

**Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Roanoke and Richmond
May 4-6, 1935**

At 1:00 P.M., Wednesday, May 4, the following members of the Commission left the Central Highway Office Building in Richmond by automobile and drove to Roanoke; Messrs. E. P. Barrow, S. W. Rawls and Burgess E. Nelson. Accompanying these members were Messrs. Burton Marye, Jr., Deputy Commissioner and Chief Engineer, F. A. Davis and R. P. Ellison. In Roanoke Messrs. S. D. May, S. S. Flythe and Tucker C. Watkins, Jr., joined the members arriving from Richmond.

Mr. Howard C. Rogers and Senator Wm. A. Wright were unable to be present. J. A. Anderson was indisposed and unable to make the trip.

After dinner the Commission met in executive session at 8:45 P.M.

Mr. Marye, Deputy Commissioner, conducted the meeting.

It was moved by Mr. Barrow, and seconded by Sen. Nelson, that the minutes of the April 21 meeting be confirmed. Motion carried.

Moved by Senator Nelson, seconded by Mr. Watkins, that the Commission approve the permits issued from March 25 to date, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the permits cancelled by the Commissioner from April 21 to date, inclusive, as authorized June 25, 1947, and recorded in the Auditing Division be approved. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1529-09-10-11, Route 611, Int. Route 1 (Near Pohick) - 0.019 Mi. S. Int. Route 644 (Near Pullman's Store), Fairfax County, to the low bidder, Ralph E. Mills Company, Inc., Salem, Va., at the bid of \$216,584.69 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$238,200.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received April 20 for the construction of Project 8005-06-07-08, Route 18, S. 297 Mi. S. Int. Route 615 - 4.879 Mi. S. Int. Route 615, Alleghany County, to the low bidder, McDowall and Wood, Inc., Salem, Va., at the bid of \$155,728.04, that 10% additional be set aside to cover the cost of engineering and additional work, and \$8,476.00 for work by State Forces, making a total of approximately \$150,600.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1558-07, Route 807, Int. Route 684 (W. of Oak Park) - 0.18 Mi. E. Int. Route 681 (S. of Elly), Madison County, to the low bidder, S. L. Williamson Co., Inc., Charlottesville, Va. at the bid of \$28,180.75 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$31,000.00 chargeable to this project. Motion carried.

Moved by Senator Nelson, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1761-04-09, Routes 58 and 480, Int. Main & Milner Streets - 0.277 Mi. E. EOL Suffolk, City of Suffolk and Nansemond County to the low bidder, T. E. Brown, Windsor, N. C., at the bid of \$285,271.71, that 10% additional be set aside to cover the cost of engineering and additional work, \$8,990.00 for work by the railroad, \$1,841.00 for work by State Forces, and \$115,568.00 for right of way, making a total of approximately \$485,550.00 chargeable to this project. Motion carried.

Moved by Mr. Flythe, seconded by Senator Nelson, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1861-15, Route 185, 1.805 Mi. N. Int. Route 17 - Int. Route 17 (Access Road to Marine Ordnance Depot at Pig Point), Nansemond County, to the low bidder, Hechler Brothers, Inc., Highland Springs, Va., at the bid of \$177,880.47, that 10% additional be set aside to cover the cost of engineering and additional work, \$882.00 for work by State Forces, and \$4,490.00 for right of way, making a total of approximately \$201,000.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1840-15-1A, Route 610, 0.288 Mi. S. of S, End of Bridge over Three Creek - 0.889 Mi. N. of N, End Bridge over Three Creek, Greensville County, to the low bidder, Harold Buchanan, Construction, Clarksville, Va., at the bid of \$49,275.79, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$54,200.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1521-04, Routes 649 and 606, Int. Route 606 - 0.06 Mi. S. Int. Route 807 (S. of Route 7, Castleman's Ferry Bridge), Clarke County, to the low bidder, Nelson H. Clarke & Sons, Inc., Luray, Va., at the bid of \$47,357.92, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$52,100.00 chargeable to this project. Motion carried.

Moved by Mr. May, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 20 for the construction of Project 2304-01-02-05, Route 860, 1,371 Mi. E. of Amelia-Nottoway County line - 0.787 Mi. W. of Amelia Courthouse, Amelia County, to the low bidder, Short Paving Co., Inc., Petersburg, Va., on REGULAR BID of \$454,559.31, that 10% additional be set aside to cover the cost of engineering and additional work, \$16,120.00 for work by State Forces, and \$215,904.00 for right of way, making a total of approximately \$710,050.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1744-04, Route 58, Bridge over Mayo River, Henry County, to the low bidder, Stephen D. Steele, Rustburg, Va., at the bid of \$45,175.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$47,500.00 chargeable to this project; Additional \$47,500.00 required to be transferred from Project 1744-05. Motion carried.

Moved by Senator Nelson, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received April 20 for the construction of Project 8965-01, Route 188, 0.001 Mi. W. Int. Route 15 (Bears) - 0.550 Mi. W. Int. Route 15, Northampton County, to the low bidder, Carlton A. Crider, Chatham, Va., at the bid of \$19,803.79, that 9.12% 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 \$21,775.00 chargeable to this project; additional \$8,000.00 required to be provided in the 1955-56 Allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1585-12, Route 898, 0.057 Mi. E. of Route 707 (E. of Route 11) - S. End of Br. over N. Fork of Shenandoah River (S. of Ekinburg), Shenandoah County, to the low bidder, Virginia Asphalt Paving Co., Inc., Roanoke, Va., on REGULAR BID of \$58,880.53, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$62,350.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1526-11-14, Route 801, Int. Route 708 (N. of Sutherland) - 0.145 Mi. W. Int. Route 600 (W. of Petersburg), Dinwiddie County, to the low bidder, D. W. Winkleson Carolina Co., Greensboro, N. C., at the bid of \$69,518.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$76,450.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1819-07-08-09, Route 619, Int. Route 678 (Aspenwall) - 0.532 MI. E. of E. End of Br. over Oak Creek, Charlotte County, to the low bidder, Donald H. Salvage, Amherst, Va., at the bid of \$84,965.15, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$93,450.00 chargeable to this project; additional \$15,266.00 required to be provided in the County's Matched Secondary Federal Aid Funds. Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1980-04; 1955-08, Contract No. 2, Route 50, 2,842 MI. W. of WCL Middleburg - 0.405 MI. W. Loudoun-Fauquier County line, Fauquier and Loudoun Counties, to the low bidder, Richard F. Kline, Frederick, Md., at the net bid of \$172,644.25, that 10% additional be set aside to cover the cost of engineering and additional work, and \$10,092.50 for work by State Forces, making a total of approximately \$200,000.00 chargeable to this project; additional \$11,000.00 required to be provided from Culpeper District Construction Reserve. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1925-04-05, Route 450, 2,629 MI. W. of Int. Route 1 (Ritchies Store) - 3.502 MI. W. of Int. Route 1 (Ritchies Store), Dinwiddie County, to the low bidder, Norfolk Construction Co., Norfolk, Va., at the bid of \$157,426.55, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,707.00 for work by State Forces, and \$5,500.00 for work by the Railroad, making a total of approximately \$158,400.00 chargeable to this project; additional \$8,400.00 required to be provided from Richmond District Construction Reserve. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 20 for the construction of Project 1559-04, Routes 622, 623, 624 and 626, Int. Route 55 (Hartfield) - Int. Route 200 (W. of Grays Point), Middlesex County, to the low bidder, Richard F. Kiefer, Richmond, Va., at the bid of \$54,725.10 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$58,200.00 chargeable to this project; additional \$3,451.00 required to be provided from the 1955-56 Matched Secondary Federal Aid Funds for Middlesex County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission REJECT all bids received April 20 for the construction of Project 1542-12, Routes 615, 645, and 606, Int. Route 606 (Stadley) - S. End Br. over Pamunkey River at King William Co. line, Hanover County, the low bid being 12.8% over our estimate; and the project be readvertised. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the Commission REJECT all bids received April 20 for painting the James River Bridge, City of Warwick, the low bid being 71.8% over our estimate, and the project be readvertised. Motion carried.

