00, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,174.00 for work by State Forces, making a total of approximately \$16,450.00 chargeable to this project. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 16 for the construction of Projects 1301-03 and 1301-05, Routes 693, 709, 701, Group # 27, Int. Route 693 (Near Hallwood)-Int. Route 703 (Withams) AND 0.020 Mi. W. Int. Route 705 (Near Jenkins Bridge)-W. Terminus of Route 709, Accomack County, to the low bidder, W. H. Scott, Franklin, Virginia, at the bid of \$167,828.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$184,600.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received April 16 for the construction of Project 1801-10, Route 13, 1,460 MI. N. of Nelsonia-4,649 MI. S. Oak Hall, Accomack County, to the low bidder, Bero Engineering and Construction Corp., Hampton, Virginia, at the bid of \$362,499.40, that 10% additional be set aside to cover the cost of engineering and additional work and \$54.00 for work by State Forces, making a total of approximately \$398,800.00 chargeable to this project; subject to confirmation of the tentative allocation. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received April 16 for the construction of Project 2194-05, Route 60, 0,093 MI. S. of S. Limits of Hilton Village-0,044 MI. N. of N. Limits Hilton Village (Warwick Road), Warwick County, to the low bidder, Clyde R. Royals, Hampton, Virginia, at the bid of \$99,505.01, that 10% additional be set aside to cover the cost of engineering and additional work and \$220.00 for work by State Forces, making a total of approximately \$99,700.00 chargeable to this project; subject to confirmation of the tentative allocation. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wycor, that the Commission confirm award of contract on bids received April 16 for the construction of the Lynchburg District Office Building, to the low bidder, J. M. Turner and Company, Inc., Roanoke, Virginia, at the bid of \$107,331.00, that 10% additional be set aside to cover the cost of engineering and additional work and \$7,972.20 for Air Conditioning, making a total of approximately \$128,000.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission confirm REJECTION of bids received April 16 for the construction of Project 1383-03, Route 858, Int. Route 19 (E. of Lebanon)-Int. Route 857 (Basscomb Church), Russell County, the low bid being 11.7% over estimate. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission confirm REJECTION of bids received April 16 for the construction of Project 1619-03-04, Route 808, Int. Route 380-Int. Route 807, Charlotte County, the low bid being 11.2% over estimate. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm REJECTION of bids received April 16 for the construction of Project 1615-09, Route 29, 2,437 MI. N. NCL Altavista-0,002 MI. N. of NCL Altavista, Campbell County, the low bid being 20.4% over estimate. Motion carried.

NO BIDS were received April 16 for the construction of Project 1758-24, Route 58, 0,367 MI. W. of EGL South Hill-EGL South Hill, Mecklenburg County.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 17 for the construction of Project 1390-05-06, Route 686, 0.175 Mi. S. of N. Int. of Route 667-0.175 Mi. N. of N. Int. Route 687, Roanoke County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Virginia, at the bid of \$45,678.70 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$50,250.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received April 17 for the construction of Project 5186-01, Route 216, Int. Route 17 (Hayes Store)-3.758 Mi. E. Int. Route 17, Gloucester County, to the low bidder, W.H. Scott, Franklin, Virginia, at the bid of \$52,198.05, that 10% additional be set aside to cover the cost of engineering and additional work and \$5,522.00 for work by State Forces, making a total of approximately \$62,950.00 chargeable to this project; subject to confirmation of the tentative allocation. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wyzor, that the Commission confirm award of contract on bids received April 17 for the construction of Project 2092-07, Route 17, 2.80 Mi. N. Int. of Route 618 near Tabba-3.950 Mi. S. of York-Gloucester County Line, York County, to the low bidder, Hochler Brothers, Inc., Richmond, Virginia, at the bid of \$244,847.56, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$269,450.00 chargeable to this project; subject to confirmation of the tentative allocation. Motion carried.

Moved by Mr. Wyzor, seconded by Senator Nelson, that the Commission confirm award of contract on bids received April 17 for the construction of Project 1775-11-08, Route 58, 0.224 Mi. W. of Int. Route 164-1.498 Mi. W. Int. Route 164, Princess Anne County, to the low bidder, Ames and Webb, Inc., Norfolk, Virginia, at the bid of \$395,743.80, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$435,400.00 chargeable to this project; subject to confirmation of the tentative allocation. Additional \$80,400.00 required to be provided from surplus at end of year, or if surplus is not adequate to be provided in the 1953-54 allocations. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wyzor, that the Commission confirm award of contract on bids received April 17 for the construction of Projects 1823-04; 1823-05; 1876-02, Routes 621 and 729, Group #25; Int. Route 229-0.061 Mi. S. Int. Route 802 (Jeffersonton), Rappahannock Co. Line (Near Estes)-0.287 Mi. S. Int. Rt. 646, Culpeper County; Int. Rt. 211 at San Venue-2.904 Mi. S. Int. Route 211, Rappahannock County, to the low bidder, C.M. Moyer, Staunton, Va., on REGULAR BID of \$156,127.56, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$173,950.00 chargeable to this project; additional \$10,502.00 required to be charged against the 1952-55 Federal Aid Secondary Allotment plus matching funds to Culpeper and Rappahannock Counties. Motion carried.

Moved by Mr. Wysor, seconded by Mr. Rawls, that the Commission confirm REJECTION of bids received April 17 for the construction of Project 1857-04, Route 825, 0.024 Mi. N. of Int. Route 14 (Near Foster)-0.047 Mi. S. Int. Route 198 (Near Blakes), Mathews County, the low bid being 12.4% over estimate. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm REJECTION of bids received April 17 for the construction of Project 1877-05-08, Route 611, 0.183 Mi. E. of East End of Overpass N & W RR-0.061 Mi. W. of West End Overpass N & W RR, Pulaski County, the low bid being 16.5% over estimate. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Barrow, that the Commission confirm REJECTION of bids received April 17 for the construction of Project 1887-08, Route 825, Int. Route 49-Int. Route 725, Hottaway County, the low bid being 16.8% over estimate. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm REJECTION of bids received April 17 for the construction of Project 1919-04, Routes 40, 360 and 15, 0.430 Mi. N. SCL Keyville-0.647 Mi. N. of SCL Keyville (King Street in Keyville), Charlotte County, the low bid being 35.9% over estimate. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Watkins, that the Commission confirm REJECTION of bids received April 17 for the construction of Project 1908-02-04, Route 460, 0.013 Mi. W. of Int. Route 24 at Appomattox-1.894 Mi. E. of N&W Underpass at Concord, Appomattox County, the low bid being 12.7% over estimate. Motion carried.

NO BIDS were received April 17 for the construction of Project 3087-01-02, Route T-615, Int. Route 480-0.087 Mi. W. of Int. Route 480 (Main Street in Ivor), Southampton County.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission approve the purchase of property for a permanent convict camp site in Stafford County for the sum of \$5,500. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the claim of the A. B. Burton Company, Inc., contractor, Lynchburg, Virginia, for further extension of time and return of liquidated damages on Projects 1288-C,A,B3; 1188-GR1; 1288-M1,W3,B1,M2, Routes 54 and 504, Intersection Route 58 to ECL South Boston AND Int. Route 54 to Int. of Route 501, amounting to \$1,805.00 be not allowed inasmuch as the contractor was allowed a shutdown period of 14 days due to a strike at the stone quarries. Motion carried.

The question of policy regarding relocation of Route 360, Project 2520 between Elkhardt School and Nuttree Creek in Chesterfield County was discussed. The Commission was given an interim report on this subject. It was felt that the policy regarding this and other projects would need more study before it could be formulated. The Commission is agreeable to holding to present locations where reasonable traffic service can be given without unreasonable and prohibitive costs. Possibly each project must be studied and a final decision made on the merits of each.

Moved by Mr. Wyzor, seconded by Mr. Barrow, that whereas Route 150 now terminates at the intersection of Route 501 south of Glasgow, it is desired to extend Route 150 to provide a continuity of Route numbering to Natural Bridge and for better possibilities of directional marking; NOW, THEREFORE, BE IT RESOLVED, that present Route 150 be extended northwest to overlap U. S. Route 501 to Glasgow; thence over Route 249 to the intersection of Route 11 at Natural Bridge, eliminating Route 248. Motion carried.

