

**MINUTES
OF
MEETING OF STATE HIGHWAY COMMISSION
RICHMOND, VIRGINIA
JUNE 10, 1965**

The monthly meeting of the State Highway Commission of Virginia was held in the Auditorium of the Central Highway Building, Richmond, Virginia, after the public hearing on allocations for 1965-66. The chairman, Mr. Douglas B. Fugate, presided.

Present: Messrs. Fugate, Baughen, Chilton, Flythe, Holland, McWane and Weaver.

On Motion of Mr. Flythe, Seconded by Judge Weaver, the minutes of the meeting of May 13, 1965 were approved.

Moved by Judge Weaver, Seconded by Mr. Flythe, that the Commission confirm letter ballot action on low bid received May 19, 1965, for Project 0156-074-009, B-601, Contract 2, Route 156 Bridge over James River at Jordan Point near Hopewell, Prince George County;

Award of contract to low bidder, Bethlehem Steel Corporation, Bethlehem, Pennsylvania

Bid	\$2,847,451.75
10% for engineering and contingencies	284,745.15

Amount chargeable to project, \$3,132,200.00

Primary Allocation \$1,763,800; \$1,368,400.00 to be provided for in 1965-66 and subsequent years Primary construction allocations.

Motion carried.

On Motion of Mr. Flythe, Seconded by Judge Weaver, cancellation of permits from May 13, 1965 to June 9, 1965, as shown by records of the Department, was approved.

Motion was made by Mr. Flythe, Seconded by Judge Weaver, that permits issued from May 13, 1965 to June 9, 1965, as shown by records of the Department, be approved. Motion carried.

Moved by Mr. Flythe, Seconded by Judge Weaver, that
the Commission confirm letter ballot action on bid received
May 19, 1965 on the following project:

Route 136, Project 0156-074-009, B-601, Contr. 2

Bridge over James River at Jordan Point near Hopewell - Prince George
County - Award of contract to low bidder, Bethlehem Steel Corp.,
Bethlehem, Pennsylvania

Bid \$2,847,451.75

10% for engineering and additional work 284,745.15

Amount chargeable to project, \$3,132,200.00

\$1,368,400.00 to be provided for in 1965-66 & Subsequent Years
Primary Construction Allocations. Br. Tower & Vart. Lift Spans
Motion carried.

Moved by Mr. Flythe, seconded by Judge Weaver, that the Commission confirm latter ballot action on bids received May 5, 1965 on the following projects:

Route 6, Project 0006-032-102, C-501

1.309 Mi. E. Rt. 650 - 0.155 Mi. W. Int. Rt. 15 (Fork Union)

Fluvanna County - Award of contract to low bidder, Bishop & Sattle Constr. Co., Albemarle, Va.

	<u>CONSTR.</u>	<u>R/W</u>
Bid	\$297,078.90	\$760.00
10% for engineering and additional work	29,707.89	76.00
Work by State Forces	2,064.00	

Amount chargeable to project, \$329,700.00

\$228,650.00 to be provided for in 1965-66 & 1966-67 Primary Construction Allocation.

Route 17, Project 0017-121-102, C501; 0017-099-101, C-503

0.620 Mi. S. WCL Newport News - 1.502 Mi. N. WCL Newport News

City of Newport News & York County - Award of contract to low bidder, T. B. Brown, Morehead City, N. C.

Bid	\$533,786.25
10% for engineering and additional work	53,378.62
Work by State Forces	7,200.00

Amount chargeable to project, \$594,350.00

Primary Allocation \$371,800.00

Urban Allocation 222,550.00

\$362,350.00 to be provided for in 1965-66 Primary Const. Allocation.

\$43,781.62 - Accts. Rec. - City of Newport News

Route 29, Project 0029-071-107, C501, B601

0.202 Mi. N. Banister Rv. Br. - 0.012 Mi. W. SCL Chatham at

Cherrystone Ck. - Pittsylvania County - Award of contract to low

bidder, Thompson-Arthur Paving Co., Danville, Va.

	<u>CONSTR.</u>	<u>R/W</u>
Bid	\$377,949.29	\$290.00
10% for engineering and additional work	37,794.92	29.00
Work by State Forces	6,635.20	

Amount chargeable to project, \$422,700.00

\$61,895.00 to be provided for in 1965-66 Primary Constr. Allocation.

Route 33, Project 0033-082-101, C502

Int. 644 (E. McGahaysville) - Int. 639 (W. Millbank) - Rockingham Co.

Award of contract to low bidder, English Construction Co., Inc., Altavista, Va.

	<u>CONSTR.</u>	<u>R/W</u>
Bid	\$897,172.20	\$350.00
10% for engineering and additional work	89,717.22	35.00
Work by State Forces	5,620.00	

Amount chargeable to project, \$992,900.00

\$263,319.00 to be provided for in 1965-66 Primary Const. Allocation

Route 40, Project 0040-091-101, C-501

2.410 Mi. E. Int. 35 (E. Homeville) - 4.059 Mi. E. Int. 35
(E. Homeville) - 4.059 Mi. E. Int. 35 (E. Homeville) - Sussex County
Award of contract to low bidder, W. H. Scott, Inc., Franklin, Va. &
Adams Construction Co. & Adams Construction Co., Inc., Roanoke, Va.
Bid \$185,672.75
10% for engineering and additional work 18,567.27
Work by State Forces 3,868.00
Amount chargeable to project, \$208,100.00
\$133,100.00 to be provided for in 1965-66 and 1966-67 Primary
Construction Allocations.

Route 56, Project 0056-062-102, C-501, B-602

0.160 Mi. E. Massias Mill - 0.460 Mi. S. Massias Mill - Nelson Count
Award of contract to low bidder, English Construction Co., Inc.,
Altavista, Virginia
Bid \$118,950.92 \$100.00
10% for engineering and additional work 11,895.09 10.00
Work by State Forces 1,248.90
Amount chargeable to project, \$132,200.00 Bridge & Approaches
\$35,000.00 to be provided for in 1965-66 Primary Construction
Allocation; \$17,100.00 to be provided from Lynchburg District
Primary Construction Reserve Fund.

Route 57, Project 0057-070-101, F403; 102, C-501, B-601, B-603

1.740 Mi. W. Henry-Patrick CL - Int. 704 & 3.32 Mi. E. Int. 8 - Int.
Patrick County - Award of contract to low bidder, H. B. Bova & Co.,
Inc., Mt. Airy, N. C.
Bid \$419,776.18 \$1,503.50
10% for engineering and additional work 41,977.61 150.35
Work by State Forces 3,605.50
Amount chargeable to project, \$467,000.00
\$1,650.00 from Salem District Right of Way Fund; \$16,946.00 from Not
Let Balance Allocation "West Henry CL-Rt. 704"; \$150,000.00 from Not
Let Allocation "Rt. 8-Rt. 704"; \$298,404.00 to be provided for in
1965-66 and 1966-67 Primary Construction Allocation.

Route 58, Project 0058-012-104, C-502, B-609

4.492 Mi. W. Int. 46 - 1.950 Mi. E. EGL Brodnax - Brunswick County
Award of contract to low bidder, Thompson-Arthur Paving Co.,
Danville, Va.
Bid \$716,819.75 \$45.00
10% for engineering and additional work 71,681.97 4.50
Work by State Forces 5,532.00
Amount chargeable to project, \$794,100.00
\$732,535.00 to be provided for in 1965-66 & 1966-67 Primary
Construction Allocation.

Route 58. Project 0058-038-104. C-501. C-502; 103. C-502

0.057 Mi. W. Int. 21 (Independence) - 0.288 Mi. E. of ECL
Independence - Grayson County - Award of contract to low bidder,
S. G. Young & Sons, Inc., Johnson City, Tenn.