A written report on the request for a new road from Alberta to the new consolidated high school east of Lawrenceville in Brunswick County was given to the Commission. It was moved by Mr. Barrow, seconded by Mr. Rawls, that the recommendation of the Department's engineers in a report of April 29 be accepted and the officials be authorized to proceed accordingly. Motion carried.

A report was given to the Commission on the proposed abandonment of a section of old Route 24 in Appomattox County through Appomattox Court House National Historical Park. It was moved by Mr. May, and seconded by Mr. Flythe, that the Commission appoint Mr. Geo. D. Felix, Right of Way Engineer, to hold a hearing for those opposed to the abandonment of the section of road referred to; the closing having been advertised according to law. Motion carried.

PRIMARY SYSTEM ADDITIONS AND DELETIONS 1955

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 55-27 of the Code of Virginia 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, 1955

District	Miles Transferred or Added to Primary System	Miles of Primary Transferred to Secondary System
Bristol	0.00	0.00
Salem	0.00	0.00
Lynchburg	0.00	0.00
Richmond	0.00	0.00
Suffolk	0.00	0.00
Fredericksburg	0.00	12.24
Gulpeper	0.00	0.00
Staunton	<u>0.00</u>	<u>7.52</u>
Total	0.00	19.76

Moved by Mr. Rawls, seconded by Senator Nelson that the following action on Additions and Deletions for the Bristol District be approved:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

NONE

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the following action on Additions and Deletions for the Salem District be approved:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

NONE

Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that the following action on Additions and Deletions for the Lynchburg District be approved:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

NONE

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the following action on Additions and Deletions for the Richmond District be approved:

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

NONE

Motion carried

Moved by Mr. Rawls, seconded by Mr. May, that the following action on Additions and Deletions for the Suffolk District be approved:

- A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

- B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

NONE

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the following action on Additions and Deletions for the Fredericksburg District be approved:

- A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

- B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

(1)	Essex County, Route 199	LENGTH
	Route 199 from the intersection of Route 560 at	12.24
	Miller's Tavern to the end of the Route at Bowlers	
	Wharf.	

Total 12.24

Motion carried.

Moved by Mr. May, seconded by Mr. Flythe, that the following action on Additions and Deletions for the Culpeper District be approved:

- A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Section 55-26 - Code of 1950 as amended)

NONE

- B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Section 55-27 - Code of 1950)

NONE

Motion carried.

Moved by Senator Nelson, seconded by Mr. Watkins, that the following action on Additions and Deletions for the Staunton District be approved:

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) Clarke County Route 274	4.33
Frederick County Route 274	3.19
Route 274 from the intersection of Route 11 north of Winchester to the Virginia-West Virginia State Line.	
Total	<u>7.52</u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that the following resolution be adopted: WHEREAS, the State Highway Commission in 1948 adopted a policy for financing road improvements serving newly established industries throughout the State, and WHEREAS, there has been some misunderstanding among various county authorities and civic associations concerning this policy and it is the desire of the State Highway Commission that this policy be reaffirmed and clearly communicated, and WHEREAS, the Commission does not have funds to provide secondary road service to industries, other than the regular annual appropriations to counties, and inasmuch as a locality is benefited by the location of a new industry therein, now therefore BE IT RESOLVED, that the cost of improving an existing secondary road shall be borne by the secondary system funds of the county in which the industry locates, supplemented by contributions from other sources; BE IT FURTHER RESOLVED, that any new road required by industry shall be established as a part of the secondary highway system, and the construction costs borne by secondary system funds for the county which will benefit from the industry, supplemented by contributions from other sources. On written request from the Board of Supervisors, the Highway Commission will allocate to a county during a given year a greater amount of secondary funds than would normally be allocated to such county. In such instances the Commission will reduce the amount normally allocated to this county during the ensuing three years in order to insure that the financing of any new roads or improvements to existing roads, as aforesaid, will be borne by the county. ACCORDINGLY, the Commission believes that before commitments for road improvements are made to an industry proposing to locate in a county, the Board of Supervisors should be consulted and should be responsible for all negotiations with the industry and others interested. Highway Engineers will be available to consult with the Board of Supervisors and upon request, will prepare surveys, engineering studies and cost estimates. The use of

secondary funds for such improvements must be approved by the Highway Commissioner. The Commission hereby directs that a copy of this resolution be forwarded to the Boards of Supervisors or other governing bodies of each county, Chambers of Commerce, and the State Department of Conservation and Development. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that as provided under Article 5.1, Section 53-78.5 of the 1950 Code of Virginia, amended, and upon recommendation of the Commissioner, the following sections of old Route 90 in Wythe County being no longer necessary for uses as a highway they be abandoned to the extent of alterations Sections 1 and 2 shown on plat dated February 18, 1955, Project 5998-05-06. That as provided under Article 2, Section 53-141 of the 1950 Code, amended, Section 3 shown on plat referred to be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Flythe, seconded by Mr. May, that, the section of Route 220 from a point 2.917 miles North of the North Carolina State Line (0.456 mile South of the SCL of Ridgeway) being shown on the plans for Project 1844-19-21-22 as Station 163/28.40 and extending in a northerly direction to and through the Town of Ridgeway, Virginia on a new location to a point 0.164 mile North of the NCL Ridgeway, Virginia (being Station 248/32 on the above mentioned plans) be designated as a Limited Access Highway, in accordance with Article 5, Chapter 1, Title 35, of the 1950 Code of Virginia, as amended. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that Whereas, there are several major divisions of the Highway Department operating under extremely crowded conditions, and Whereas, the second floor of the recently acquired Saunders Building is available for rent by the Commonwealth to its various agencies, and Whereas, this space which is to be air-conditioned and improved can be secured for approximately \$1 per square foot per year, Be It Resolved, that the Highway Commission requests the Division of Grounds and Buildings to reserve this space for occupancy by the Department of Highways. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Flythe, that whereas, in connection with the Shirley Memorial Highway, Route 850, Project 1400-D1, in Fairfax County, the Commonwealth acquired certain lands from L. W. and Sarah M. Hatch and Vernon M. and Minnie I. Lynch by deeds dated August 27, 1947, and October 20, 1950, of record in the Clerk's Office of said County in Deed Book 621, Page 150, and Deed Book 862, Page 808, respectively; the land described in the first deed as Parcel No. 6 and the land described in the second deed as Parcel No. 8 having been acquired for Service Road No. 5, as shown on Plan Sheets 16 and 17, from a point on Route 644 and extending in a Northerly direction 0.892 mile to a dead end; and Whereas, pursuant to a resolution adopted by the Board of Supervisors of said County at a meeting held on June 21, 1950, the addition of said Service Road No. 5 to the Secondary System of said County was approved by the State Highway Commissioner, effective August 21, 1950, and was assigned