The Commission was advised of the progress made on the 'state-wide clean-up program' inaugurated and of the following telegram sent to the District Engineers by the Commissioner on April 15-  
\*The splendid progress being made on spring clean-up and related problems assures outstanding success in all Residences and Districts. The Commission is tremendously pleased with the work being done. Please convey to each employee our congratulations and appreciation\*. It was suggested by Messrs. Rawls and Rogers that the cost of 'cleaning up' in each County be given full publicity and that the Department endeavor to get the Garden Clubs in the Counties interested in this work and its cost.

The question of policy requiring affected property owners to furnish free right of way in return for sidewalk construction was deferred until the next meeting of the Commission, the engineering division having requested additional time in which to study the matter before making a definite recommendation.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the request of the Manover Co. Board of Supervisors for addition to the Primary System of Routes 606 and 658 be denied, it being the opinion of the Commission that the road does not carry either the volume or class of traffic justifying inclusion in the Primary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the request of the Northumberland County Board of Supervisors for addition to the Primary System of Routes 657 and 677 be denied, it being the opinion of the Commission that the traffic using the road does not justify its inclusion in the Primary System. Motion carried.

Moved by Mr. Wyzor, seconded by Mr. Rawls, that acting on requests from the Middlesex and Mathews County Boards of Supervisors, the Bridge over the Plankatanh River be named the "John Andrew Twigg Bridge", and proper markers be erected in commemoration of the founder of the ferry service at this point. Mr. Twigg came to Middlesex County from Salisbury, Maryland in 1809 and worked as a boat carpenter. He died in 1929 at the age of 83 years. Motion carried.

**PRIMARY SYSTEM ADDITIONS AND DELETIONS - 1952**

Section 55-26 of the Code of 1950, as amended by the 1952 General Assembly of Virginia, authorizes the State Highway Commission to add such roads, bridges and streets as it shall deem proper and to transfer from the Secondary System to the Primary System, such roads, bridges and streets as it shall deem proper, provided the total mileage of such roads, bridges and streets so transferred shall not exceed 50 miles in any one year.

Section 53-27 of the Code of 1950, authorizes the State Highway Commission to transfer from the Primary System to the Secondary System, not more than 150 miles of highway during any one year.

**TABULATION, BY DISTRICTS, OF ADDITIONS AND DELETIONS, 1952**

DISTRICT	MILES TRANSFERRED OR ADDED TO PRIMARY SYSTEM	MILES OF PRIMARY TRANSFERRED TO SECONDARY SYSTEM
Bristol	0.00	18.45
Salom	0.00	55.89
Lynchburg	0.00	28.58
Richmond	0.00	18.68
Suffolk	2.10	10.48
Fredericksburg	0.00	11.89
Calpeper	0.00	0.00
Staunton	8.50	20.28
<b>TOTALS</b>	<b>8.60</b>	<b>144.07</b>

The following additions and deletions have already been added and deleted from this fiscal year.

DISTRICT	MILES TRANSFERRED OR ADDED TO PRIMARY SYSTEM	MILES OF PRIMARY TRANSFERRED TO SECONDARY SYSTEM
Bristol	2.00	2.48
Suffolk	0.00	0.88
	<b>2.00</b>	<b>3.36</b>

All traffic figures refer to average number of vehicles per 24-hour day.

Moved by Mr. Wampler, seconded by Mr. Rawls, that the additions and deletions for 1952 in the Bristol District be as follows:

BRISTOL DISTRICT

- A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 53-26 - Code of 1950 as amended)

NONE

- B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM  
(Section 53-27 - Code of 1950)

	LENGTH
(1) Wythe County Route 90 . . . . .	12.10
Swyth County Route 90 . . . . .	0.29

Route 90 from the intersection of Route 21 at Speedwell to the intersection of Route T-616 in Rural Retreat.

To be transferred after present and tentative Primary Allocations are expended.

(2) Bland County Route 99 . . . . .	6.06
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Route 99 from the intersection of Route 42 at Mechanicsburg to the Pulaski County Line.

TOTAL 16.45

Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the additions and deletions for 1952 in the Salem District be as follows:

SALEM DISTRICT

- A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 53-26 - Code of 1950 as amended)

NONE

- B. DELETE FROM THE PRIMARY SYSTEM, TRANSFER TO THE SECONDARY SYSTEM  
(Section 53-27 - Code of 1950)

	LENGTH
(1) Pulaski County Route 99 . . . . .	13.55

Route 99 from the Bland County Line to the N.C.L. of the Town of Pulaski.

To be transferred when present primary funds set up for its improvement are expended.

(2) Henry County Route 108 . . . . .	1.65
Franklin County Route 108 . . . . .	20.48

Route 108 from Route 637 at Fligsboro to the intersection of Route 40 at Panhook.

TOTAL 22.13

Motion carried.



Moved by Mr. Watkins, seconded by Mr. Barrow, that the additions and deletions for 1952 in the Lynchburg District be as follows:

LYNCHBURG DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

	LENGTH
(1) Halifax County Route 57 . . . . .	15.00
Pittsylvania County, Route 57 . . . . .	15.56
Route 57 from Route 360 west of Halifax to Route 29 at Chatham.	
TOTAL	28.56

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the additions and deletions for 1952 in the Suffolk District be as follows:

SUFFOLK DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-26 - Code of 1950 as amended)

	LENGTH
(1) Princess Anne County Rt. 600 . . . . .	2.10
Route 600 from the intersection of Route 165 to the intersection of Route 166.	
TOTAL	2.10

B. DELETE FROM THE PRIMARY SYSTEM, TRANSFER TO THE SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

(1) Norfolk County Route 192 . . . . .	0.59
Princess Anne County Rt. 192 . . . . .	0.52
Route 192 from the intersection of Route 165 to the Old Administration Building of the Norfolk Municipal Airport.	

Route 600 now serves as an access road to the new administration building and is being recommended for addition to the Primary System to replace present Route 192.

(2) Norfolk County Route 190 . . . . .	2.70
Princess Anne Co. Route 190 . . . . .	7.02
Route 190 from the intersection of Route 165 east of Fentress to the intersection of Route 615 north of Greeds.	

Effective after present construction of bridge and approaches over North Landing River are completed.

TOTAL	10.45
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Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the additions and deletions for 1952 in the Richmond District be as follows:

RICHMOND DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

		LENGTH
(1)	Chesterfield Co. Route 44 . . . .	3.92
	Patrick County Route 44 . . . .	14.76

Route 44 from the intersection of Route 147 at Robious to the intersection of Route 522 at Jefferson.

TOTAL 18.68

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the additions and deletions for 1952 in the Fredericksburg District be as follows:

FREDERICKSBURG DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-26 - Code of 1950 as amended)

NONE

B. DELETE FROM THE PRIMARY SYSTEM TRANSFER TO THE SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

		LENGTH
(1)	Spotsylvania Co. Route 210 . . . .	11.99

Route 210 from Route 208 at Spotsylvania Court House to Route 5 at Wilderness Corner.

TOTAL 11.99

Motion carried.

GULPEPER DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

NONE

Moved by Senator Nelson, seconded by Mr. Rawls, that the additions and deletions for 1952 in the Staunton District be as follows:

STAUNTON DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-23 - Code of 1950)

		LENGTH
(1)	Shenandoah Co. Rts. T-72B, 72B & 61B . . .	2.05
	Rockingham Co. Rts. T-795, 795 & 61B . . .	4.45

Routes T-72B, 72B, 61B, 795 and T-795 from the intersection of Route 11 in New Market to the intersection of Route 42 at Timberville.

TOTAL \$6.50

B. DELETE FROM THE PRIMARY SYSTEM, TRANSFER TO THE SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

(1)	Page County Route 266 . . . . .	11.21
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Route 266 from the intersection of Route 12 at Stanley to the intersection of Route 211 east of Luray.