Bid	\$274,746.43
10% for engineering and additional work	27,474.64
Work by State Forces	3,074.00

Amount chargeable to project, \$305,300.00

Accts. Rec'd. - Town of Independence - \$4,111.00

To be provided for as follows: \$100,000.00 from Mot Let Allocation

"Town of Independence"; \$201,200.00 from Mot Let Allocation

"Between Galax & Independence"; \$4,100.00 from Town of Independence
Funds.

Route 64. Project 0064-043-001. C-501. B-623. B-624. B-644. B-645.
B-625

0.356 Mi. W. Rt. 250 (Near Short Pump) - 0.316 Mi. W. Farham Road
Henrico County - Award of contract to low bidder, Balleger Paving
Co., Inc., Greenville, S. C.

	CONSTR.	R/W
Bid REGULAR	\$3,008,919.71	\$101,449.00
10% for engineering and additional work	300,831.97	10,144.90
Work by State Forces	3,633.00	

Amount chargeable to project, \$3,424,400.00

Accounts Rec'd. - Henrico Co. \$85,413.90; City of Richmond,
\$14,300.00; C & P Telephone Co. \$7,040.00

Route 64. Project 0064-043-001. B626. B627. B628. B630. B633. B635

0.316 Mi. W. Farham Road - 0.484 Mi. W. Rt. 33 (Staples Mill Road)
Henrico County - Award of contract to low bidder, Thornton
Construction Co., Inc., Richmond, Va.

	CONSTR.	R/W
Bid REGULAR	\$1,574,663.82	\$112,200.00
10% for engineering and additional work	157,466.38	11,220.00
Work by State Forces	326.00	

Amount chargeable to project, \$1,855,900.00 6 Bridges Only

Accts. Rec'd. - Chesapeake & Potomac Telephone Co. \$25,520.00;
Henrico County, \$23,650.00; City of Richmond, \$16,390.00

Route 64. Project 0064-122-070-C507. B628. B629. Contr. 3: 0064-122-
102. C501; 103. C501. B635. B636. B637. B638. B639. B640. B641. B642. B661

0.089 Mi. N. Va. Beach Blvd. - E.C.L. Norfolk - City of Norfolk
Award of contract to low bidder, E. V. Williams Co., Inc., and
Williams Paving Co., Inc., Norfolk, Va.

	CONSTR.	R/W
Bid	\$3,400,045.45	\$20,037.80
10% for engineering and additional work	340,004.54	2,003.78
Work by State Forces	3,952.00	
Railroad	13,125.00	
Flagging	2,750.00	

Amount chargeable to project, \$5,981,900.00

Route 51, Project 0051-007-101, B606, B607, B608, B609, B623, B624, B625
B626 - 3.901 Mi. S. Augusta-Rockingham CL - Augusta-Rockingham CL
 Augusta County - Award of contract to low bidder, Rowan Constr.
 Co., Raleigh, N. C.

Bid REGULAR	\$606,821.80
10% for engineering and additional work	60,882.18
Work by State Forces	326.00
Amount chargeable to project, \$670,030.00	8 Bridges Only
\$670,030.00 to be provided for in 1965-66 Interstate Const. Alloc.	

Route 122, Project 0122-009-101, C-501
 0.323 Mi. S. Int. Rt. 747 - 0.956 Mi. S. BCL Bedford - Bedford Co.
 Award of contract to low bidder, Laughon & Johnson, Inc., Bedford,
 Va.

Bid	CONSTR.	R/W
	\$332,274.04	\$50.00
10% for engineering and additional work	33,227.40	5.00
Work by State Forces	3,627.80	
Amount chargeable to project, \$369,200.00		
\$144,150.00 to be provided for in 1965-66 Primary Constr. Allocation.		

Route 360, Project 0360-079-104, C501, B601: 105, C501
 E. Mad Downing Dr. - 0.521 Mi. S. WCL Warsaw - Richmond County
 Award of contract to low bidder, D. W. Mickelton Carolina Co.,
 Greensboro, N. C.

Bid	CONSTR.	R/W
	\$1,044,893.70	\$995.00
10% for engineering and additional work	104,489.37	99.50
Work by State Forces	16,043.30	
Amount chargeable to project, \$1,166,500.00		
\$765,400.00 to be provided for in 1965-66 and 1966-67 Primary Construction Allocation.		

Route 522, Project 0522-036-101, C502, B602
 5.645 Mi. N. WCL Winchester - 0.481 Mi. S. Winchester & Western RR
 Crossing near Gainsboro - Frederick County - Award of contract to
 low bidder, Echols Brothers, Inc., Staunton, Va.

Bid REGULAR	CONSTR.	R/W
	\$736,370.51	\$750.00
10% for engineering and additional work	73,637.05	75.00
Work by State Forces	2,878.70	
Amount chargeable to project, \$813,700.00		
\$309,720.00 to be provided for in 1965-66 Primary Constr. Allocation.		

Route 604, Project 0604-034-123, C-501
 0.709 Mi. W. Int. 653 - 0.381 Mi. E. Int. 646 - Grayson County
 Award of contract to low bidder, S. G. Young and Sons, Inc.,
 Johnson City, Tenn.

Bid	\$188,656.40
10% for engineering and additional work	18,865.64
Amount chargeable to project, \$207,500.00	
\$91,500.00 to be provided for in the County's 1965-66 and Subsequent Years Secondary Budgets.	

Route 604, Project 0604-092-106, C302, B609

Int. 91 (White Stone) - 3.615 Mi. E. Int. 91 - Tazewell County
Award of contract to low bidder, Appalachian Construction Co.,
Wise, Va.

Bid	\$270,529.32
10% for engineering and additional work	27,052.93
Work by State Forces	194.00
Amount chargeable to project, \$297,800.00	

Route 607, Project 0607-089-122, C-301

Int. 3 - 0.095 Mi. S. Int. 218 - Stafford County - Award of contract
to low bidder, J. R. Ford Co., Inc., Lynchburg, Va.

Bid	\$90,020.53
10% for engineering and additional work	9,002.05
Amount chargeable to project, \$99,000.00	

\$68,000.00 to be provided for in the County's 1965-66 and Subsequent
Years Secondary Budgets.

Route 620, Project 0620-066-133, C-302; 12B, C-301

0.675 Mi. E. Int. 650 - ECL Martinsville - Henry County - Award of
contract to low bidder, Thompson-Arthur Paving Co., Danville, Va.

Bid	\$125,609.76
10% for engineering and additional work	12,560.97
Work by State Forces	1,844.00
Amount chargeable to project, \$140,000.00	

\$92,000.00 to be provided for in the County's 1965-66 and Subsequent
Years Secondary Budgets.

Route 622, Project 0622-093-117, C-301

E. Int. Rr. 616 - 0.019 Mi. S. Int. Rr. 700 - Washington County
Award of contract to low bidder, Turner Brothers Contractors,
Salem, Va.

Bid	\$170,544.26
10% for engineering and additional work	17,054.42
Work by State Forces	194.00
Amount chargeable to project, \$187,800.00	

\$76,800.00 to be provided for in the County's 1965-66 and Subsequent
Years Secondary Budgets.

Route 628, Project 0628-004-112, C501, B609

Int. 360 - Int. 153 (N. Scotts Fork) - Amelia County - Award of
contract to low bidder, W. W. Waring, Cross, Va.

Bid REGULAR	\$168,569.52
10% for engineering and additional work	16,856.95
Amount chargeable to project, \$185,450.00	

\$116,000.00 to be provided for in the County's 1965-66 and
Subsequent Years Secondary Budgets.

Route 656, Project 0656-007-132, C501, B609, VS-705

0.17 Mi. N. E. Int. 657 - 0.01 Mi. N. W&W RR Grade Crossing - Augusta County - Award of contract to low bidder, Echols Brothers, Inc., Staunton, Va.

Bid	\$108,563.12
10% for engineering and additional work	10,856.31
Work by State Forces	1,369.50
R.E. Flashing - Light Signals	8,800.00
Amount chargeable to project, \$129,600.00	Bridge & Approaches
\$86,000.00 to be provided for in the County's 1965-66 and Subsequent Years Secondary Budgets.	