Route No. 789; and Whereas, Edwin Lynch, Trustee for Vernon M. Lynch and Sons (a partnership), is now the owner of the lands abutting upon and along both sides of a section of Service Road No. 5, or Route 789, from Route 644 and extending Northerly approximately 0.2 mile, and Herbert Kronish is the owner of the lands abutting upon and along both sides of the remaining section of Service Road No. 5, or Route 789, approximately 0.692 mile in length; and Whereas, the said Edwin Lynch, Trustee, and Herbert Kronish propose to subdivide and develop the said lands abutting upon and along Service Road No. 5, or Route 789, and propose to request the said Board of Supervisors to abandon Service Road No. 5, or Route 789, in accordance with Section 55-78.9 of the 1950 Code of Virginia, as amended, and then request that the Commonwealth convey the same to them, each as to his own lands, as provided for by Section 55-78.11 of said Code, as amended, all in order that these lands may be more suitably subdivided and developed; and Whereas, by reason of the foregoing, the State Highway Commission will not object to the abandonment of Service Road No. 5, or Route 789, if proposed and approved by the Board of Supervisors of Fairfax County, and the State Highway Commissioner has certified in writing that upon such abandonment its use will no longer be deemed necessary. Now, Therefore, following the abandonment of Service Road No. 5, or Route 789, by the Board of Supervisors of Fairfax County, in accordance with Section 55-78.8 of the 1950 Code of Virginia, as amended, the conveyance of the portions thereof to the said Edwin Lynch, Trustee for Vernon M. Lynch and Sons (a partnership) and the said Herbert Kronish, each as to his own lands abutting upon and along the same, with special warranty of title, shall be deemed to have been approved and the State Highway Commissioner authorized to execute deeds accordingly, for such considerations as may be approved by the State Highway Commissioner, as provided for by Section 55-78.11 of said Code, as amended; provided, however, that this resolution and the resolution that may be adopted by the Board of Supervisors of Fairfax County declaring Service Road No. 5, or Route 789, abandoned shall be recited in said deeds. Motion carried.

At 8:15 P.M. a hearing was given to an interested group and representatives of the Babcock and Wilcox Company relative to proposed roads to new industries and the policy of the Commission regarding the problem.

Moved by Mr. Watkins, seconded by Mr. Basie, that \$49,000.00 Secondary Grade Crossing Elimination money be allocated to the access road to the Babcock and Wilcox Plant in Campbell County. Campbell County, by resolution agreed to pay \$90,000.00 and will endeavor to get the C&O Railway Company to put up \$10,000.00 to complete construction. If unsuccessful in the attempt, the county agrees to pay the balance sufficient to meet the total cost of \$150,000.00. Motion carried.

It was moved by Mr. Basie, seconded by Mr. Barrow, that the following letter be sent to The Babcock and Wilcox Company:

"At its meeting in Roanoke, May 4, 1955, the State Highway Commission agreed to build the new road to your plant in Campbell County,

Funds to be used in the construction of said road are: \$90,000.00 of Campbell County Secondary Road Funds, \$49,000 of Federal Aid Grade Crossing Elimination Funds and a hoped for \$10,000 contribution from the C&O Railway Company. In case the C&O does not contribute, a like amount of \$10,000 will be put up by Campbell County.

Surveys and plans for the road are under way and will be pushed forward to completion.

It has been a great privilege to work with officials of your company with respect to this project and we look forward to a long and pleasant relationship."

Motion carried.

At 8:30 A.M. Thursday, May 5, the Commission met in the Auditorium of the Appalachian Electric Power Company and held public hearings on the tentative allocations for the fiscal year 1955-1956. All those from the Salem, Bristol, Staunton and Lynchburg Districts who were present and so desired were heard by the Commission.

After the hearings the Commission left by automobile for Richmond where the night was spent. Mr. Watkins returned home from Roanoke. Mr. Rogers and Senator Wm. A. Wright joined the Commission on Friday, May 6 for the hearings in the auditorium of the Central Office Building on the tentative allocation of funds for the fiscal year 1955-56. The Richmond, Fredericksburg, Culpeper and Suffolk Districts were heard. Those present and wishing to be heard were given every opportunity.

Mr. James A. Payne and a delegation from Front Royal were heard upon request; it being more convenient to come to Richmond than go to Roanoke.

Upon completion of the hearings the Commission met in executive session.

A transcript of tape recordings of the public hearings conducted on April 21 relative to the Relocations on Route 580 at Central Garage and Millers Tavern, was given to each Member of the Commission, together with a statement relative to studies and investigations. A list of relocations (four or more) constructed or under construction in the eight construction districts, was also given to the Commissioners.

The Commission having given full and careful study to the problem, it was moved by Mr. Ruels and seconded by Mr. Rogers, that the recommendations of the Department's engineers be accepted and the plans for the relocation of Route 580 in the vicinity of Central Garage and Millers Tavern be carried out. Motion carried. Senator Wright Voting NAY.

The Commission was advised of the proposed development at Saltville. An allocation was set up of \$85,000 to Route 91 in Smyth County for a bridge over North Holston River at Saltville.

PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1955 - 1956

Plant Allocation of	
State Funds	\$27,576,790.
1956 Federal-Aid Primary Funds	5,997,906.
1956 Federal-Aid Secondary Funds (30% of Apportionment)	1,390,524.
1956 Federal-Aid Interstate Funds	3,460,488.
1956 Federal-Aid Urban Funds	2,697,687.
Total Funds	<u>\$31,113,395.</u>

APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS-FISCAL YEAR 1955-1956

District	Apportionment of \$36,441,790. Based on Factors of Area, Population and Mileage		Apportionment of \$2,000,000. Based 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 \$2,297,681. Total of Federal-Aid Urban Funds. Based on Factor of Population of Cities of 5,000 or more in accordance with Federal- Aid Highway Act of 1950.		Total of Combined
	Percentage	Amount	Percentage	Amount	Percentage	Amount	
Bedford	13.30	\$ 4,846,758.	17.63	\$ 352,600.	2.61	\$ 70,409.	\$ 5,269,767.
Salem	12.71	4,631,752.	14.13	282,600.	9.84	265,452.	5,119,804.
Lynchburg	11.56	4,212,671.	12.39	247,800.	6.39	172,382.	4,632,853.
Richmond	14.55	5,302,280.	10.21	204,200.	20.25	546,280.	6,052,760.
Suffolk	25.25	5,520,931.	13.85	277,000.	31.13	1,001,448.	6,799,579.
Fredericksburg	7.48	2,725,846.	6.81	136,200.	0.87	23,470.	2,885,516.
Colleagues	13.66	4,977,949.	10.42	208,400.	16.59	447,546.	5,633,895.
Staunton	11.59	4,223,603.	14.56	291,200.	6.32	170,494.	4,685,297.
TOTAL	100.00	\$36,441,790.	100.00	\$2,000,000.	100.00	\$2,697,681.	\$41,139,471.