(2)	Highland County Route 269 . . . . .	9.07
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Route 269 from the Virginia-West Virginia State Line to the intersection of Route 250 at McDowell.

To be transferred when the current and new allocations set up for its improvement are expended.

TOTAL \$20.28

Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that as provided under Article 6, 1, Section 33-78, 5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following Sections of old Route 207 in Caroline County being no longer necessary for uses as a highway they be abandoned to the extent of alteration, new sections having been opened in lieu thereof; Sections 1, 2, 8 and 9 shown on plat dated November 13, 1951, Project 8916-01-02. Further, as provided under Article 6, 1, Section 33-78, 1 of the 1950 Code, Amended, the following sections be discontinued as a part of the Primary System; Sections 3, 4, 5, 6 and 7 also shown on the plat referred to. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that as provided under Article 6, Section 55-76.5 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following sections of old Route 207 in Caroline County being no longer necessary for use as a part of the Primary System they be abandoned to the extent of alteration, new sections having been opened in lieu thereof; Sections 1, 3, 6 and 8 shown on plat dated November 7, 1951, Project 3916-03. Further, as provided under Article 6, Section 55-76.1 of the 1950 Code, Amended, the following sections be discontinued as a part of the Primary System; Sections 2, 4, 5 and 7 also shown on the plat referred to. Motion carried.

Whereas, by deed dated November 8, 1954, recorded in the Clerk's Office of the Circuit Court of Caroline County in Deed Book 106, Page 64, Susie M. Keyser of Bowling Green, Virginia, conveyed to the Commonwealth all of a certain lot containing 1482 square feet, more or less, on account of Route 501, Project 1000-A in or near the Town of Port Royal. Whereas, approximately 910 square feet of said lot is outside of the normal 86 foot right of way acquired and to be retained for said Project; and Bernard Mahon of Bowling Green has made an offer to purchase the portion of said lot outside of said right of way for the sum of One Hundred Dollars (\$100.00); and the State Highway Commissioner has certified in writing that the same is not necessary for the uses of the State Highway System and has recommended the conveyance of the same to Mr. Mahon for the consideration offered. Now, therefore, as provided for by Section 55-76.6 of the 1950 Code of Virginia, as amended, the conveyance of the portion of said lot containing approximately 910 square feet lying outside of the normal 86 foot right of way to Bernard Mahon by a deed of special warranty for the consideration of One Hundred Dollars (\$100.00) is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with the relocation and improvement of a section of Route 200 near Whitestone in Lancaster County, the Commonwealth acquired portions of the eighty foot right of way and three residue parcels lying on the east side thereof from R. M. Sanders, James W. Row and James H. Jenkins, and their wives, by deeds dated, respectively, January 15, 1951, January 2, 1951, and December 26, 1950, recorded in the Clerk's Office of the Circuit Court of said County, respectively, in Deed Book 91 at Page 479, Deed Book 90 at Page 449, and Deed Book 90 at Page 452. Whereas, the Commonwealth acquired a portion of said right of way from the heirs at law of B. H. B. Hubbard, deceased, by deed dated December 14, 1951, and recorded in the said Clerk's Office in Deed Book 95 at Page 345, pursuant to an agreement with the Commonwealth which provides in part that the Commonwealth shall convey the said three residue parcels to the said heirs of B. H. B. Hubbard, deceased. Whereas, it appearing that the said heirs of B. H. B. Hubbard, deceased, are the owners of the land abutting upon the east side of said residue parcels which is in or along the center of the

former location of Route 200 and the State Highway Commissioner having certified in writing that the said residue portions are no longer necessary for the uses of the State Highway System, the release and quitclaim of the same to the said heirs of B. E. B. Hubbard, deceased, in accordance with said agreement is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly, in accordance with Section 33-76.6 of the 1950 Code of Virginia, as amended.

Whereas, on account of the location and construction of a section of Route 84, now Route 460, Project 1153-M1, in the Town of Grundy, Buchanan County, the Commonwealth of Virginia acquired in or about the year 1937 right of way of a varying, minimum and normal width of 50 feet from George Belcher in accordance with Sheet 4 of the plans, Whereas, the Department of Highways has determined that those portions of said right of way acquired from George Belcher lying outside of the width of 55 feet, measured 27.5 feet on either side of the survey and plan centerline, will not be needed for the ultimate development and improvement proposed for Route 460 on said right of way; and has further determined that in the interest of promoting the development and improvement of the properties adjacent to said right of way and because of the existing topography as to said properties and Route 460 that the said portions of said right of way outside of the said 55 foot width to be retained should be released to the owners of said properties for their development and use, subject to certain conditions including monetary or other considerations in favor of the Commonwealth of Virginia as may be prescribed and approved by said Department, Whereas, the Town Council of Grundy at meetings held on October 2, 1951, March 14, 1952 and April 3, 1952, adopted resolutions proposing, in effect, that the portions of the existing right of way lying outside of the 55 foot width and 27.5 feet on either side of the survey centerline be disposed of in such manner as to be of the best interest of the Town of Grundy and the public as a whole, Whereas, the State Highway Commissioner has certified in writing that the portions of the existing right of way of Route 460 in the Town of Grundy, in excess of the 55 foot width, 27.5 feet on either side of the centerline thereof, are deemed no longer necessary for the State Highway System and has recommended that said portions be released and quitclaimed to such parties as may request the same, and who will agree to pay the Commonwealth such sums of money and perform such work and enter into such covenants and agreements with the Commonwealth as may be prescribed by and approved by the Department of Highways, Now, therefore, as provided for by Section 33-76.6 of the 1950 Code of Virginia, as amended, the release and quitclaim of the said portions of excess right of way outside of the 55 foot width to be retained is hereby approved, and the State Highway Commissioner is hereby authorized to execute and deliver deeds for such considerations and subject to such conditions, covenants and agreements as may be prescribed by the Department of Highways and approved by the State Highway Commissioner.

At 8:30 A.M., Monday, May 5, the Commission met in the Auditorium of the Appalachian Electric Power Company Building, corner of Franklin Road and First Street, S.W., and held public hearings on the tentative allocation of funds for the fiscal year 1952-1953. All those from the Salem, Bristol, Staunton and Lynchburg Districts who were present and so desired were heard by the Commission. The Chairman stated that the Commission wanted to encourage local officials to bring their problems to the Commission; that knowing local needs made it possible to adjust the construction program; that the allocations as set up and the hearings as advertised were all handled under provisions of the law.

After the hearings Mr. Tucker O. Watkins, Jr., and Mr. J.P. Wycor returned home and the other members of the Commission drove to Richmond and spent the night.

Tuesday morning May 6 the Commission held public hearings on the tentative allocation of funds for the fiscal year 1952-1953 for the Richmond, Fredericksburg, Culpeper and Stafford Districts in the Central Highway Office Building. Again all those who had problems to present to the Commission were given an opportunity to be heard. The Chairman advised the meeting of the conditions under which allocations are made and hearings advertised and thanked all those present for coming to the hearings.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the following changes be made in the allocations as set up tentatively for the Fredericksburg District:

Strike out - Route 202, Westmoreland County - \$50,000.00 to strengthen Bridge over Nonini Creek at Mount Holly.

Add - Route 360, Northumberland County, \$8,000.00 for Curb and Sidewalk in Callao.

Add - To the Construction Reserve-Fredericksburg District-\$22,000.

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the following changes be made in the allocations as set up tentatively for the Culpeper District:

Reduce - \$15,000.00 to \$13,000.00 for Route 236, Fairfax County, Int. Route 244 at Annandale.

Add - \$800.00 for Route 60, Loudoun County, Sidewalk in Town of Middleburg.

Motion carried.

Moved by Senator Nelson, seconded by Mr. Watkins, that the following changes be made in the 1951-1952 allocations for the Staunton District:

Reduce - District Reserve Fund - \$85,000.00 AMB

Add - Route 42 Rockingham County Town of Broadway \$85,000.00  
Provided Broadway will furnish E/W  
of a width sufficient to construct a  
minimum 40 ft. curb to gutter width.