Route 670, Project 0670-012-118, C501, B606

Br. & Approaches over Meherrin River - Brunswick County - Award of contract to low bidder, W. W. Waring, Cross, Va.

Bid Alternate	\$186,280.95
10% for engineering and additional work	18,828.09
Work by State Forces	304.00
Amount chargeable to project, \$197,400.00	Bridge & Approaches
\$182,400.00 to be provided for in the County's 1965-66 & Subsequent Years Secondary Budgets.	

Route 688, Project 0688-080-125, C501, B610

Int. 221 - 0.045 Mi. S. Int. 221 - Roanoke County - Award of contract to low bidder, Robertson Constr. Co., Inc., Roanoke, Va.

Bid	\$36,124.20
10% for engineering and additional work	3,612.42
Amount chargeable to project, \$39,750.00	Bridge & Approaches
\$13,000.00 to be provided for in the County's 1965-66 & Subsequent Years Secondary Budget.	

Route 698, Project 0698-044-130, C501, B610

0.061 Mi. S. Rt. 779 - 0.360 Mi. E. Rt. 780 - Henry County - Award of contract to low bidder, Cecil N. Hundley, Martinsville, Va.

Bid	\$136,656.91
10% for engineering and additional work	13,665.69
Work by State Forces	194.00
Amount chargeable to project, \$150,500.00	
\$43,000.00 to be provided for in the County's 1965-66 & Subsequent Years Secondary Budgets.	

Route 714, Project 0714-015-129, C501

Int. 29 - Int. 899 (Industrial Access Universal Elec. Co.) Campbell County - Award of contract to low bidder, Marvin V. Templeton & Sons, Inc., Lynchburg, Va.

Bid	\$113,678.30
10% for engineering and additional work	11,367.83
Amount chargeable to project, \$125,050.00	
\$17,050.00 to be provided for from Industrial Access Reserve Fund.	

Route 738, Project 0738-077-102, C501

NEL Pulaski - 0.089 MI. N. of W. Int. 720 - Pulaski County - Award of contract to low bidder, Pendleton Construction Corp., Wytheville, Va.

Bid	\$209,458.46
10% for engineering and additional work	20,945.84
Work by State Forces	304.00

Amount chargeable to project, \$230,700.00

\$162,700.00 to be provided for in the County's 1965-66 & Subsequent Years Secondary Budgets.

Route 1612, Project 1612-020-123, C502, C501, B623

Int. 1 & 301 - 0.492 MI. E. Int. 1 & 301 - Chesterfield County - Award of contract to low bidder, J. Lawson Jones Construction Co., Inc., Clarksville, Va.

Bid	\$160,914.91
10% for engineering and additional work	16,091.49
Work by State Forces	1,980.00

Amount chargeable to project, \$179,000.00 Bridge & Approaches

\$55,000.00 from Industrial Access Fund; \$40,000 from Seaboard Air Line RR Co., \$69,250.00 from Larus & Brother, Inc., \$14,750.00 from Industrial Access Reserve Fund. Motion carried.

Moved by Mr. Flythe, Seconded by Judge Weaver, that the Commission confirm letter ballot action rejecting bids received May 5, 1965 on the following projects and that the work be readvertised:

Route 66, Project 0066-029-103, BW202, Contr. 3; 0066-000-101, BW201, Contr. 4; 102, BW201, BW202, Contr. 1; BW206, BW203, Contr. 4

0.425 MI. E. Rt. 495 - Va.-D.C. Line - Arlington & Fairfax Counties
Low bid is 12.2% over estimate.

Route 501, Project 0501-103-102, C501

Int. 10th St. - Int. 17th St. - City of Buena Vista - Low bid is 13.8% over estimate.

Route 581, Project 0581-128-070, BW202, Contract 1

0.187 MI. S. 460 (Orange Ave.) - 0.006 MI. N. Elm Ave. - City of Roanoke - Low bid is 27.2% over estimate.

Route 605, Project 0605-032-111, C501, B605

Int. 659 (at Stage Junction) - Fluvanna-Goochland C.L. - Fluvanna County - low bid is 23.6% over estimate.

Route 614, Project 0614-002-104, C501, B606

0.108 MI. W. Int. 678 (Near Deona) - 0.806 MI. W. Int. 676 (Owensville)
Low bid is 16.3% over estimate. Albemarle County

Route 680, Project 0680-098-112, C501

Int. 11 (Stalays Cross Roads) - 3.103 MI. E. Int. 11 - Wythe County
Low bid is 23.9% over estimate. Motion carried.

Moved by Judge Weaver, Seconded by Mr. Holland, that the bid received from the Via Company, Inc., and Via Construction Co., Inc., Richmond, Va., on June 2, 1965 for the construction of Project 0660-042-163-C-301, the interchange at Routes 660 and I-95 in Hanover County, be accepted.

Bid	\$273,614.10
10% for engineering and contingencies	27,361.41

Funds provided by Board of Supervisors of Hanover County, Va.

Motion carried.

Moved by Mr. Flythe, Seconded by Mr. McKenna, that the Commission provide Industrial Access funds in accordance with the following:

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Buchanan County by resolution has requested the use of industrial access funds to provide proper access to the new plant of Eastern Isles Manufacturing Corporation, south of Route 83 and just east of the Town of Grundy, estimated to cost \$65,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of Industrial Access Funds.

NOW, THEREFORE, BE IT RESOLVED, that \$65,000 from the industrial access fund for 1964-65 be allocated for the purpose of providing access to the new facility of the Eastern Isles Manufacturing Corporation, south of Route 83 and just east of Grundy, Project 0717-013-11A, C-501, B-607; contingent upon (1) the necessary right of way being provided at no cost to the Commonwealth, and (2) Eastern Isles Manufacturing Corporation's starting production.
Motion carried.

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed." and

WHEREAS, the Board of Supervisors of Buchanan County by resolution has requested the use of industrial access funds for the relocation of Route 666, in Buchanan County near Route 638, for the purpose of allowing the development of a coal mine by the Island Creek Coal Corporation, estimated to cost \$75,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$75,000 from the industrial access fund for 1964-65 be allocated for the purpose of relocating Route 666, in Buchanan County near Route 638, to provide access to and to allow the development of a new coal mine by the Island Creek Coal Corporation, Project 0666-013-113, C-501, B-606, contingent upon the necessary right of way being provided at no cost to the Commonwealth. Motion carried.

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed,"; and

WHEREAS, the Board of Supervisors of Roanoke County by resolution has requested the use of industrial access funds to extend Route 709 in the Blue Ridge Park for industry to serve the new facility of Wilson & Company, Incorporated, estimated to cost \$10,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$10,000 from the industrial access fund for 1964-65 be allocated for the purpose of extending Route 709 in the Blue Ridge Park for industry to serve Wilson & Company, Incorporated, Project 0709-080-120, C-503, contingent upon the necessary right of way being provided at no cost to the Commonwealth. Motion carried.

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed,"; and

WHEREAS, the Board of Supervisors of Fairfax County by resolution has requested the use of industrial access funds for providing proper access to the new facility of The Richards Corp., south of Route 684 near its intersection with Route 7 and just north of the town of Vienna, estimated to cost \$15,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds, including the guaranteeing of right of way.

NOW, THEREFORE, BE IT RESOLVED, that \$15,000 from the industrial access fund for 1964-65 be allocated for the purpose of providing access to the new facility of The Richards Corporation, south of Route 684 near its intersection with Route 7 and just north of the town of Vienna in Fairfax County, Project 3776-029-151, C-501, contingent upon (1) advice from the Corporation that they have entered into a firm contract for the construction of their building, and (2) the necessary right of way being provided at no cost to the

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1964-65 of \$1,500,000 and for fiscal 1965-66 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining, or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Pittsylvania County and the City Council of the City of Danville have requested industrial access funds to provide proper access to the new facility of United States Gypsum Company, from Industrial Avenue along Whitwell Street, Routes 737 and 736, and from Route 736 to the property line of United States Gypsum Company, estimated to cost \$80,000 within the city of Danville and \$140,000 in the county of Pittsylvania; and

WHEREAS, the City of Danville still has its full eligibility for industrial access funds, while Pittsylvania County has used the majority of its eligibility for 1964-65, thereby requiring that its funds be from the 1965-66 industrial access apportionment; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds, including the guaranteeing of right of way.