SUMMARY OF PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1965-'66

City Street Funds (Mileage Basis) -	\$ ^{Amount} 4,856,578.
Urban Federal Aid -	2,897,881.
Matching Urban Federal Aid 25% - (Including Arlington County's 80%)	1,455,089.
Preliminary Engineering -	1,800,000.
Rights of Way -	5,895,000.
New Signs and Signals	265,000.
Planning -	240,000.
Landscaping -	266,000.
Construction -	<u>25,625,323.</u>
TOTAL	\$41,159,471.

1955-56 APPROPRIATIONS FOR HIGHWAY IMPROVEMENT

	PRIMARY SYSTEM	SECONDARY SYSTEM	VEHICLE SYSTEM	TOTAL
Highway Commission Administration and Engineering				
Tractile and Planning	4,377	3,187	936	8,500
Highway Grounds and Buildings - Capital Outlay	1,765,420	1,285,500	377,080	3,428,000
Marking State Right-of-Way and Social Security	315,420	251,250	73,700	670,000
Surveys, Maps and Plans - General	257,500	187,500	55,000	500,000
Virginia Council of Highway Investigation & Research	437,750	318,750	93,500	850,000
Accident Prevention, Compensation Awards & Medical	205,000	150,000	44,000	400,000
Two-Way Radio System	51,500	37,500	11,000	100,000
Vehicle Hydraulic Study	56,650	41,250	12,100	110,000
Vehicle Hydraulic Study	3,090	2,250	660	6,000
Outdoor Advertising	2,060	1,500	440	4,000
Bills Ridge Parkway Right of Way	28,000	-	-	28,000
Primary Maintenance and Repairs	150,000	-	-	150,000
Sub-Total	<u>10,372,200</u>	<u>-</u>	<u>-</u>	<u>10,372,200</u>
	<u>13,679,597</u>	<u>2,278,687</u>	<u>868,615</u>	<u>16,826,900</u>
<u>Primary Construction:</u>				
Primary Fed. Aid - Matched 50% Fed.-50% State	11,995,976			
30% of Secondary Fed. Aid - Matched 50% Fed. - 50% State	2,797,046			
Interstate Fed. Aid - Matched 60% Fed. - 40% State	5,760,813			
Total Federal Aid - Matched	<u>20,553,835</u>			
State Funds - Rural Construction - Rights of Way, etc.	11,517,186			
Secondary Maintenance, Repairs and Construction				
70% of Sec. Fed. Aid - Matched 50% Fed. - 50% State	6,526,116			
State Funds	<u>24,687,357</u>			
Urban Construction and Street Paving:				
Urban Fed. Aid - Matched 50% Fed. - 50% State	1,162,770			
(Remaining 25% to be furnished by State)				
Street Funds				
Int. 537 MI. Prim. @ \$6,555			3,522,461	
Int. 2,770 MI. Sec. @ 492			<u>1,362,912</u>	
Total Appropriation			<u>4,885,378</u>	
			<u>145,770,920</u>	
			<u>33,292,490</u>	
			<u>9,048,116</u>	
			<u>9,048,116</u>	
			<u>88,779,974</u>	

APPROPRIATIONS FOR HIGHWAY DEPARTMENT

	<u>Fiscal Year</u> <u>1954-55</u>	<u>Fiscal Year</u> <u>1955-58</u>
Highway Commission	8,500	8,500
Administration and Engineering	3,368,000	3,428,000
Traffic and Planning	657,000	670,000
Highway Grounds and Buildings - Capital Outlay	800,000	500,000
Matching State Retirement and Social Security	950,000	850,000
Surveys, Maps and Plans - General	350,000	400,000
Va. Council of Highway Investigation & Research	80,000	100,000
Accident Prevention, Compensation Awards & Medical	68,000	110,000
Two-Way Radio System	- - -	6,000
Joint Hydraulic Study	- - -	4,000
Fire Insurance Reserve	42,000	- - -
Portable Emergency Bridge (Bailey)	20,000	- - -
Outdoor Advertising	22,500	28,000
Blue Ridge Parkway Right of Way	- - -	150,000
Sub-Total	<u>6,881,000</u>	<u>6,254,500</u>
Primary Maintenance and Replacements	10,585,700	10,572,200
<u>PRIMARY CONSTRUCTION</u>		
Primary Fed.Aid-Matched 50% Fed.-50% State	9,353,460	11,995,978
50% of Sec.Fed.Aid-Matched 50% Fed.-50% State	2,180,904	2,797,048
Interstate Fed.Aid-Matched 50% Fed.-50% State	955,262	- - -
Interstate Fed.Aid-Matched 80% Fed.-40% State	- - -	5,780,815
Total Federal Aid and State Matching Funds	<u>12,489,626</u>	<u>20,573,841</u>
State Funds-Rural Construction, R/W, etc.	<u>15,855,988</u>	<u>11,517,486</u>
Total Primary Construction Funds	<u>27,645,609</u>	<u>32,091,327</u>
<u>SECONDARY MAINTENANCE, REPLACEMENTS, CONSTRUCTION</u>		
70% of Sec.Fed.Aid-Matched 50% Fed.-50% State	5,088,778	6,526,448
State Funds	<u>22,597,256</u>	<u>24,487,557</u>
Total Secondary System Funds	<u>27,686,034</u>	<u>31,013,805</u>
<u>URBAN CONSTRUCTION AND STREET FUNDS</u>		
Urban Fed.Aid-Matched 50% Fed.-25% State (remaining 25% to be furnished by Cities)	3,248,402	4,182,770
Street Funds @ \$6,409 per mile Primary and \$480 per mile Secondary	4,441,178	- - -
Street Funds @ \$8,565 per mile Primary and \$492 per mile Secondary	- - -	4,885,578
Total Urban Streets	<u>7,689,580</u>	<u>9,068,348</u>
Total Federal and State Appropriation for Highways	<u>60,167,925</u>	<u>68,779,974</u>
<u>Distribution to Systems</u>		
Primary System	41,791,104	45,770,920
Secondary System	50,082,971	55,292,490
Urban System	8,515,848	9,716,564
Total	<u>60,167,925</u>	<u>68,779,974</u>

Moved by Mr. May, seconded by Mr. Rawls, that the final allocations for the Bristol District for 1955-1956 be as follows:

BRISTOL DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$ 511,215.
Urban Federal Aid -	70,409.
Matching Urban Federal Aid -- 25% -	55,206.
Preliminary Engineering --	825,000.
Rights of Way -	760,000.
New Signs and Signals -	25,000.
Planning -	51,872.
Landscaping -	50,000.
Total -	\$1,588,699.