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the following changes be made in the allocations as set up tentatively for the Fredericksburg District:

Reduce - Construction Reserve fund to \$4,156.00

Add - Route 2, Caroline County 25,000.00  
Town of Bowling Green - Widening

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the following changes be made in the allocations tentatively set up in the Richmond District:

Reduce the Tentative Allocation - on Route 6, West of State Farm - West  
(Continue Reconstruction) from \$150,000. to \$117,000.

Add - Route 54, Hanover County, RF&P RR - West  
Curb and Gutter in Town of Ashland 35,000.

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the request of the Town of Louisa for an allocation for curb, gutter and sidewalk along approximately 900 feet of Route 33 having been carefully considered, the Town officials be advised that the request will be before the Commission for consideration when funds are allocated for 1953-1954.  
Motion carried.

Moved by Mr. Rogers, seconded by General Anderson, that the following changes be made in the tentative allocations in the Culpeper District:

Reduce the allocation on Route 20, Orange County, Orange-West  
from \$126,000. to \$124,000.

Add - Route 17, Fairfax County, Falls Church-West, Bit. Con. \$2,000.00  
Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that the allocation tentatively set up on Route 501 in Campbell County of \$60,000.00 for curb and gutter and sidewalk in Brookneal, remain as it is until a decision can be made as to what change, if any, will be made in Route 501 south of Route 40. Motion carried.

Moved by Mr. Dutton, seconded by Mr. DeHardit, that after most careful consideration of the request of the City of Richmond for the Department of Highways to participate in resurfacing of the Lee Bridge, it being the unanimous opinion of the Commission that the work involved should be considered a maintenance item, the request be not granted and the City Officials be so advised. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that whereas, by terms of an annexation decree in the Circuit Court of the County of Fairfax, effective January 1, 1952, the corporate boundaries of the City of Alexandria were extended to include within the annexed area certain streets eligible for payment at the rate of \$800 per mile, now, therefore, be it resolved, that streets within the annexed area, totaling 8.88 miles and meeting the standards required under Section 53-115.2 of the 1950 Code of Virginia, amended, be added to the designated streets within the City of Alexandria. The additional 8.88 miles to be made effective for payment at the annual basis rate of \$800.00 per mile beginning the 3rd quarter, January 1, 1952. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that whereas, by virtue of the completion of the construction of the so called by-pass through South Boston and the Bank Street connection in South Boston, request is made by the Town of South Boston in their resolution dated March 5, 1952, for the renumbering of the Primary Extensions within the Town and also recommended by our Highway Engineers as follows:

Present Route 54 (By-Pass) to be renumbered as a continuation of Route 304 from the intersection of present Route 304 south through the Town of South Boston to the intersection of Route 58 south of Dan River.

Present Route 304 (Hodges Street) between Route 129 and Route 304, to be renumbered Route 34.

Present Route 34Y, the new connection over Bank Street (Seymour Drive) between the intersection of present Route 54 and Route 501, to be renumbered Route 304Y.

Be it further resolved, that under Section 53-115, 1950 Code of Virginia, amended, the Town of South Boston receive payment on Primary System street extensions at the rate of \$4000. per mile, effective January 1, 1952, as follows:

Route 304Y, new connection over Bank Street (Seymour Drive) from the int. of the by-pass (present Route 34) to Route 501 - - - - - Length 0.717 MI.

Route 34 (Hodges Street) additional mileage due to relocation and construction to connect Route 304 - - - - - Length 0.087 MI.

Motion carried,

TOTAL ADDITION

0.774 MI.



Whereas, Section 46-536 of the Code of Virginia 1950 provides that the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, increase the maximum weights permitted on the road surface of certain highways, or parts thereof, such as in the opinion of the Commission are capable from the standpoint of the design, strength and condition, of carrying such maximum weights as prescribed in Sub-sections (3) and (4) of this section; and whereas, Sub-section (3) of said Section provides maximum limits of 18,000 pounds axle weights and gross weights of 40,000 pounds for vehicles having three axles; and whereas Sub-section (4) of said section provides maximum limits of 18,000 pounds axle weights and gross weights of 50,000 pounds for vehicles having four or more axles; and whereas, Section 46-537 provides that the State Highway Commission shall cause every highway or part thereof, on which the maximum weight per axle and the maximum gross weight have been increased as provided in the preceding Section to be marked with appropriate signs indicating respective weight limits permitted, now, therefore, be it resolved that the State Highway Commission under authority of Section 46-536 of the Code of Virginia 1950 prescribed in Sub-sections (3) and (4) of said Section and hereby orders that appropriate signs be thereon posted;

Route	From	To	Length (Miles)
202	Route 3 at Templeman's Crossroads	Rt. 360 at Callao	18.8
205	Route 3 at Lyella	Kinsale	9.8
		TOTAL	28.10

A total of 5,486.87 $\frac{1}{2}$  miles in the 50,000 pound system and 58.72 miles in the 40,000 pound system.

\*5,483.78 miles in the Primary System  
3.09 miles in the Secondary System.

Moved by Mr. Rawls, seconded by Mr. Rogers, that whereas, the Bristol, Tennessee-Virginia Survey Committee has concluded its traffic survey and made certain recommendations for the relief of congestion in the downtown areas of Bristol, Tennessee and Virginia which have been adopted by the respective City Councils; now, therefore, be it resolved, that the following routings of Primary Extensions in the downtown areas of Bristol, Tennessee-Virginia are proposed and that the portion of such routings lying in Bristol, Virginia are hereby approved,

Route 11W Southbound - From a connection with Route 11 at the intersection of Piedmont and Cumberland Streets, south on Piedmont to State Street and thence west on State Street.

Route 11W Northbound - East on State Street to 9th Street, south on 9th Street to Shelby, east on Shelby to 7th Street & north on 7th Street to the intersection of State and Piedmont Streets where it connects with Route 11.

- Route 11E Southbound - From a connection with Route 11W at the intersection of 7th and Shelby Streets, east along Shelby Street to 5th, thence south along 5th; also from a connection with Route 11 at the intersection of Piedmont and Cumberland Streets, east along Cumberland to Lee and south along 5th and Lee to Anderson, thence south along Anderson.
- Route 11E Northbound - North along 4th to State and west along State to Piedmont where it connects with Route 11.
- Route 19 Southbound - From the intersection of Piedmont and Cumberland Streets, east along Cumberland to Lee, south along 5th and Lee to Anderson, thence south along Anderson.
- Route 19 Northbound - North along 4th to State, west along State to Piedmont, thence north along Piedmont.
- Route 58 Westbound - From the intersection of Piedmont and Cumberland Streets, south along Piedmont to State, thence west along State.
- Route 58 Eastbound - East along State to 9th, thence south along 9th to Shelby, east along Shelby to 7th, thence north along 7th and Piedmont.
- Route 76 Northbound - From the intersection of Lee and Cumberland Streets, east along Cumberland to Front, south along Front to State, east along State to Goodson, thence north along Goodson.
- Route 76 Southbound - South along Goodson to State, east along State to 4th.
- Route 421 Southbound - East along State to 9th, south along 9th to Shelby, east along Shelby to 4th, north along 4th to State, east along State to Pennsylvania Ave., thence south along Pennsylvania Avenue; also from a connection with Route 11 at the intersection of Piedmont and Cumberland Streets, east along Cumberland to Front and south along Front to State.
- Route 421 Northbound - North along Pennsylvania Ave. to State, thence west along State; also from a connection with Route 11 at the intersection of Piedmont and Cumberland, south along Piedmont to State.

And be it further resolved, that under authority of Section 33-113 of the 1950 Code of Virginia, amended, the City of Bristol be made eligible to receive quarterly payment with the annual base rate of \$4000. per mile on additional Primary System street extensions, effective beginning the first quarter, July 1, 1952.

Routes 19, 11E and 421 (Cumberland Street) From Piedmont	
to Front Street - - - - -	Length 0.228 MI.
Routes 19 and 11E (Lee Street) From State Street to	
Cumberland Street - - - - -	Length 0.085 MI.
Routes 421 and 78 (Front Street) From State Street	
to Cumberland Street - - - - -	Length 0.056 MI.
	Total 0.327 MI.

Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that whereas requests have been made for the assignment of prisoners from the convict road force for work on farms in harvesting crops, and whereas the prisoners assigned to the convict road force are needed on the highways in the areas where the camps are located, be it resolved that the policy of the Commission for the year 1952 be regretfully to deny assigning prisoners working on roads to farm work. Motion carried.

Moved by Mr. Rogers, seconded by Senator Nelson, that the Commission regretfully deny the request for a change in the thickness of the surface on Route 7 from 125 pounds to 200 pounds, in the City of Falls Church - From Route 211 to W.C.L. It was felt that 125 pound treatment would be helpful. Motion carried.

SUMMARY OF CONSTRUCTION FUNDS \$50,605,954.

FOR FISCAL YEAR 1952-1953

	<u>Amount</u>
City Street Funds -	\$ 2,389,944.
Urban Federal Aid -	2,205,544.
Matching Urban Federal Aid - 25% -	1,280,452.
(Including Arlington County's 50%)	
Surveys and Plans -	570,000.
Rights of Way -	4,426,588.
New Signs and Signals -	151,000.
Planning -	222,542.
Landscaping -	222,542.
Rural Construction -	18,859,702.
Urban Construction -	388,500.
(Exclusive of Urban Federal Aid)	
To be matched by Cities	
Total	<u>\$50,605,954.</u>

CONSTRUCTION FUNDS - FISCAL YEAR 1952-1953

Final Allocation of  
 State Funds  
 Seventh Post War Year, 1953 Federal-Aid Primary Funds  
 Seventh Post War Year, 1953 Federal-Aid Secondary Funds (30% of Apportionment)  
 Seventh Post War Year, 1953 Federal-Aid Urban Funds  
 Total Funds

\$23,189,309.  
 4,236,900.  
 974,381.  
 2,203,344.  
\$30,603,934.

APPORTIONMENT OF ABOVE CONSTRUCTION FUNDS FOR YEAR 1952-1953

Districts Apportionment of \$26,100,590. Based on Factors of Area, Population and Mileage.  
 Percentages to be used in apportionment of \$2,000,000 Fund on the basis of the Uncompleted Mileage in the Primary System as Provided for in Section 33-32, Code of Virginia of 1950.  
 Apportionment of \$2,203,304. Based on Factor of Population of 5,000 or more (1950 Census) in accordance with Federal-Aid Highway Act of 1950.  
 Total of Combined Funds

	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount
Bedford	13.32	\$ 3,516,559.	17.63	\$ 352,600.	2.88	\$ 63,156.		\$ 3,932,315.
Bell	12.84	3,389,836.	14.13	282,600.	10.89	239,944.		3,912,380.
Lynchburg	11.70	3,088,869.	12.39	247,800.	7.07	155,776.		3,492,445.
Richmond	11.41	3,044,325.	10.21	204,200.	22.41	493,770.		4,502,295.
Suffolk	15.13	3,994,109.	13.85	277,000.	30.43	670,178.		4,942,887.
Fredricksburg	7.38	1,948,363.	6.81	136,200.	0.97	21,372.		2,105,935.
Gulphur	13.60	3,590,480.	10.42	208,400.	18.36	404,534.		4,203,414.
Staunton	11.62	3,067,749.	14.56	291,200.	6.99	154,044.		3,512,993.
<b>TOTAL</b>	<b>100.00</b>	<b>\$26,400,590.</b>	<b>100.00</b>	<b>\$2,000,000.</b>	<b>100.00</b>	<b>\$2,203,304.</b>		<b>\$30,603,934.</b>

Moved by Mr. Wampler, seconded by Mr. Rawls, that the final allocations for the Bristol District for 1952-1953 be as follows:

BRISTOL DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 184,739.
Urban Federal-Aid -	63,456.
Matching Urban Federal-Aid - 25% -	31,728.
Surveys and plans -	75,000.
Rights of Way -	533,509.
New Signs and Signals -	12,400.
Planning -	30,559.
Landscaping -	<u>30,559.</u>
<b>TOTAL</b>	<b><u>\$ 991,750.</u></b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Wythe	Wytheville - West (Supplemental allocation for construction to 4-lane pavement)	\$ 300,000.
11	Sayth	Marion - West (Begin construction of 4-lane pavement)	200,000.
16	Tazewell	Asberrys Post Office - North (Continue reconstruction)	165,000.
16	Tazewell	Revised Intersection at Route 681 (River Jack)	5,000.
19 & 460	Tazewell	Revised Intersection at Route 61, Four Way (East of Tazewell)	35,000.
19	Washington	Alt. 53 (North of Abingdon) - North (Bituminous resurfacing and super-elevation of curves)	58,000.
19	Tazewell	West Flanagan - West (Supplemental allocation to continue reconstruction)	200,000.
21	Bland & Wythe	Bland-Wythe County Line - North and South (Bituminous resurfacing and super-elevation of curves)	67,200.
21	Bland	Bastian - North and South (Strengthen base and super-elevate curves)	56,000.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
42	Smyth	Route 16 - East (Complete the hard surfacing between Bland County Line and Route 16)	\$ 115,000.
52	Washington	Damascus - East (Continue reconstruction, including new connection to Route 91)	180,000.
Alt. 58	Wise	West St. Paul - West (Reconstruct)	91,000.
61	Bland	Rocky Gap - West (Continue reconstruction)	184,000.
64	Dickenson & Russell	Trammel - Dents (Continue reconstruction)	215,000.
66	Scott & Russell	Dungannon - Banners Corner (Supplemental allocation for reconstruction)	80,000.
66	Scott	Dungannon - West (Reconstruction between Dungannon & Ft. Blankens)	40,000.
67	Russell & Tazewell	Honaker - Raven (Continue Reconstruction)	115,000.
71	Russell	Scott County Line - Parsonsage (Supplemental allocation for reconstruction)	100,000.
72	Scott & Wise	Dungannon - Coeburn (Continue reconstruction)	85,000.
78	Wise	Appalachia - North (Supplemental allocation to complete gaps between bridges now under construction)	80,000.
80	Buchanan & Russell	Council - Honaker (Continue reconstruction)	220,000.
85	Dickenson	Curb and Gutter in Clintwood	7,000.
90	Wythe	Rural Retreat - Speedwell (Continue reconstruction)	189,000.
91	Washington	Damascus - South (Reconstruction)	70,000.
91	Smyth	Saltville - East (Reconstruction)	50,000.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
460	Buchanan	South of Dismal River Bridge - South (Reconstruction)	35,000.
460	Buchanan	Sidewalk on Bridge over Watkins Branch at Royal City (Near Grundy)	1,000.
460	Tazewell	Sidewalk, Curb and Gutter and Widening in Raven (Supplemental allocation)	50,185.
--	--	Additional super-elevation on curves (District-wide)	47,000.
Total, Rural Construction			<u>\$2,888,365.</u>

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

19 & 460	Tazewell	Town of Bluefield (Widen bridge over Bluestone River)	7,500.
Alt. 58	Wise	Town of Norton (Supplemental allocation for grade separation and approaches)	25,000.
460	Tazewell	Town of Richlands (Supplemental allocation for sidewalk, curb and gutter and pavement widening)	20,000.
1952-1953 Bristol District Total			<u>\$3,932,615.</u>

Motion carried.