NOW, THEREFORE, BE IT RESOLVED, that industrial access funds, as indicated below, be allocated for the purpose of providing proper access to the new facility of United States Gypsum Company in Pittsylvania County, from Industrial Avenue in the city of Danville, along Whitwell Street to the city limits, Project 0737-108-102, C-501, and along Routes 737 and 736 and from Route 736 to the property line of the United States Gypsum Company plant, Project 0737-071-165, C-501; contingent upon (1) the City of Danville providing right of way and the adjustment of utilities within the city, (2) Secondary funds for Pittsylvania County paying for the right of way and adjustment of utilities along Routes 737 and 736, (3) the Industrial Development Corporation providing the right of way from Route 736 to the property line of United States Gypsum Company, and (4) the United States Gypsum Company furnishing us with a certificate that its plant is under firm contract; and

BE IT FURTHER RESOLVED, that \$80,000 from the industrial access fund for 1964-65 be allocated to Project 0737-108-102, C-501 and \$140,000 from the industrial access fund for 1965-66 be allocated to Project 0737-071-165, C-501. Motion carried.

WHEREAS, Section 33-136.1 of the Code of Virginia provides a fund for fiscal 1964-65 of \$1,500,000 to "...be expended by the Commission for constructing, reconstructing, maintaining or improving access roads within counties, cities and towns to industrial sites on which manufacturing, processing or other establishments will be built under firm contract or are already constructed."; and

WHEREAS, the Board of Supervisors of Prince William County by resolution has requested the use of industrial access funds for providing proper access to the new facility of Minnick, Incorporated, just off Route 28 approximately three miles west of Manassas, estimated to cost \$8,000; and

WHEREAS, it appears that this request falls within the intent of Section 33-136.1 and has complied with the provisions of the Highway Commission's policy on the use of industrial access funds.

NOW, THEREFORE, BE IT RESOLVED, that \$8,000 from the industrial access fund for 1964-65 be allocated to provide access to the new facility of Minnick, Incorporated, just off Route 28 approximately three miles west of Manassas in Prince William County, Project 0782-076-139, C-501, contingent upon (1) the right of way being provided at no cost to the Commonwealth, and (2) notification from the company that their plant is under firm contract. Motion carried.

Moved by Mr. Holland, Seconded by Mr. McWens, that

WHEREAS, in accordance with the provisions of Section 116 (c) of the Federal-Aid Highway Act of 1956, a public hearing was held in the Heritage Elementary School at Robbins Corner in Virginia Beach, Virginia, on May 19, 1965, concerning the proposed construction of Independence Boulevard, Route 225, Project 0225-134-101, PE-101 and Project 0225-134-101, PE-102, from Route 58 to Route 60 in the City of Virginia Beach; and

WHEREAS, the economic effects of the location and proposed improvements have been examined and given proper consideration and this evidence, along with all other, has been carefully reviewed; now, therefore

BE IT RESOLVED, that the construction of the roadway along the location shown as Projects 0225-134-101, PE-101 and 0225-134-101, PE-102, along Independence Boulevard (Route 225) from Route 58 to Route 60 in the City of Virginia Beach, be approved. Motion carried.

Moved by Mr. Laughan, Seconded by Mr. Flythe, that

WHEREAS, under authority of Section 33-35.4 of the Code of Virginia, 1950, as amended, request is made by the City of Hampton for payment at the base rate of \$800 per mile annually on additional street mileage meeting required standards for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$800 per mile annually be made to the City of Hampton on additional streets, totaling 6.20 miles and meeting standards required by this section of the Code, effective beginning April 1, 1965 for the quarterly payment due after June 30, 1965. The additional mileage eligible for payment, described as follows:

Athens Avenue	- From Fort Worth St. to Galveston Court	- 0.04 MI.
Barry Court	- From Granger Dr. to Cul-de-sac	- 0.03 MI.
Bayhaven Drive	- From Joynes Rd. to 188' N. of Gladstone Ct.	- 0.09 MI.
Big Bethel Road	- From Mercury Blvd. to North 550'	- 0.10 MI.
Bonwood Road	- From Copperfield Rd. to Cul-de-sac	- 0.21 MI.
Brout Drive	- From Threeschopt Rd. to Hazelwood Dr.	- 0.10 MI.
Brown Circle	- From Winfree Road to Cul-de-sac	- 0.07 MI.
Butternut Drive	- From Yale Drive to Big Bethel Road	- 0.10 MI.
Coltraine Circle	- From Elizabeth Lake Drive to Cul-de-sac	- 0.02 MI.
Copperfield Road	- From Lynnhaven Drive to Bonwood Road	- 0.04 MI.
Crosser Court	- From Shall Road to Cul-de-sac	- 0.06 MI.
Duke Street	- From Ward Drive to 152' W. of Haskins Dr.	0.16 MI.
Durham Street	- From LeMasters Avenue to New Bern Ave.	- 0.16 MI.
Edwards Drive	- From Carlton Drive to Macon Road	- 0.15 MI.
Egger Circle	- From Winfree Drive to Cul-de-sac	- 0.07 MI.
Elizabeth Lake Dr.	- From 130' N. of Warrington Circle to 160' S.W. double Cul-de-sac	- 0.35 MI.
Galveston Court	- From Durham Street to Cul-de-sac	- 0.16 MI.
Gatling Drive	- From Scenes Road to Twin Oaks Drive	- 0.07 MI.
Gladstone Court	- From Bayhaven Drive to Cul-de-sac	- 0.02 MI.
Granger Drive	- From Aberdeen Road to Barry Court	- 0.05 MI.
Guthrie Drive	- From Joynes Road to Twin Oaks Drive	- 0.17 MI.
Haley Drive	- From Hull Drive to Mark Drive	- 0.10 MI.
Haskins Drive	- From Briarfield Road to Duke Street	- 0.26 MI.
Harland Court	- From Juanita Drive to Cul-de-sac	- 0.07 MI.
Hazelwood Road	- From Wheaton Rd. to 308' E. of Brout Dr.	0.27 MI.
Hedgelaam Court	- From Elizabeth Lake Drive to Cul-de-sac	- 0.04 MI.
Hopewest Circle	- From Elizabeth Lake Drive to Cul-de-sac	- 0.11 MI.
Hull Drive	- From Haley Drive south to Cul-de-sac	- 0.08 MI.
Janet Drive	- From Briarfield Road to Cul-de-sac	- 0.22 MI.
Juanita Drive	- From Wheaton Road to Harland Court	- 0.06 MI.
Kingslan Lane	- From N. King St. to Little Back River Rd.	0.13 MI.
Knight Street	- From Ward Drive to Cul-de-sac	- 0.06 MI.
Lakeshore Drive	- From Todds Lane to Cul-de-sac	- 0.15 MI.
LeMasters Avenue	- From Fort Worth St. to Durham Street	- 0.16 MI.
Leon Lane	- From Granger Drive to 184' S. of Granger Drive	- 0.04 MI.
Mark Drive	- From Myra Drive to Haley Drive	- 0.15 MI.
Macon Road	- From 135' S. of Roberts Dr. to Edwards Drive	- 0.02 MI.
Maer Court	- From Nassau Place to Cul-de-sac	- 0.09 MI.
Michale Drive	- From N. Glenwood Road north 566'	- 0.11 MI.
Myra Drive	- From Briarfield Road to Hull Drive	- 0.21 MI.
Nassau Place	- From Threeschopt Road to Hazelwood Dr.	- 0.11 MI.
Neville Circle	- From Winfree Road to Cul-de-sac	- 0.10 MI.
New Bern Avenue	- From Fort Worth St. to Durham St.	- 0.11 MI.
N. Glenwood Road	- From Little Back River Rd. to Michale Dr.	0.05 MI.
Princess Ann St.	- From Ward Drive to Watkins Drive	- 0.07 MI.
Randall Court	- From Granger Drive to Cul-de-sac	- 0.03 MI.
Scollin Circle	- From Winfree Road to Cul-de-sac	- 0.06 MI.
Scenes Drive	- From Guthrie Drive to Gatling Drive	- 0.04 MI.