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Washington	Bristol - East (Asphaltic concrete surfacing)	\$ 75,000.
*11	Washington	Start Bristol By-Pass	150,000.
*11	Wythe	East Wytheville - East (Supplemental allocation for dual-lane construction)	500,000.
*11	Smyth	West Marion - West (Dual-Lane construction)	400,000.
16	Tazewell	North of Smyth County Lane Toward Route 19 (Continuous reconstruction)	100,000.
19 & 480	Tazewell	Bluefield - West (Asphaltic concrete surfacing)	75,000.
19	Tazewell	West Tazewell - West (Continuous reconstruction)	500,000.
19, 480 & 61	Tazewell	Supplemental Allocation to Improve Intersection at Four Way (Int. Routes 61, 19 & 480)	50,000.
21 & 52	Bland	Sidewalk in Bastian	5,000.

* - Route 11 is on National Interstate System. Federal requirements governing location and design of system not yet determined. Specific project locations shown are those preferred but may have to be shifted.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
25	Wise	Kent Junction Toward Norton (Continue reconstruction)	\$250,000.
25	Lee	Improve Southern Railroad Grade Crossing Near Jasper (Supplemental allocation)	6,000.
42	Smyth	Spot Improvement Between Broadford and Route 16	25,000.
58	Lee	Relocate Two Sections Between Rose Hill and Jonesville.	150,000.
Alt. 58	Wise	Clinchfield Railroad Underpass in St. Paul	70,000.
61	Tazewell	Bland County Line - West (Continue reconstruction)	100,000.
64	Russell	Relocation at Dante	150,000.
66	Scott	Widen Two Bridges Between Clinchport and Fort Blackstore	30,000.
66	Scott & Russell	East Dunganon - East (Continue reconstruction)	100,000.
71	Russell	East of Scott County Line - East (Continue reconstruction)	100,000.
80	Dickenson	New Bridge over Prater Creek in Haysi	150,000.
80	Dickenson	Sidewalk to New School near Haysi	20,000.
80	Dickenson	Spot Improvement from Kentucky State Line through the Breaks to Int. Route 85	40,000.
80	Russell	Buchanan County Line Toward Honaker (Continue reconstruction)	100,000.
82	Russell	Lebanon Toward Cleveland (Continue reconstruction)	100,000.
85	Buchanan	Sidewalk in Grundy	10,000.
85	Dickenson	Reconstruct Int. at Route 607 in Clinchwood	15,000.
85	Wise	Sidewalk on Bridge in Pound	15,000.
91	Smyth	New Bridges Over Laurel Fork at Broadford	75,000.
91	Smyth	Bridge over N. Fork Holston River at Saltville	85,000.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
91	Taswell	Route 18 - South (Spot Improvement)	\$ 80,000.
91	Washington	Ketron Corner - Damascus (Relocation to eliminate curves)	74,000.
97	Grayson	Intersection Route 89 - Carroll County line (Relocation)	100,000.
480	Buchanan	Grundy - East (Reconstruction)	190,000.
- -	- - -	Widen Bridges and Culverts (District Wide)	50,000.
		Reserve	<u>10,000.</u>
		Total, Rural Construction	<u>\$5,670,088.</u>

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

21	Wythe	50-50 Project with Town of Wytheville for Asphaltic Concrete Surfacing	\$ 11,000.
		1955-'56 Bristol District Total	<u>\$5,809,787.</u>

Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that the final allocations for the Salem District for 1955-1956 be as follows:

SALEM DISTRICT

City Street Funds (Mileage Basis)	<u>Amount</u>
Urban Federal Aid	\$ 825,220.
Matching Urban Federal Aid - 25%	206,452.
Preliminary Engineering	152,725.
Rights of Way	200,000.
New Signs and Signals	780,000.
Planning	25,000.
Landscaping	50,872.
TOTAL	<u>\$2,069,070.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
		<u>RURAL CONSTRUCTION</u>	
11	Botetourt	Cleardale - Int. Route 220 (Asphaltic concrete surfacing)	\$ 17,254.

SALER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
*11	Botetourt	Rockbridge County Line - South (Begin dual-laning)	\$400,000.
11	Roanoke	Montgomery County Line - East (Asphaltic concrete surfacing)	50,000.
58	Carroll	Woodlawn - Galax (Continue relocation)	200,000.
58	Patrick & Henry	Patrick-Henry County Line - East and West (Continue reconstruction)	300,000.
100	Giles	Asphaltic Concrete Surfacing in Narrows	5,000.
*100	Fulford	Dublin - West (Reconstruction)	300,000.
219	Giles	Rich Creek - W. Va. Line (Asphaltic concrete surfacing)	15,000.
220	Franklin	Through Boone Mill (Reconstruct to four-lanes)	550,000.
220	Franklin & Henry	Climbing Lanes between Rocky Mount and Martinsville.	14,000.
220	Henry	Relocation at Ridgeway	200,000.
220	Franklin	Bridge & Approaches, Chestnut Creek	100,000.
220	Henry	Martinsville - South to South of OnPort Entrance	20,000.
221 & 119	Roanoke	Improve Int. at Cave Spring	25,000.
314	Montgomery	Improvement in Grounds of Virginia Polytechnic Institute	50,000.
460	Montgomery	Town of Blacksburg (Curb, Gutter, and Sidewalk)	40,000.
460	Bedford	Continue Reconstruction Between Big Otter River and Elk Creek Revision	500,000.

* - Routes 11 and 100 are on National Interstate System. Federal requirements governing location and design of system not yet determined. Specific project locations shown are those preferred but may have to be shifted.

SALEM DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
480	Bedford	Continue Dual-laning West of Bedford - West.	\$ 500,000.
480	Montgomery	Route 111 - West (Widen and Stabilize shoulders)	5,000.
480	Giles	Ripplensad - East (Continue reconstruction)	225,000.
480	Giles	Correct Drainage in Narrows	5,000.
480 & 100	Giles	Widen, Curb and Gutter and Sidewalk in Pearisburg from North Corporate Limits - East.	50,000.
501	Bedford	Spot Improvement on Looka Mountain	50,000.
- -	- - -	Widen Bridges and Culverts (District Wide)	100,000.
		Reserve	<u>15,000.</u>
		Total Rural Construction	<u>\$5,095,234.</u>

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

24	City of Roanoke	Widen Bridge over Tinker Creek ($\frac{1}{2}$ cost of bridge)	6,250.
24	Roanoke	Widen Bridge over Tinker Creek in Town of Vinton ($\frac{1}{2}$ cost of bridge)	6,250.
		1955-'56 Salem District Total	<u>\$5,179,504.</u>

Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the final allocations for the Lynchburg District for 1955-56 be as follows:

LYNCHBURG DISTRICT

City Street Funds (Mileage Basis)	\$ 452,401.
Urban Federal Aid	172,582.
Matching Urban Federal Aid - 25%	86,191.
Preliminary Engineering	200,000.
Rights of Way	615,000.
New Signs and Signals	55,000.
Planning	27,768.
Landscaping	40,000.
TOTAL	<u>\$1,608,742.</u>

LYCHBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
6	Nelson	Woods Mill - Martins Store (Reconstruct)	\$100,000.
15	Buckingham	Sprousses Corner - Millwyn (Supplemental allocation for reconstruction)	15,000.
24	Appomattox	Asphaltic Concrete Surfacing on relocation at Old Appomattox Court House	12,000.
24 & 460	Appomattox	Channelization at Intersection	5,000.
29	Nelson	Woods Mill - North (Continue reconstruction)	300,000.
29	Pittsylvania	Gretna - South (Relocation at Whitethorn Creek)	280,000.
40	Charlotte	West Charlotte Court House - West (Recondition)	25,000.
40	Charlotte	Overpass Virginian Railroad at Phoenix	100,000.
41	Pittsylvania	Danville - Northwest (Continue reconstruction)	50,000.
45	Campbell	Town of Altavista (Curb and Gutter)	30,000.
45	Cumberland	Route 60 - Cartersville (Reshaping curves and asphaltic concrete surfacing)	50,000.
58	Halifax	East Danville - East (Continue dual-laning)	500,000.
58	Halifax & Pittsylvania	Danville - East (Asphaltic concrete surfacing)	82,000.
126	Campbell	Improve Sight Distance and Protective Devices at Grade Crossing of Norfolk & Western Railway	54,111.
151	Nelson & Amherst	Revision of Curves Between Piny River and Route 29	50,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
287	Campbell	West Lynchburg - West (Dual-laning)	\$ 500,000.
544	Halifax	Scottsburg - Route 360 (Continue improvement)	25,000.
560	Prince Edward	Green Bay - Noherrin (Reconstruction)	500,000.
580 & 15	Charlotte	Town of Keysville (Extend present curb and gutter south)	20,000.
460	Campbell	East Lynchburg - East (Continue dual-laning)	250,000.
460	Prince Edward	Farville - Rice (Asphaltic concrete surfacing)	50,000.
501	Campbell	Widen, Curb and Gutter and Sidewalk in Rustburg	32,000.
501	Halifax	Route 98 - North Carolina State Lane (Relocation)	125,000.
501	Halifax	Replace or Relocate at Bandster River Bridge	150,000
501	Halifax	Volens - South (Strengthen and Retreat)	40,000.
- -	- - -	Widen Bridges and Culverts (District - Wide)	100,000.
		Reserve	<u>4,000.</u>
		Total Rural Construction	\$8,009,111.

URBAN CONSTRUCTION
(Exclusive of Urban Federal-Aid)
To Be Matched by City

58 & Alt. 29	City of Danville	50-50 Project for Additional Channelization at Interchange	15,000.
		1955-'58 Lynchburg District Total	<u>\$4,832,851.</u>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the final allocations for the Richmond District for 1955-1958 be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 790,752.
Urban Federal Aid	548,280.
Matching Urban Federal Aid - 25%	278,140.
Preliminary Engineering	225,000.
Rights of Way	1,000,000.
New Signs and Signals	25,000.
Planning	34,704.
Landscaping	45,000.
TOTAL	\$2,989,878.

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Chesterfield	Richmond - South (Six lanes and Channelization at du Pont entrance)	\$ 800,000.
2	Hanover	Ashland - North (Asphaltic concrete surfacing on sections)	50,000.
1 & 58	Mecklenburg	Curb and Gutter in South Hill (Supplemental allocation)	10,000.
2 & 502	Hanover & Henrico	North Richmond - North (Supplemental allocation to widen, stabilize and bituminous treat shoulders and widen bridges)	100,000.
2 & 501	Hanover & Henrico	North Richmond - North (Begin dual-laning)	400,000.
4	Mecklenburg	Kerr Dam - North Carolina State Line (Reconstruct)	80,000.
5	Charles City	East Henrico County Line - East (Asphaltic concrete surfacing)	40,000.
5	Charles City	Relocation at Charles City Court House	50,000.
6	Goehland	Between Monacan Hills and State Farm (Supplemental allocation for reconditioning)	20,000.
10	Chesterfield	Relocation at Cosby's Lake	55,000.
15	Powhatan	Stabilize and Bituminous Treat Shoulders in Powhatan Court House	10,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
53	New Kent	Bridge over Pamunkey River at West Point (Supplemental allocation)	\$250,000.
55	Henrico	Greendale - Northwest (Continue dual-laning)	100,000.
56	Charles City & Prince George	Bridge over James River near Hopewell	250,000.
40	Lunenburg	Town of Kenbridge (Curb and Gutter)	50,000.
40	Dinwiddie	Route 1 - West (Continue resurfacing)	50,000.
40 & 49	Lunenburg	Victoria - Lunenburg Court House (Reconstruct)	85,000.
46	Brunswick	Route 1, South of Albemarle - Lawrenceville (New Overhead Sashboard Air Line Railroad and other improvement)	125,000.
58	Brunswick	Atlantic and Danville Railway Overhead at Lawrenceville (Supplemental allocation)	65,000.
69	Mecklenburg	Chase City - South (Reconstruct)	100,000.
58	Mecklenburg	Relocation at La Grasse	150,000.
153	Anne	Replace Narrow and Weak Bridge over Deep Creek (Supplemental allocation)	25,000.
156	Henrico	Relocation of Curves North of Route 5	30,000.
161	Henrico	Richmond - North (Sidewalks)	25,000.
250	Henrico & Goochland	West Richmond - West (Asphaltic concrete surfacing)	100,000.
356	Henrico	Correct Drainage Between Lakeside Avenue and Greendale	20,000.
360	Anne	Maplewood Revision (Supplemental allocation)	50,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
560	Chesterfield	West Richmond - West (Continue dual-laning)	\$ 500,000.
580	Chesterfield	Asphaltic Concrete Surfacing on old Lane of Dual Highway W. of Richmond	\$7,884.
550	Mottoway	Cut Down Hump in front of High School at Burksville	25,000.
460	Dismiddle	West Ford - West (Continue reconstruction)	100,000.
- -	- - -	Widen Bridges and Culverts (District Wide)	100,000.
Total Rural Construction			\$8,112,884.
1955-'56 Richmond District Total			\$8,052,780.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrett, that the final allocations for the Suffolk District for 1955-1956 be as follows:

SUFFOLK DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$1,870,822.
Urban Federal Aid	1,001,848.
Matching Urban Federal Aid - 25%	500,824.
Preliminary Engineering	150,000.
Rights of Way	700,000.
New Signs and Signals	55,000.
Planning	56,408.
Landscaping	37,000.
TOTAL	\$4,851,802.

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
5	James City	Route 51 - West (Reconstruction)	\$ 80,000.
10 & 259	Iale of Wight	Major Repairs to Cypress Creek Bridge	35,000.
15	Henric	Revise Curve at Intersection of Route 845 at Swanton	22,000.
15	Norfolk & Princess Anne	Frontage Roads on Military By-Pass	50,000.
15	Princess Anne	Diamond Springs - Route 50 (Complete dual-laning)	150,000.