Moved by Mr. Mysor, seconded by Mr. Rawls, that the final allocations for the Salem District for 1952-1953 be as follows:

	<u>Amount</u>
City Street Funds --	\$ 370,880.
Urban Federal-Aid --	289,944.
Matching Urban Federal-Aid -- 25% --	119,972.
Surveys and Plans --	70,000.
Rights of Way --	674,404.
New Signs and Signals --	19,500.
Planning --	26,752.
Landscaping --	26,752.
<b>TOTAL</b>	<u>\$1,548,104.</u>

SALEM DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
8	Patrick	Sidewalk and Pavement Widening in Town of Stuart	\$ 30,000.
11	Pulaski	East Pulaski - East (Supplemental allocation for 4- lane construction)	500,000.
11	Pulaski	Revise Curve at Int. Routes 11 and 100Y, West foot Draper Mountain (Supplemental allocation)	45,000.
11	Pulaski	Pulaski - Route 100Y (Bituminous resurfacing and super-elevation of curves)	28,000.
42	Giles	Route 450, Newport - School, Route 601 (Widen and sidewalk on one side)	40,000.
48	Bedford	North Bedford - North (Continuous reconstruction)	35,000.
57	Henry	Stanleytown - Bassett (Bituminous resurfacing)	20,000.
58	Carroll	Hillsville toward Galax (Reconstruct and super-elevate curves)	100,000.
58	Henry	West Martinsville - West (Continuous reconstruction)	100,000.
58	Patrick	Sidewalk in Town of Stuart (Town to participate in cost of sidewalk)	1,276
100	Pulaski	West Dublin - West (Begin construc- tion of 2-lane heavy duty pavement)	150,000.
100	Pulaski	Construct Additional Truck (creep) lane over Cloyd's Mountain North of Dublin	75,000.
100	Pulaski	Dublin - Giles County Line (Bituminous resurfacing and super-elevation of curves)	42,000.
220	Henry	South Martinsville - South (Continuous widening and super-elevation of curves)	200,000.
220	Roanoke	South Corporate Limits of Roanoke - South (Bituminous resurfacing)	11,000.



SALEM DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
220	Roanoke & Franklin	South Roanoke - South (Bituminous resurface and super-elevate curves on old lane)	\$ 16,000.
220	Franklin	South Boone Hill - South (Supplemental allocation for construction over or around Grassy Hill)	350,000.
221	Roanoke	Superelevate and Widen Curve near Cave Spring	5,000.
297	Bedford	East Bedford - East (Continue reconstruction)	100,000.
460	Giles	Pearisburg - Hoge Store (Supplemental allocation for reconstruction)	100,000.
460	Bedford	Bedford - West (Build dual lane)	550,000.
460	Bedford	Relocate West Approach to Big Otter River Bridge	100,000.
--	--	Additional Superelevation on Curves (District-Wide)	50,000.
501	Bedford	Correction of Curvature	50,000.
		Reserve	42,000.
		Total, Rural Construction	<u>\$2,350,276.</u>

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

24	Roanoke	Bridge over Tinker Creek in Town of Vinton ( $\frac{1}{2}$ cost of new bridge)	12,500.
24	City of Roanoke	Bridge over Tinker Creek ( $\frac{1}{2}$ cost of new bridge)	12,500.
		1952-53 Salem District Total	<u>\$3,912,880.</u>

Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the final allocations for Lynchburg District for 1952-1955 be as follows:

LYNCHBURG DISTRICT

	<u>Amount</u>
City Street Funds =	\$ 248,660.
Urban Federal-Aid =	155,778.
Matching Urban Federal-Aid = 25% =	77,889.
Surveys and Plans =	75,000.
Rights of Way =	610,461.
New Signs and Signals =	13,000.
Planning =	24,760.
Landscaping =	24,760.
<b>Total</b>	<b><u>\$1,250,305.</u></b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
24	Appomattox	Buckingham County Line - West (Bituminous resurfacing and superlevating curves)	85,000.
29	Pittsylvania	Curb and Gutter in Gretna (Supplemental allocation)	10,000.
29	Amherst	Sidewalk from Madison Heights High School - North	15,000.
29	Amherst & Nelson	Amherst - North (Supplemental allocation for reconstruction)	325,000.
29	Campbell & Pittsylvania	Altavista - North and South (Supplemental allocation)	300,000.
29	Amherst	Monroe - North and South (Bituminous resurfacing and superlevation of curves on sections)	30,000.
29A	Amherst	Lynchburg Distribution Road (Supplemental allocation)	300,000.
40	Charlotte & Campbell	East of Charlotte-Campbell County Line - East Corporate Limits of Brookneal (Recondition and super- elevate curves)	185,000.
41	Pittsylvania	Northwest Danville - West (Modify curves and widen)	40,000.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
47	Charlotte	Sidewalk in Charlotte Courthouse	5,000.
47	Charlotte	Revise Curves between Route 350 and Drakes Branch	25,000.
57	Pittsylvania	Curb and Gutter in Chatham (Supplemental allocation)	10,000.
58	Pittsylvania	Sidewalk West of Danville	6,000.
58	Pittsylvania	East Danville - East (Supplemental allocation for dual lane)	100,000.
Alt. 58	Pittsylvania	Danville - West (Supplemental allocation)	285,000.
131	Appomattox	Sidewalk in Appomattox from Route 460 to 0.45 mile South (Town to participate in cost of sidewalk)	14,000.
344	Halifax	Curb and Gutter and Sidewalk in Scottsburg (Southern Railroad-School)	40,000.
360	Prince Edward	Sidewalk in Green Bay	7,000.
460	Appomattox	Sidewalk in Appomattox between Route 26 & Route 9021 (Town to participate in cost of sidewalk)	11,000.
460	Campbell	East Lynchburg - East (Supplemental allocation for dual lane)	200,000.
460	Appomattox & Campbell	Concord - East and West (Bituminous resurfacing)	45,000.
501	Halifax	North Corporate Limits South Boston- Route 129 (4-lane pavement)	100,000.
501	Halifax	Route 58 (Rivardale)-Route 96 (Bituminous resurfacing)	40,000.
96	Halifax	Whitts Store - Virginia	50,000.
501	Campbell	Curb and Gutter and Sidewalk in Brookneal (Route 40 - North)	60,000.
		Reserve	4,140.
		Total, Rural Construction	\$2,282,140.
		1952-1953 Lynchburg District Total	\$3,492,445.

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rains, that the final allocations for the Richmond District for 1952-1953 be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 521,219.
Urban Federal-Aid -	495,770.
Matching Urban Federal-Aid - 25% -	248,885.
Surveys and Plans -	75,000.
Rights of Way -	464,239.
New Signs and Signals -	10,000.
Planning -	31,919.
Landscaping -	51,919.
<b>Total</b>	<u>\$1,874,951.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Mecklenburg	South Hill - North (Bituminous resurfacing and superelevation of curves)	75,000.
1	Hanover	Henrico County Line - North (Bituminous resurfacing and superelevation of curves)	47,000.
1	Hanover	Achland - North (Bituminous resurfacing on sections)	20,000.
1	Chesterfield	Widen Small Bridge on Southbound Lane at DuPont Entrance	3,000.
5	Charles City	East Turkey Island Creek - East (Continue reconstruction)	100,000.
8	Goosland	West State Farm - West (Continue reconstruction)	117,000.
10	Prince George	Superelevate and Resurface two curves at Bailey's Bridge and Garyville	14,000.
10	Prince Geo. & Chesterfield	Bridge over Appomattox River at Bpewell (Refloor and resurface)	8,000.
10	Chesterfield	Route 144 - Atlantic Coast Line Railway at Chester (Sidewalk and widen surface)	20,000.
10	Chesterfield	Chester - East (Supplemental allocation)	20,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
10	Chesterfield	South Richmond - South (Continue construction)	\$ 102,000.
35	Henrico	Richmond City Limits toward Greendale (4-lane construction)	200,000.
36	Prince George	Deceleration Lane at Intersection at Fort Lee	10,000.
40	Hottoway & Lunenburg	Blackstone - Kenbridge (Supplemental allocation for reconstruction)	200,000
40	Lunenburg	Curb and Gutter in Victoria (Supplemental allocation)	30,000.
40	Dimwiddle	Small bridges East and West of McKenney (Supplemental allocation)	16,000.
47	Mecklenburg	Charlotte County Line - East (Scarify and superlevate curves)	14,000.
49	Hottoway	Overpass Norfolk and Western Railway at Crane	125,000.
49	Lunenburg	Curb and Gutter in Victoria (Supplemental allocation)	15,000.
54	Hanover	R.F. & P. RR - West Curb & Gutter in Ashland	58,000.
54	Hanover	Ashland - East (Modify and superlevate curves also, scarify and reshape surface)	55,000.
58	Mecklenburg	Boydton - West (Continue reconstruction)	200,000.
58	Brunswick	Sidewalks in Lawrenceville	1,000.
60	Powhatan	Chesterfield County Line - West (Scarify, reshape and resurface)	30,000.
60	Henrico	Additional Superlevation of Reverse Curve at Bear Swamp East of Sandston	6,000.
60	Henrico	Right Turn Lane at Entrance to Richmond Air Base	4,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
80	New Kent	Providence Forge - East and West (Bituminous resurfacing and super- elevating of curves on eastbound lane)	50,000.
155	Amelia	Route 88 (Scotts Fork)-South (Recondition & Superelevate curves)	18,000.
154	Prince George	Overpass Norfolk and Western Railway near intersection of Route 460	125,000.
250	Gooseland	Centerville - West (Bituminous resurfacing & super- elevating of curves)	40,000.
250	Henrico	Drainage Structure at Jordan Branch	25,000.
301	Prince George	Route 85 - South (Build 4-lanes)	500,000.
307	Amelia	Revise Intersection with Route 560 (W. of Jetersville)	8,844.
358	Henrico	Sidewalk on Hilliard Road (Between Rt. 161 & Rt. 55)	8,000.
360	Nottoway	Burkeville - West (Reconstruction)	130,000.
360	Chesterfield	West Richmond - West (Supplemental allocation)	300,000.
360	Henrico	Improve Sight Distance at Harvie Road Intersection	1,500.
460	Dinwiddie	Ford - West (Relocation)	<u>150,000.</u>
		Total, Rural Construction	<u>\$2,596,344.</u>
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal-Aid)			
To be matched by City			
1 & 301	City of Petersburg	Widen & Bituminous Resurfacing on Routes 1 and 301	25,000.
301 & 460	City of Petersburg	Superelevate Curve on Grater Road at Hlandford's Cometary	6,000.
		1952-1953 Richmond District Total	<u>\$4,502,295.</u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the final allocations for the Suffolk District for 1952-1953 be as follows:

SUFFOLK DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 584,128.
Urban Federal Aid -	670,478.
Matching Urban Federal Aid - 25% -	885,289.
Surveys and Plans -	70,000.
Rights of Way -	808,857.
New Signs and Signals -	52,000.
Planning -	31,805.
Landscaping -	31,805.
Total -	<u>\$2,564,292.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
10 & 25B	Isle of Wight	Raise Fill at Cypress Creek near Smithfield	13,000.
13	Accomack	North Nelsonia - South - Oak Hall (Continue 4-lane construction)	450,000.
13	Accomack	Oak Hall - South (Bituminous resurface and superelevate curves on old lane)	40,000.
15	Princess Anne	Diamond Springs - Route 60 (Bituminous resurface & stabilize shoulders)	10,000.
15	Norfolk	New Deck for Gilnerton Bridge	95,000.
17	York	North Tabbs - North (Complete gap)	280,000.
17	Norfolk	South Corporate Limits of Portsmouth Victory Boulevard (Widen to 4-lanes)	100,000.
58	Princess Anne	Laskin Road - West (Complete the 4-lane construction between Norfolk and Laskin Road)	375,000.
58	Greensville	Emporia - East (Widen and resurface)	40,000.
60	Warwick	Hilton Village (Supplemental allocation)	50,000.
60	Warwick	Hilton Village - West (Widen to 4-lanes)	100,000.

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
60	Warwick	Morrison - West (Bituminous resurfacing on sections)	\$ 15,000.
134	Elizabeth City	Route 258 - 3.7 miles North (Bituminous resurfacing & super-elevation of curves)	25,000.
145	Elizabeth City	Victoria Boulevard (Continue new construction between Hampton and Newport News)	180,000.
194	Norfolk	Channelization at Five Forks (Routes 677 & 678 near Norview)	14,000.
258	Southampton	Route 169 - North Carolina State Line (Bituminous resurface, super-elevate curves and stabilize shoulders)	52,000.
258	Isle of Wight	Isle of Wight Court House - South (Supplemental allocation for reconstruction)	50,000.
301	Greensville	Esperia - North	300,000.
		Reserve	<u>50,585.</u>
		Total, Rural Construction	<u>\$2,177,585.</u>

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

480	City of Norfolk	Grade Separation, Norfolk and Western Railway on Brambleton Ave. (To be matched by like amount from both the City and Railroad)	200,000
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1952-1953 Suffolk District Total \$4,941,887.

Motion carried.



Moved by Mr. DeHardit, seconded by Mr. Rawls, that the final allocations for the Fredericksburg District for 1952-1953 be as follows:

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 31,016.
Urban Federal-Aid -	21,872.
Matching Urban Federal-Aid - 25% -	10,686.
Surveys and Plans -	50,000.
Rights of Way -	279,255.
New Signs and Signals -	8,000.
Planning -	17,235.
Landscaping -	17,235.
<b>Total</b>	<b>\$ 482,799.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Stafford	North Fredericksburg - North (Bituminous resurfacing and superelevation of curves)	55,000.
1	Spotsylvania	South Fredericksburg - South (Bituminous resurfacing and superelevation of curves)	7,500.
2	Caroline	Town of Bowling Green - Widening	25,000.
3	Spotsylvania	West Five Mile Fork - West (Strengthen surface and superelevate curves)	10,000.
3	Stafford	Bituminous resurfacing at Judyville (East of Fredericksburg)	15,000.
3	King George	Stabilize Shoulders at King George Court House	9,000.
3	Lancaster	Extend Sidewalk at Irvington	1,500.
3	King George	King George Court House - West (Supplemental allocation for reconstruction)	50,000.
17 & 860	Essex	Bridge & Approaches Haskins Creek	285,000.
17	Middlesex	North Saluda - North (Resurfacing and strengthening)	150,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
17	Essex	Vauters Church - Loretto (Supplemental allocation)	\$ 70,000.
17 & 2	Spotsylvania	Fredericksburg - Entrance to Sylvania Plant, Route 688 (widen to 4 lanes)	25,000.
30	King William	West Point - Port Richmond (Supplemental allocation for curb and gutter)	60,000.
202	Northumber- land	Curb and Gutter in Calleo	12,000.
208	Spotsylvania	Remodel and Widen Bridge over Ta River near Post Oak	15,000.
208	Spotsylvania	Widen Small Bridge near Leavells	2,000.
216	Gloucester	Route 17 - Archilles Post Office (Supplemental allocation)	28,000.
223	Mathews	Route 198 (Hudgins) - East (Modify Curves)	25,000.
225	Mathews & Middlesex	Bridge over Piankatank River at Twiggs Ferry (Supplemental allocation)	500,000.
301	King George	Potomac River Bridge - South (Complete the strengthening and resurfacing of this route to Potomac River Bridge)	175,000.
301	Caroline	Hanover County Line - North (Bituminous resurfacing)	50,000.
360	Northumber- land	Heathsville - Calleo (Reconstruction)	75,000.
360	Northumber- land	Curb and Gutter and Sidewalk in Reedville (Route 644-Route 657)	40,000.
360	Northumber- land	Gutter and Sidewalk in Calleo	8,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
360	King & Queen	East of St. Stephens Church-East (Supplemental allocation to relocate and eliminate sharp curves and increase sight distances)	\$ 180,000.
--	--	Additional superlevation on curves (District-wide)	50,000.
		Reserve	<u>4,136.</u>
		Total, Rural Construction	<u>\$1,673,136.</u>
		1952-1953 Fredericksburg District Total	<u><u>\$2,105,985.</u></u>

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the final allocations for the Culpeper District for 1952-1953 be as follows:

CULPEPER DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 196,559.
Urban Federal-Aid -	404,534.
Matching Urban Federal-Aid - 25% - (Including Arlington Co.'s 50%)	321,027.
Surveys and Plans -	85,000.
Rights of Way -	695,482.
New Signs and Signals -	45,000.
Planning -	51,544.
Landscaping -	<u>31,544.</u>
Total	<u>\$1,806,690.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
1	Prince William	Stafford County Line - North (Bituminous resurfacing and superlevation of curves)	75,000.
1	Fairfax	Channelize Intersection at Fort Hunt Road (Route 629)	13,500.
3	Culpeper	Culpeper - East to Route 29	70,000.
7	Fairfax	Fort Buffalo - Alexandria (Supplemental allocation for reconstruction)	200,000.