Seward Drive	- From Woodland Road to Connor Road	- 0.15 Mi.
Seward Drive	- From Beala Drive to Mickerson Blvd.	- 0.15 Mi.
Watkins Drive	- From Princess Anne Street to Duke St.	- 0.17 Mi.
White Hall Circle	- From Elizabeth Lake Drive to Cul-de-sac	- 0.02 Mi.
Wildwood Drive	- From Janet Drive to Ethal Drive	- 0.04 Mi.
Winfree Road	- From Seward Drive to Andrews Blvd.	- 0.37 Mi.
Yala Drive	- From S. side of Butternut Drive to Cul-de-sac	- 0.12 Mi.

The above additions totaling 6.20 miles will increase the total mileage in the City of Hampton from 237.70 miles to 243.90 miles of approved streets. Motion carried.

Moved by Mr. Holland, Seconded by Judge Weaver, that
WHEREAS, under authority of Section 33-35.4 of the Code of Virginia, 1950, as amended, request is made by the City of Virginia Beach for payment at the base rate of \$800 per mile annually on additional street mileage meeting required standards for maintenance payments:

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$800 per mile annually be made to the City of Virginia Beach on additional streets, totaling 10.95 miles and meeting standards required by this section of the Code, effective beginning April 1, 1965 for the quarterly payment due after June 30, 1965. The additional mileage eligible for payment, described as follows:

Minute Man Road	- From Hinsdale Drive to Dead End	- 0.13 Mi.
Jaricho Road	- From 200' W. of Minute Man Road to Independence Boulevard	- 0.10 Mi.
Constitution Dr.	- From Independence Blvd. to Hinsdale St.	- 0.25 Mi.
Constitution Ct.	- From Constitution Drive to Cul-de-sac	- 0.03 Mi.
Hessian Road	- From Independence Blvd. to Liberty Bell Road	- 0.31 Mi.
Hessian Court	- From Hessian Road to Cul-de-sac	- 0.05 Mi.
Liberty Bell Rd.	- From Articles Road to Dead End	- 0.34 Mi.
Greenwich Road	- From Newton Road to Dead End	- 0.29 Mi.
Chubb Lake Ave.	- From Lookout Rd. to Leathercock Rd.	- 0.12 Mi.
Banks Road	- From Sandbridge Road to Dead End	- 0.24 Mi.
Bayside High School	- Roads from Baygood Road north	- 0.32 Mi.
Arrowhead School	- Road from Susquehanna Drive north	- 0.19 Mi.
Lee Roy Drive	- From End of Present Maintenance to Dead End	- 0.15 Mi.
Hardon Road	- From Parliament Drive to Leesburg Dr.	- 0.20 Mi.
Leesburg Drive	- From Coventry Rd. to Upperville Road	- 0.09 Mi.
Upperville Road	- From Parliament Drive to Capot Road	- 0.54 Mi.
Upperville Court	- From Upperville Drive to Cul-de-sac	- 0.05 Mi.
Capot Road	- From Coventry Rd. to Princess Anne Rd.	- 0.31 Mi.
Unnamed Road	- From Ashley Road to Alenton Road	- 0.10 Mi.
Articles Lane	- From Liberty Bell Rd. to Constitution Dr.	- 0.11 Mi.
Stamp Act Lane	- From Liberty Bell Rd. to Constitution Dr.	- 0.07 Mi.
Liberty Bell Ct.	- From Liberty Bell Rd. to Cul-de-sac	- 0.04 Mi.
Hinsdale Street	- From Constitution Dr. to Putnam Road	- 0.45 Mi.
Putnam Road	- From Joanna Street to Dead End	- 0.16 Mi.

Puritan Circle	- From Putnam Road to Cul-de-sac	- 0.04 Mi.
Jessie Street	- From Putnam Road west 0.36 Miles	- 0.36 Mi.
Putnam Court	- From Putnam Road to Cul-de-sac	- 0.04 Mi.
Major Andre Road	- From Hinedale Street to Jessie Street	- 0.14 Mi.
General Gage Road	- From Paul Jones Lane to Dead End	- 0.33 Mi.
John Jay Lane	- From General Gage Road to Schuyler Rd.	- 0.17 Mi.
Ben Franklin Lane	- From Schuyler Rd. to General Gage Rd.	- 0.17 Mi.
Betsy Ross Road	- From Jessie St. to Dead End	- 0.14 Mi.
Schuyler Road	- From Hinedale St. to Jessie Street	- 0.19 Mi.
Paul Jones Lane	- From General Gage Rd. to Constitution Dr.	0.25 Mi.
General Gage Ct.	- From General Gage Rd. to Cul-de-sac	- 0.05 Mi.
Anthony Wayne Lane	From Paul Jones Lane to Jessie Street	- 0.11 Mi.
Anthony Wayne Court	From Anthony Wayne Lane to Cul-de-sac	- 0.04 Mi.
Southern Blvd.	- From Thalia Rd. to Ash Avenue	- 0.07 Mi.
South Gum Ave.	- From Bonney Rd. to Dead End	- 0.15 Mi.
South Palm Ave.	- From Bonney Rd. to Dead End	- 0.16 Mi.
Southern Blvd.	- From Witchduck Rd. to Dead End	- 0.25 Mi.
Pennsylvania Ave.	- From End of Present Maintenance to Southern Blvd.	- 0.11 Mi.
Admiral Wright Rd.	From Holland Swamp Rd. to Witchduck Rd.	- 0.19 Mi.
Denne Lane	- From Admiral Wright Road to Dead End	- 0.08 Mi.
Medoria Drive	- From Northampton Blvd. to Dead End	- 0.43 Mi.
Priscilla Lane	- From Walt Whitman Way to Five Forks Rd.	- 0.15 Mi.
Copperfield Road	- From Pickwick Rd. to Five Forks Rd.	- 0.17 Mi.
Ewell Road	- From Copperfield Rd. to Dead End	- 0.27 Mi.
Twain Lane	- From Five Forks Rd. to Ewell Road	- 0.07 Mi.
Five Forks Rd.	- From Copperfield Road to Dead End	- 0.25 Mi.
West Bavers Pt. Rd.	From Five Forks Rd. to Revere Point Rd.	- 0.13 Mi.
Bavers Point Rd.	- From West Bavers Point Rd. to Dead End	- 0.07 Mi.
South Ottawa Drive	From Mojave Rd. to West Ottawa Drive	- 0.12 Mi.
West Ottawa Drive	- From South Ottawa Drive to N. Ottawa Dr.	0.09 Mi.
North Ottawa Dr.	- From Mojave Rd. to West Ottawa Drive	- 0.10 Mi.
Ottawa Rd.	- From Mojave Rd. to West Ottawa Drive	- 0.12 Mi.
N. Pawnee Rd.	- From Miami Rd. to West Pawnee Road	- 0.10 Mi.
W. Pawnee Rd.	- From North Pawnee Rd. to South Pawnee Rd.	0.09 Mi.
S. Pawnee Rd.	- From West Pawnee Rd. to Miami Road	- 0.10 Mi.
Miami Court	- From Miami Rd. to Cul-de-sac	- 0.07 Mi.
Coventry Road	- From End of Present Maintenance to Dead End	- 0.09 Mi.
Coventry Circle	- From Coventry Rd. to Dead End	- 0.03 Mi.
Count Turf Road	- From Coventry Rd. to Dead End	- 0.12 Mi.
Yaqui Street	- From Conestoga Rd. to Wyandotta Rd.	- 0.17 Mi.
Hendon Road	- From Harringtonsett Dr. to Kellan Rd.	- 0.21 Mi.
Southern Pines Dr.	From Edwin Drive to Dead End	- 0.07 Mi.
Green Valley Dr.	- From Southern Pines Drive to Edwin Dr.	- 0.25 Mi.