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
15	Northampton	Bay View - South (Begin dual-laning)	\$100,000.
15 & 480	Norfolk & Princess Anne	Construct Left Turn Lanes at Int. Route 648 and Int. Route 608.	15,000.
17	Norfolk	South Portsmouth - Route 198 (Extend four-lane construction)	90,000.
51	James City	Relocation to New Ferry Slip at Glass House Point	100,000.
55	Southampton	Relocation of Sharp Curve North of Boykins	50,000.
58	Isle of Wight & Southampton	Franklin East and West (Supplemental allocation)	49,777.
59	Southampton	West Franklin - West (Sidewalk)	6,000.
60	Princess Anne	Partial Appropriation for New Bridge over Lynnhaven Inlet	500,000.
152	York	Route 60 - N.O.L. Williamsburg (Begin new entrance to Williamsburg)	70,000.
184	Princess Anne	Complete Limited Access Highway Between Norfolk and Virginia Beach	525,000.
185	Princess Anne	Landsdale - Route 168 (Supplemental allocation)	70,000.
185	Norfolk	Route 170 - East (Secure and Strengthen base)	25,000.
*188Y & 188	James City & York	Gasp Peary - Route 60 (Supplemental allocation for dual-laning)	250,000.
188 & 182	York	Wider Lanes at Channelized Int. East of Williamsburg	2,000.
188	Northampton	Sidewalk in Emore (Supplemental allocation)	8,000.
195	Southampton	Improvement Northeast of Branchville (Supplemental allocation)	10,000.

* Routes 188Y and 188 are on National Interstate System. Federal requirements governing location and design of System not yet determined. Specific project location shown is that preferred but may have to be shifted.

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
258	Isle of Wight	South Isle of Wight Court House - South (Continue reconstruction)	\$ 50,000.
#501	Sussex	North Esopus - North (Continue dual-laning)	500,000.
Total Rural Construction			<u>\$2,457,777.</u>

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

50 th & 51 st	City of Williamsburg	50-50 Project for Asphaltic Concrete Surfacing	\$ 10,000.
1955-'56 Suffolk District Total			<u>\$6,799,579.</u>

Motion carried.

* - Route 501 is on National Interstate System. Federal requirements governing location and design of System not yet determined. Specific project location shown is that preferred but may have to be shifted.

Moved by Senator Wright, seconded by Mr. May that the final allocations for the Fredericksburg District for 1955-1966 be as follows:

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 68,722.
Urban Federal Aid	25,470.
Matching Urban Federal Aid - 25%	11,785.
Preliminary Engineering	200,000.
Rights of Way	500,000.
New Signs and Signals	20,000.
Planning	18,048.
Landscaping	26,000.
TOTAL	<u>\$ 1,539,975.</u>

RURAL CONSTRUCTION

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
1	Caroline, Spotsylvania & Stafford	Asphaltic Concrete Surfacing on Sections	\$ 200,000.
2 & 501	Caroline	Hanover County Line - North (Begin dual-laning)	400,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
2 & 501	Caroline	Old Route 14 - South (Asphaltic concrete surfacing)	\$ 30,000.
5	Spotsylvania	Extend Curb and Gutter past Cemetery West of Alt. Route 1	40,000.
5	Spotsylvania	Five Mile Fork - West (Spot Improvement)	15,000.
5	Lancaster	Irvington - White Stone (reconstruct)	50,000.
14	King and Queen	King and Queen Court House - North (Relocation)	75,000.
14	Mathews	Base Curves between Mathews Court House and Susan	40,000.
14	Mathews & Gloucester	Mathews-Gloucester County Line - North and South (Asphaltic concrete surfacing)	50,000.
17	Essex	Construct Left Turn Lane at Intersection 10,041. of Route 627 North of Tappahannock	
17	Essex	Middlesex County Line - North (Supplemental allocation to continue reconstruction)	100,000.
17	Gloucester	Gloucester Court House - North (Asphaltic concrete surfacing)	17,000.
33	King William	Bridge over Pamunkey River at West Point (Supplemental allocation)	150,000.
55	King & Queen & Gloucester	Shacklefords Fork - East and West (Reconstruction)	200,000.
205	King George & Westmoreland	Purkins Corner - Potomac Beach (Reconstruction)	100,000.
216	Gloucester	Route 17 - Achilles (Construct Gaps)	57,000.
227	Middlesex	Bridge over Hyburna Creek (Supplemental allocation)	150,000.
360	Northumberland	Heathsville - Callao (Reconstruction, including curb and gutter in Lottsburg)	100,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
380	King William & Manquin - East	(Relocation King and Queen including gap east of St. Stephens Church)	\$ 150,000.
--	--	Widen Bridges and Culverts (District Wide)	100,000.
		Total Rural Construction	<u>\$1,894,041.</u>

URBAN CONSTRUCTION
(Exclusive of Urban Federal Aid)
To Be Matched by City

Alt. 1	City of Fredericksburg	50-50 Project: Right Turn Lane at Fall Hill Avenue	\$ 1,500.
2 & 17	City of Fredericksburg	50-50 Project: Widen Hazel Run Bridge	7,000.
		1955-'56 Fredericksburg District Total	<u>\$2,885,516.</u>

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the final allocations for the Culpeper District for 1955-1956 be as follows:

CULPEPER DISTRICT

City and Street Funds (Mileage Basis)	\$ 817,764.
Urban Federal Aid	447,546.
Matching Urban Federal Aid - 25% (Including Arlington Co.'s 50%)	540,021.
Preliminary Engineering	500,000.
Rights of Way	910,000.
New Signs and Signals	80,000.
Planning	82,568.
Landscaping	80,000.
TOTAL	<u>\$2,437,899.</u>

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
1	Fairfax	Int., Route 140E (South of Alexandria)- South (Sidewalk)	\$ 10,000.
1 & 241	Fairfax	Channelization of Intersection at Fern Dew	50,000.
3	Orange & Culpeper	Wilderness - West (Strengthen base and resurface)	25,000.
7	Loudoun	Leesburg - West (Guard Rail)	5,000.
7, 50 & 53B	Fairfax	Supplemental Allocation for Grade Separation	350,000.
15	Fluvanna	Dixie - North (Spot relocations)	125,000.
15	Orange	North Gordonsville - North (Supplemental allocation for reconstruction)	70,000.
15	Loudoun	South Leesburg - Gilberts Corner (To complete reconstruction)	80,000.
17	Fauquier	Guard Rail on Approach to Southern Railroad Overhead at Bealston	4,000.
20	Orange	Orange - Wilderness (Strengthen base and widen shoulders)	100,000.
20	Albemarle	Widen Route 20 at Int. with Route 53	4,998.
20	Albemarle	Route 250 toward Barboursville (Widen Bridge and ease curves)	50,000.
29	Albemarle	Charlottesville - South (Reconstruction)	300,000.
29	Green & Madison	Madison-Green Co. Line - North and South (Asphaltic concrete surfacing on sections)	85,000.
29	Culpeper	Culpeper - North (Widen and stabilize shoulders)	15,000.
29	Culpeper	Town of Culpeper (Asphaltic concrete surfacing)	5,000.
29 & 211	Fairfax, Prince William & Fauquier	South of Gentreville - South (Continue dual-laning)	400,000.

* - This section of Routes 29 and 211 is on National Interstate System. Federal requirements governing location and design of System not yet determined. Specific project location shown is that preferred but may have to be shifted.