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
7	Loudoun	East Leesburg - East (Bituminous resurfacing)	\$ 27,000.
7	Loudoun	Sidewalk in Leesburg Between Liberty and Ayre Streets (Town to participate in cost of sidewalk)	1,000.
16	Fluvanna	Dixie - North (Relocation and new bridge over Garys Creek)	100,000.
16	Loudoun	South Leesburg - South (Continue reconstruction)	100,000.
7	Fairfax	Falls Church - West (Sidewalk)	2,000.
20	Albemarle	Charlottesville - South (Supplemental allocation)	50,000.
20	Albemarle	Superelevate curves between Charlottesville & Harboursville	25,500.
20	Orange	Orange - West (Supplemental allocation)	124,000.
20	Orange	Orange - Wilderness Run	12,000.
28	Fauquier	Approaches to Cedar Creek Bridge at Catlett (Supplemental allocation)	40,000.
28	Albemarle	North Charlottesville - North (Build dual lane)	200,000.
29	Madison	Town of Madison (Widen pavement)	8,000.
29	Culpeper	Curb and Gutter in Town of Culpeper (Supplemental allocation)	15,000.
29 & 211	Fairfax & Prince Wm.	Centerville - South (Dual Lane)	280,000.
50	Arlington	Service Road Between Columbus St. and Wilson Street	7,500.
50	Fairfax	Bituminous resurfacing on Lee Boulevard between Seven Corners (Fort Buffalo) and Arlington County Line	12,000.

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
50	Loudoun	Sidewalk in Middleburg	\$800.
50	Loudoun & Fauquier	Relocation at Goose Creek (Supplemental allocation)	100,000.
50 & 120	Arlington	Separation Structure and Approaches Glebe Road and Lee Boulevard (Supplemental allocation)	200,000.
55	Fauquier	Reconstruction in Marshall	100,000.
198	Fairfax	Small Bridge west of Langley (Reconstruct arch culvert)	8,500.
211	Arlington	Sidewalk between North Edison Street and Glebe Road	8,000.
231	Happahannock	Madison County Line-Route 522 (South of Sperryville) (Strengthen surface and superelevate curves)	89,000.
236	Fairfax	Intersection Route 244 at Annandale	15,000.
240	Albemarle	Extend Sidewalk and curb and gutter at Crozet	15,000.
241	Fairfax	Route 1-Telegraph Road (Reconstruction)	50,000.
244	Arlington	Sidewalk between South Wakefield Street and South Dismiddle Street	5,000.
Alt. 250	Albemarle	Charlottesville Distribution Road	100,000.
287	Loudoun	Brunswick Bridge	375,000.
522	Louisiana	Sidewalk in Town of Mineral	<u>1,924.</u>
		Total, Rural Construction	\$2,884,724.
		<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-Aid) To be matched by City.	
7	City of Falls Church	Bituminous resurfacing from Route 211-West Corporate Limits	<u>12,000.</u>
		1952-1953 Culpeper District Total	\$4,203,414.

Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the final allocations for the Staunton District for 1952-1955 be as follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 252,648.
Urban Federal-Aid -	154,014.
Matching Urban Federal-Aid - 25% -	77,007.
Surveys and Plans -	70,000.
Rights of Way -	552,541.
New Signs and Signals -	15,800.
Planning -	27,768.
Landscaping -	27,768.
<b>Total</b>	<b>\$ 956,841.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Rockbridge	Lexington - North (Supplemental allocation for 4-lane construction)	250,000.
11	Rockbridge	Widen Small Bridge on Northbound Lane North of Fairfield	4,000.
11	Rockbridge	Fairfield - North and South (Bituminous resurfacing & super-elevation of curves on old lane)	40,000.
11	Shenandoah	Relocation at Fishers Hill, including new bridge at Tumbling Run	150,000.
11	Rockingham	Harrisonburg - Shenandoah County Line (Bituminous resurfacing and super-elevation of curves)	70,000.
12	Clarke	South Berryville - South (Continuous reconstruction)	125,000.
12	Page	Bridge at Grove Hill (Substructure and Approaches)	180,122.
18	Alleghany	Two Bridges over Potts Creek South of Covington (To match Forest Highway Funds)	90,000.
33	Rockingham	Bituminous Resurfacing in Town of Elkton	4,000.
39	Bath	Replace Bridge at Guys Run West of Millboro Springs	40,000.

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
39	Bath	Bridge and Approaches Jackson River West of Warm Springs (To match Forest Highway funds)	\$ 25,000.
39 & 42	Bath	Superelevate Curves between Rockbridge Co. Line & Hotchkiss	12,000.
42	Augusta	West Buffalo Gap - Craigsville (Continue reconstruction)	210,000.
42	Rockingham	Broadway - South (Complete the reconstruction from Harrisonburg to Broadway)	75,000.
42	Shenandoah	Forestville - Oeta Corner (Continue reconstruction)	40,000.
50	Frederick	Winchester - West (Reconstruction)	150,000.
50	Frederick	West Winchester - West (Bituminous resurface and superelevate curves)	40,000.
60	Rockbridge	Raise Grade above High Water and Build New Culvert Five Miles West of Lexington	30,000.
60	Allegheny	Clifton Forge - East (Bituminous resurfacing)	25,000.
60	Allegheny	Relocate Approaches to Chesapeake and Ohio Railway Overpass West of Covington	50,000.
211	Page	Luray - East and West (Superelevate curves)	25,000.
211	Page	Build Truck (creep) Lane up Blue Ridge Mountain	150,000.
251	Rockbridge	Bridge and Approaches Buffalo Creek at Murat	50,000.
252	Augusta	South of Staunton - South (Ease and superelevate curves)	120,000.

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
254	Augusta	Superelevate Curves between Staunton and Route 42 near Buffalo Gap	\$ 15,000.
265	Shenandoah	Route 42 - Mount Jackson (Easing and superelevation of curves)	60,000.
269	Bath	Williamsville - South (Continue reconstruction)	115,000.
269	Highland	McDowell - North (Supplemental allocation to ease and superelevate curves)	5,000.
277	Frederick & Clarke	Stephens City - East (Continue reconstruction)	60,000.
522	Frederick	North Winchester - West Va. Line (Bituminous resurfacing and superelevation of curves)	56,000.
522	Clarke & Frederick	Double Toll Gate - North (Reconstruct gaps)	114,000.
522 & 12	Warren	Riverton - North (Reconstruction)	200,000.
		Total, Rural Construction	<u>\$2,588,122.</u>
		<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-Aid) (To be matched by City)	
12	City of Waynesboro	Route 250 - North (Supplemental allocation)	18,000.
		1952-1958 Staunton District Total	<u>\$5,512,963.</u>

Motion carried.



The Commission feels that nothing is more important in the work of the Highway Department than maintaining proper public relations.

The Commission suggests that ALL complaints should be promptly and fully investigated. The Commission feels that if a District or Resident Engineer, or some other qualified person can contact the complainant quickly that great good will result.

The Members of the Commission feel that right of way costs are increasing out of all proportion to other costs. They hope that through legislative action or otherwise steps can be taken to alleviate this problem.

On Wednesday, May 7, the entire Commission attended the dedication ceremonies instant to the opening of the George Preston Coleman Memorial Bridge at Yorktown. The Commission was well received by the Dedication Commission and the public. The thought was oft expressed that this great structure is not only a fitting tribute to Mr. Coleman but also a splendid accomplishment of the State Highway Department and its engineers.

The Commission adjourned the meeting subject to the call of the Chairman.

Approved ✓

  
Chairman

Attested-

  
Secretary.