The above additions totaling 10.95 miles, will increase the total mileage in the City of Virginia Beach from 587.12 miles to 598.07 miles of approved streets. Motion carried.

Moved by Mr. Baughan, Seconded by Mr. Flythe, that
WHEREAS, under authority of Section 33-35.4 of the Code
of Virginia, 1950, as amended, request is made by the City of
Waynesboro for payment at the base rate of \$800 per mile annually
on additional streets meeting required standards; also for deletion
of streets no longer eligible for maintenance payments;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments
at the base rate of \$800 per mile annually be made to the City of
Waynesboro on additional streets totaling 0.79 miles that have been
brought up to standards required by this section of the Code, and
the deletion of 0.12 mile no longer eligible for payment, effective
beginning July 1, 1965 with the first quarterly payment due after
September 30, 1965. The additional mileage of streets eligible for
payment, described as follows:

Harding Street	- From G. E. Drive to Carolina Ave.	- 0.05 Mi.
Florida Avenue	- From Commerce Ave. to Harding St.	- 0.06 Mi.
S. Winchester Avenue	- From 19th St. to 524' S. of 19th St.	0.10 Mi.
Ivy Street	- From Alley N. of Link Road to 89' N. of Anthony Circle	- 0.05 Mi.
Anthony Circle	- From New Hope Rd. to Ivy Street	- 0.10 Mi.
Fir Street	- From 140' N. of Link Road to 138' N. E. of Lombardy Cr.	- 0.15 Mi.
Spruce Street	- From Fir St. to 140' W. of Fir St.	- 0.03 Mi.
Lombardy Circle	- From Fir St. to 620' W. of Fir St.	- 0.12 Mi.
Wayne Avenue	- From 16th St. to Woodrow Avenue	- 0.13 Mi.
Deletion of street mileage no longer eligible for payment:		
Lynchburg Road	- From S. River Bridge (Dupont Entr.) To Woodrow Avenue	- 0.05 Mi.
15th Street	- From Chestnut Avenue to Wayne Ave.	- 0.07 Mi.

The above additions totaling 0.79 miles and deletion of 0.12 mile to
a net addition of 0.67 miles will increase the total mileage in the
City of Waynesboro from 55.48 miles to 56.15 miles of approved
streets. Motion carried.

Mr. Fugate asked for a motion making permanent the tenta-
tive allocations for 1965-66. Mr. Holland requested that a change
be made in the allocations and moved that the allocation of
\$1,900,000 for Route 13 on the Eastern Shore be reduced by \$200,000,
as the low bid for this work in Accomack County was that much less
than the allocation, and that the \$200,000 be transferred to Route
60 in James City County, West Williamsburg-West, increasing it to
\$400,000. The motion was seconded by Mr. Flythe and carried.

Mr. Flythe stated that Mr. Macni deserved the thanks and
appreciation of all for the excellent job he has done over the past
years in preparing the recommendations for allocations.

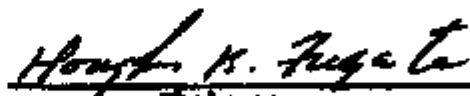
A Motion was made by Mr. Flythe, Seconded by Mr. Holland,
that the tentative 1965-66 Interstate and rural Primary allocations
be made permanent, with the changes voted in the Suffolk District.
Motion carried.

At Mr. McWann's suggestion, a rising vote of thanks was given Mr. Flythe for his fine work on the Commission. Mr. Flythe's second term as a Member of the Commission expires June 30, 1965. Mr. Fugate commented that all were distressed that his term is ending. He stated that Mr. Flythe's wonderful knowledge and experience in the highway program in Virginia is an asset that we cannot afford to lose and we fully intend to keep him active.

Mr. Flythe responded by saying that his work on the Commission has been a real source of satisfaction. While at times there had been difficulty because of the lack of funds, he hoped that additional funds would be made available so that the Arterial System can be kept on schedule.

The meeting was adjourned at 12:45 P.M.

Approved:


Chairman

Attested:


Secretary

**ALLOCATIONS
FISCAL YEAR 1965-66**

<u>GENERAL EXPENSE</u>	<u>STATE FUNDS</u>		
	<u>From Estes Existing Prior to Acts of 1964</u>	<u>Acts of 1964</u>	<u>Total</u>
Administration and Supervision	7,000,000		7,000,000
Grounds and Buildings -			
Capital Outlay	1,670,000		1,670,000
Maintenance and Operations	450,000		450,000
Traffic and Planning -			
Routine Operations & Truck Weighing	650,000		650,000
Engineering Overhead -			
Not distributable to Projects	600,000		600,000
Va. Council of Highway			
Investigation & Research	175,000		175,000
Accident Prevention, Compensation			
Awards & Medical Expense	180,000		180,000
Employee Training and Education	150,000		150,000
Insurance, Legal Expense, Advertising & Misc.	100,000		100,000
Regulation of Outdoor Advertising	<u>67,000</u>		<u>67,000</u>
Total General Expense (6.6% of Net Funds)	11,042,000	-0-	11,042,000

Definition of "Net Funds"-

Gross funds for Highways	232,032,332
Less Interstate Federal Aid	84,857,850
Less General Fund Approp. for Industrial Access Roads	<u>500,000</u>
Net Funds for % Distribution	<u>166,674,482</u>

**ROAD FUNDS
FISCAL YEAR 1965-66**

	<u>FEDERAL FUNDS</u>	<u>STATE FUNDS</u>		<u>TOTAL FEDERAL AND STATE FUNDS</u>
		<u>From Rates Prior To Acts of 1964</u>	<u>From Acts of 1964</u>	
<u>INTERSTATE SYSTEM</u>				
Construction, Eng. and R/W	84,857,850	10,220,973		95,078,823
Maintenance and Replacements		2,000,000		2,000,000
Total	84,857,850	12,220,973		97,078,823
<u>PRIMARY SYSTEM</u>				
Construction, Eng. and R/W:				
Primary, Fed.Aid- Matched	8,493,489	8,493,489		16,986,978
30% of Sec.Fed.Aid-Matched	1,987,406	1,987,406		3,974,812
State Construction		15,861,631	10,229,000	26,090,631
Total Construction	10,480,895	26,342,526	10,229,000	47,052,421
Maintenance and Replacements		16,250,000		16,250,000
Total	10,480,895	42,592,526	10,229,000	63,302,421
<u>SECONDARY SYSTEM</u>				
70% of Sec.Fed.Aid- Matched	4,637,282	4,637,282		9,274,564
Maintenance, Replacements & Const.		39,359,015	6,369,000	45,728,015
Total (33% of Nat Funds)	4,637,282	43,996,297	6,369,000	55,002,579
<u>URBAN SYSTEM</u>				
Construction, Eng. & R/W:				
Urban Fed.Aid:				
To Cities - Matched				
50% Fed. - 35% State	3,959,234	2,771,264		6,730,498
To Arlington Co. - Matched				
50% Fed. - 50% State	386,041	386,041		772,082
State Funds		1,385,929	2,702,000	4,087,929
Total Construction	4,345,275	4,543,234	2,702,000	11,590,509
Municipality Street Funds:				
Primary - 830 miles @ \$10,000		8,300,000		
Other Streets- 5,270 Mi.@ 800		4,216,000		12,516,000
Total (14% of Nat Funds plus Arlington Co.)	4,345,275	17,059,234	2,702,000	24,106,509
<u>ACCESS ROADS TO INDUSTRIAL SITES</u>				
Construction:				
From Highway Funds		1,000,000		1,000,000
From General Fund of the Treasury			500,000	500,000
Total		1,000,000	500,000	1,500,000
Total Allocations -				
Pages 2 and 3	104,321,302	127,911,030	19,800,000	252,032,332

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA
JUNE 10, 1965

INTERSTATE AND RURAL PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1965-66

Final Allocation of State Funds:		
Regular	-----	\$ 36,563,499.
Acts of 1964 for Arterial Network	-----	10,229,000.
1966 Federal-aid Funds for Primary System	-----	10,480,895.
1966 Federal-aid Interstate Funds	-----	64,857,850.
Total Funds		\$ 142,131,244.