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
29 & 211	Prince William	Route 55 - North (Asphaltic concrete & surfacing on northbound lane)	\$ 12,000.
29 & 211	Arlington	Off-Ramp from Key Bridge to George Washington Parkway (50-50 Project with National Park Service)	105,000.
29 & 211	Arlington	Provide off-pavement Bus Turn-outs	10,000.
29 & 211	Arlington	Intersection North Harrison Street (Widen pavement to curb and gutter which is to be placed by property owner)	5,000.
55	Loudoun	Town of Loudoun (Supplemental allocation for curb and gutter)	25,000.
50	Fairfax	Construct Left Turn Lane at Int. Route 649 (Annandale Road)	15,000.
50 & 17	Fauquier & Loudoun	Relocation at Paris	250,000.
55	Fauquier	In Marshall (Extend curb and gutter eastward)	50,000.
*55 & 17	Fauquier	West Marshall - West (Continue reconstruction)	150,000.
125	Arlington	Chain Bridge - West (Reconstruction)	100,000.
125	Fairfax	Town of Vienna (Curb and Gutter)	50,000.
211	Rappahannock	Panorama - East (Climbing lane up Blue Ridge mountain)	50,000.
251	Madison	Madison Court House toward Sperryville (Recondition)	15,000.
254	Prince William	Improve Int. at S.C.L. Manassas	10,000.
256	Fairfax	Annandale - West (Begin dual-laning)	150,000.
257	Arlington	Rebuild Int. at McKinley Road	7,000.

* - This section of Route 55 and 17 is on National Interstate System. Federal requirements governing location and design of system not yet determined. Specific project location shown is that preferred but may have to be shifted.

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
244	Arlington	Glebe Road - South (Widen Curb and Gutter)	\$ 60,000.
244	Fairfax	In Annandale (Widen, curb and gutter at Fire Station)	10,000.
244	Fairfax	Baileys Cross Roads - West (Widen)	80,000.
244	Arlington	Quinn Street - Barton Street (Widen, Curb and Gutter)	15,000.
250 A	Albemarle	Route 29 toward Route 250 (Extend Charlottesville By-Pass)	200,000.
302	Albemarle	Improvement in Grounds of University of Virginia	15,000.
309	Arlington	Sidewalk on Old Dominion Drive from Lee Highway - Glebe Road	8,000.
350	Fairfax	Guard Rail on Shirley Highway	50,000.
- -	- - -	Widen Bridges and culverts (District Widen)	100,000.
		Reserve	15,000.
		Total Rural Construction	<u>\$ 5,195,896.</u>
		1955-'56 Culpeper District Total	<u><u>\$ 5,635,896.</u></u>

Motion carried.

Moved by Senator Nelson, seconded by Mr. Barrow that the final allocations for the Staunton District for 1955-1958 be as follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 453,384.
Urban Federal Aid	170,494.
Matching Urban Federal Aid - 25%	85,247.
Preliminary Engineering	200,000.
Rights of Way	850,000.
New Signs and Signals	40,000.
Planning	27,960.
Landscaping	28,000.
TOTAL	\$1,855,085.

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
*11	Rockbridge	Botetourt County Line - North (Dual-lanes)	\$ 400,000.
11	Rockbridge	Lexington - North (Asphaltic concrete surfacing on old lane)	23,000.
11	Shenandoah	Sidewalk at South End of Strasburg	3,000.
11	Shenandoah	Toms Brook - Fishers Hill (Asphaltic concrete surfacing)	34,000.
11	Shenandoah	Woodstock - South (Asphaltic concrete surfacing)	36,000.
11	Rockingham	Harrisonburg - North (Asphaltic concrete surfacing)	58,000.
*11A	Rockbridge	Supplemental Allocation to Pave Lexington Distribution Road	75,000.
*11A	Rockingham	Harrisonburg By-Pass (Supplemental allocation)	250,000.
55	Rockingham	Harrisonburg - East (Asphaltic concrete surfacing)	55,000.
59	Bath	Top of Warm Springs Mountain - East Including Relocation at Millboro Springs (Continue reconstruction)	225,000.

* - Routes 11 and 11A are on National Interstate System. Federal requirements governing location and design of System are not yet determined. Specific project locations shown are those preferred but may have to be shifted.

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
42	Augusta	Churchville - Buffalo Gap (Continue reconstruction)	\$100,232.
42	Rockingham	Supplemental Allocation to Replace Bridge over North River at S.C.I. of Bridgewater	65,000.
42	Rockingham	Harrisonburg - North (Asphaltic concrete surfacing)	40,000.
50 & 17	Clarke	Shenandoah River - Fauquier County Dike at Ashby Gap (Asphaltic concrete surfacing)	28,000.
50	Frederick	Improve Sight Distance at Intersection of Route 600 (East of Gore)	5,000.
50	Frederick	West Winchester - West (Reconstruct)	130,000.
*60	Alleghany	Supplemental Allocation to Pave Lonsocor - Clifton Forge	100,000.
*60	Alleghany	Relocation of Chesapeake & Ohio Railway Underpass at Cliftondale	250,000.
*60	Alleghany	Partial Allocation for Island Ford Bridge	200,000.
150	Rockbridge	Natural Bridge - East (Asphaltic concrete surfacing)	28,000.
211	Page	Widen Structures East of Luray and Construct Climbing Lane on Massanutten Mountain	150,000.
211	Shenandoah & Page	New Market - East (Asphaltic concrete surfacing)	25,000.
256	Augusta	Guard Rail at Weyers Cave	2,000.

* - Route 60 is on National Interstate System, Federal requirements governing location and design of System not yet determined. Specific project locations shown are those preferred but may have to be shifted.

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
259	Rockingham	Broadway - Route 11 (Spot Improvement)	\$ 40,000.
260	Rockingham & Shenandoah	Tisherville - New Market (Complete reconstruction)	150,000.
276	Augusta & Rockingham	New Bridge over North River	150,000.
277, 340 & 522	Clarke & Frederick	Relocation of Intersection at Double Toll Gate	95,000.
303	Rockbridge	Improvement in Grounds of Virginia Military Institute	30,000.
340	Rockingham	Curb and Gutter in Elkton	26,000.
522	Frederick	Relocation of Sharp Curves Northwest of Winchester (Supplemental allocation)	16,000.
522	Frederick	Guard Rail on Curves West of Little Isaac Creek	2,000.
522 & 340	Warren, Frederick & Clarke	North Cedarville - North (Continue dual-laning)	200,000.
522 & 340	Warren	Riverton - Cedarville (Asphaltic concrete surfacing on old southbound lane)	12,000.
- -	- - -	Widen Bridges and Culverts (District Wide)	60,000.
			<hr/>
Total Rural Construction			\$8,050,212.
			<hr/>
1965-'66 Staunton District Total			\$4,886,297.
			<hr/> <hr/>

Notion carried.

The Commission was greatly concerned and expressed much regret over the Commissioner being incapacitated. The Assistant Secretary was requested to send flowers to General Anderson with the best wishes of each member. This was taken care of.

Moved by Mr. May, seconded by Mr. Flythe, that the Commission go on record as thanking Mr. Burton Marye, Jr., for the admirable way he handled the hearings and the Commission meeting, May 4-6. Motion carried.

The Commission was generally enthusiastic with reference to a further meeting at Old Point or Norfolk at the time of the sinking of one of the tunnel tubes for the Hampton Roads Project.

There being no further business the meeting was adjourned, subject to call of the Chairman.

Approved-

J. Anderson
Chairman

Attested-

S. W. Rawls
Secretary