District	Distribution of \$47,044,394. Based on Factors of Area, Population and Mileage in accordance with Acts of 1964.	Distribution of \$10,229,000. Acts of 1964 for Arterial Network on the basis of need.	Distribution of \$84,857,850. Federal-aid Interstate Funds on the basis of need.	Total of Combined Funds
	<u>Percent</u> <u>Amount</u>	<u>Percent</u> <u>Amount</u>	<u>Percent</u> <u>Amount</u>	
Bristol	12.94 \$ 6,087,545.	16.52 \$ 1,689,831.	10.72 \$ 9,096,761.	\$ 16,874,137.
Salem	12.53 5,894,663.	11.88 1,215,205.	9.48 8,044,524.	15,154,392.
Lynchburg	11.50 5,410,105.	17.97 1,838,151.	0.15 127,287.	7,375,543.
Richmond	14.68 7,000,206.	10.15 1,038,244.	17.53 14,875,381.	22,914,031.
Suffolk	12.89 6,064,022.	13.91 1,422,854.	20.15 17,098,857.	24,585,732.
Fred'burg	7.75 3,645,940.	9.86 1,008,579.	2.89 2,452,392.	7,106,911.
Culpeper	15.95 7,503,581.	13.04 1,333,862.	20.39 17,302,516.	26,139,959.
Staunton	11.56 5,438,332.	6.67 682,274.	18.69 15,859,932.	21,980,538.
TOTAL	100.00 \$47,044,394.	100.00 \$10,229,000.	100.00 \$84,857,850.	\$ 142,131,244.

SUMMARY OF INTERSTATE AND RURAL PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1965-66

Allocation by Systems:	<u>AMOUNT</u>
Interstate Federal-aid ----- \$ 84,857,850.)	
Matching Interstate Federal-aid --- 10,220,973.)	-\$ 95,078,823.
(Regular State Funds)	
Acts of 1964 for Arterial Network - 10,229,000.)	
Regular Primary ----- 36,823,421.)	- 47,052,421.
Total Funds	<u><u>\$142,131,244.</u></u>
Preliminary Engineering:	
Interstate System -----	\$ 3,002,000.
Primary System- (Arterial=\$1,381,036.)	
(Regular = 687,501.) -----	2,068,537.
Rights of Way (District Wide Fund):	
Interstate System -----	11,600,000.
Primary System- (Arterial=\$ 600,000.)	
(Regular = 594,000.) -----	1,194,000.
New Signs and Signals (Primary System) -----	685,000.
Planning:	
Interstate System ----- \$1,414,297.)	
Primary System ----- 314,426.) -----	1,728,723.
Construction Projects:	
Interstate System -----	79,062,526.
Arterial Network (Includes	
\$10,229,000. Acts of 1964)*\$ 27,345,000.)	
Regular Primary System = 15,445,458.) -----	*42,790,458.
Total	<u><u>\$142,131,244.</u></u>

*Includes funds for Right of Way Acquisition where applicable.

FISCAL YEAR 1965-66

BRISTOL DISTRICT

Allocation by Systems:		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 9,096,761.	
Matching Interstate Federal-aid-- (Regular State Funds)	1,095,688.	\$ 10,192,449.
Acts of 1964 for Arterial Network-	1,689,831.	
Regular Primary -----	4,991,857.	6,681,688.
Total Funds		<u>\$ 16,874,137.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM PROJECTS</u>			
77	Bland & Wythe	West Virginia State Line - South (Supplemental Allocation)	\$ 1,000,000.
81	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	8,090,836.
-	-	Rights of Way (District Wide)	500,000.
-	-	Preliminary Engineering (District Wide)	450,000.
-	-	Planning (District Wide)	151,613.
Total, Interstate System Projects			<u>\$ 10,192,449.</u>

FISCAL YEAR 1965-66

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
19 & Alt. 58	Washington & Russell	Abingdon - Hansonville (Supplemental Allocation for Dual-laning)	\$ 725,000.
19 & 460	Tazewell	Bluefield - Tazewell (Partial Allocation for Right of Way Acquisition)	165,000.
23	Wise	Norton - North (Supplemental Allocation for Dual-laning)	750,000.
23	Scott	Between Route 58 and Tennessee State Line (Supplemental Allocation)	60,000.
23 & 58	Scott	Between Route 58 at Duffield and Clinchport (Partial Allocation for Dual-laning)	550,000.
Alt. 58	Russell	Between Banners Corner (Route 65) and Saint Paul (Supplemental Allocation)	625,000.

FISCAL YEAR 1965-66

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Buchanan	East Vaneant - East (Supplemental Allocation to Continous Dual-laning)	\$ 800,000.
460	Tazewell	Between Buchanan County Line and Richlands (Supplemental Allocation for Dual-laning)	650,000.
-	-	Preliminary Engineering (District Wide)	200,000.
Subtotal, Arterial Network Projects (Includes \$1,689,831. Acts of 1964)			<u>*\$ 4,525,000.</u>

REGULAR PRIMARY SYSTEM PROJECTS

21 & 52	Bland	West Virginia State Line - South (Asphaltic Concrete Surfacing)	\$ 30,000.
21 & 52	Bland	Walkway on Bridge over Hunting Camp Creek at Bastian	8,000.
21 & 52	Wythe	N.C.L. Wytheville - North (Asphaltic Concrete Surfacing)	30,000.
23 & 58	Scott	W.C.L. Gate City - Moccasin Gap (Asphaltic Concrete Surfacing)	35,000.

FISCAL YEAR 1965-66

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>		<u>AMOUNT</u>
42	Bland	South Intersection Routes 21 & 52 - West (Spot Improvement Including Pavement and Structure Widening)	\$	60,000.
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)		200,000.
58	Grayson	Washington County Line - East (Asphaltic Concrete Surfacing)		60,000.
58	Scott & Lee	East Lee-Scott County Line - Stickleyville (Supplemental Allocation)		245,000.
58	Lee	Town of Jonesville (Reconstruction Including Curb and Gutter and Sidewalk)		70,000.
58	Lee	East Route 25 - East (Asphaltic Concrete Surfacing)		45,000.
70	Lee	Bridge and Approaches Blackwater Creek, South of Jonesville (Supplemental Allocation)		50,000.

FISCAL YEAR 1965-66

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
80	Dickenson & Buchanan	Between Route 83 at Haysi and The Breaks (Supplemental Allocation to Continue Improvement)	\$ 425,000.
83	Dickenson	Haysi - Clinchco (Supplemental Allocation)	300,000.
91	Washington	Route 11 - South (Spot Improvement Including Pavement and Structure Widening)	60,000.
107	Smyth	Between Route 81 Interchange Near Chilhowie and Saltville (Supplemental Allocation to Continue Reconstruction)	300,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Preliminary Engineering (District Wide)	108,001.
-	-	New Signs and Signals (District Wide)	65,000.

FISCAL YEAR 1965-66

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Planning (District Wide)	\$ 40,687.
			<hr/>
Subtotal, Regular Primary System Projects			*\$ 2,156,688.
			<hr/>
Total Primary System Construction			*\$ 6,681,688.
			<hr/>
Total, Bristol District Interstate and Primary Allocations			\$ 16,874,137.
			<hr/> <hr/>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1965-66

SALEM DISTRICT

Allocation by Systems:		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 8,044,524.	
Matching Interstate Federal-aid --- (Regular State Funds)	968,948.	\$ 9,013,472.
Acts of 1964 for Arterial Network -	1,215,205.	
Regular Primary -----	4,925,715.	6,140,920.
Total Funds		<u>\$ 15,154,392.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM PROJECTS</u>			
77	Carroll	Wythe County Line - South (Supplemental Allocation)	\$ 1,000,000.
81	Pulaski & Montgomery	Wythe County Line - East (Supplemental Allocation)	4,000,000.
81	Botetourt & Roanoke	Rockbridge County Line - South, Including Roanoke- Salem By-Pass (Supplemental Allocation)	1,904,397.
581	Roanoke County & City of Roanoke	Roanoke Spur: Between Route 81 and Elm Avenue (Supplemental Allocation)	1,100,000.
-	-	Rights of Way (District Wide)	500,000.
-	-	Preliminary Engineering (District Wide)	375,000.
-	-	Planning (District Wide)	134,075.
Total, Interstate System Projects			<u>\$ 9,013,472.</u>

FISCAL YEAR 1965-66

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>ARTERIAL NETWORK PROJECTS</u>	
220	Henry	Ridgeway By-Pass - Route 58 at Smith River (Supplemental Allocation)	\$ 395,000.
220	Henry & Franklin	Bassett Fork - North (Continue Dual-laning)	860,000.
297	Bedford & Town of Bedford	Bedford By-Pass and East (Partial Allocation for Right of Way Acquisition)	50,000.
460	Roanoke, Botetourt & Bedford	Between E.C.L. Roanoke and Villedmont (Supplemental Allocation)	800,000.
460	Montgomery	Christiansburg-Gambria By-Pass (Supplemental Allocation)	200,000.
460	Giles	East Hoges Store - East (Supplemental Allocation)	350,000.
460	Giles	Narrows - West (Supplemental Allocation for Dual-laning)	550,000.

FISCAL YEAR 1965-66

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Preliminary Engineering (District Wide)	\$ 156,523.
Subtotal, Arterial Network Projects (Includes \$1,215,205. Acts of 1964)			*\$ 3,361,523.
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
11 & 460	Roanoke	Pavement Widening and Improvement of Intersection at Route 112 West of Salem	\$ 4,500.
24	Roanoke & Bedford	E.C.L. Vinton - East (Supplemental Allocation)	155,000.
40	Franklin	Grade Separation Structure and Approaches Norfolk & Western Railway at Ferrum (Supplemental Allocation)	125,000.
40	Franklin	East Rocky Mount - East (Asphaltic Concrete Surfacing)	70,000.
43	Bedford	Channelization at West Intersection Route 24	2,500.
52	Carroll	Fancy Gap - South (Supplemental Allocation)	270,000.

FISCAL YEAR 1965-66

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
57	Henry	Improve Intersection at Route 609 West of Martinsville	\$ 2,000.
57	Patrick	Route 8 - Route 704 (Supplemental Allocation for Reconstruction)	250,000.
58	Henry	Truck Turn-out West of Martinsville	10,000.
58	Carroll	Route 52 in Hillsville - West (Supplemental Allocation for Curb and Gutter, Sidewalk and Widening in Town and Reconstruction from W.C.L. to Beginning of New Construction)	65,000.
61	Giles	West Narrows - West (Continue Reconstruction)	75,000.
97	Carroll	Between Grayson County Line and Blue Ridge Parkway (Continue Widening and Easing of Curves)	50,000.

FISCAL YEAR 1965-66

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>		<u>AMOUNT</u>
100	Pulaski	Route 81 Interchange - Route 11 Interchange at Dublin (Supplemental Allocation for Dual-laning)	\$	350,000.
116	Franklin	East Roanoke County Line + East (Supplemental Allocation to Continue Reconstruction)		300,000.
116	Roanoke	Between Route 311 at Hanging Rock and Route 81 Interchange (Reconstruction)		85,000.
122	Bedford	N.C.L. Bedford - North (Asphaltic Concrete Surfacing)		48,000.
122	Bedford	S.G.L. Bedford - Route 24 (Supplemental Allocation for Reconstruction)		200,000.
177	Montgomery	Between Route 81 Interchange Near Bains Chapel and E.C.L. Radford (Supplemental Allocation)		300,000.

FISCAL YEAR 1965-66

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>		<u>AMOUNT</u>
220	Botetourt	Improve Sight Distance at Intersection Route 655 South of Eagle Rock	\$	6,000.
221	Floyd	W.C.L. Floyd Court House - East (Asphaltic Concrete Surfacing)		57,000.
419 Ext.	Roanoke	W.C.L. Salem - Route 81 Interchange (Partial Allocation for New Connection)		65,000.
460	Roanoke	Left-turn Lane at Intersection Route 1407 West of Roanoke		4,000.
460	Bedford	Right-turn Lane at Intersection Route 663		3,000.
-	-	Guard Rail (District Wide)		25,000.
-	-	Preliminary Engineering (District Wide)		140,000.
-	-	New Signs and Signals (District Wide)		75,000.

FISCAL YEAR 1965-66

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Planning (District Wide)	\$ 39,397.
			<hr/>
Subtotal, Regular Primary System Projects			*\$ 2,779,397.
			<hr/>
Total Primary System Construction			*\$ 6,140,920.
			<hr/>
Total, Salem District Interstate and Primary Allocations			\$ 15,154,392.
			<hr/> <hr/>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1965-66

LYNCHBURG DISTRICT

Allocation by Systems:		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 127,287.	
Matching Interstate Federal-aid -- (Regular State Funds)	15,332.	\$ 142,619.
Acts of 1964 for Arterial Network-	1,838,151.	
Regular Primary -----	5,394,773.	7,232,924.
Total Funds		\$ 7,375,543.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 133,497.
-	-	Preliminary Engineering (District Wide)	7,000.
-	-	Planning (District Wide)	2,122.
Total, Interstate System Projects			\$ 142,619.
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
29	Pittsylvania	Danville - North (Begin Dual-laning)	\$ 1,000,000.

FISCAL YEAR 1965-66

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Pittsylvania	Chatham By-Pass - South (Supplemental Allocation to Continue Dual-laning to Banister River)	\$ 100,000.
29	Campbell	South Lynchburg - South (Supplemental Allocation to Continue Dual-laning)	100,000.
29	Amherst	Lynchburg - North (Continue Dual-laning)	600,000.
29	Nelson	Lovington - North and South (Supplemental Allocation)	590,000.
297	Campbell	Bedford County Line - East (Partial Allocation for Right of Way Acquisition)	50,000.
360 & 15	Charlotte	North Intersection Routes 360 & 15 - South (Supplemental Allocation for Dual-laning)	1,575,000.
360	Charlotte & Halifax	North Wyllesburg - South Clover (Partial Allocation for Right of Way Acquisition)	160,000.

FISCAL YEAR 1965-66

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
460	Campbell & Appomattox	Between Lynchburg and Appomattox (Supplemental Allocation)	\$ 150,000.
460	Appomattox & Prince Edward	Between Appomattox and Farnville (Begin Dual-laning)	700,000.
-	-	Preliminary Engineering (District Wide)	333,765.
Subtotal, Arterial Network Projects (Includes \$1,838,151. Acts of 1964)			<u>*\$ 5,358,765.</u>

REGULAR PRIMARY SYSTEM PROJECTS

6	Nelson	Between Route 151 Near Avon and Albemarle County Line (Supplemental Allocation for Reconstruction)	\$ 100,000.
15	Buckingham	Dillwyn - North (Begin Reconstruction)	100,000.
20	Buckingham	Bridge and Approaches James River and Chesapeake & Ohio Railway at Scotteville (Partial Allocation for Joint Project with Culpeper District)	175,000.

FISCAL YEAR 1965-66

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
24	Campbell	Between Concord and Rustburg (Supplemental Allocation to Continue Reconstruction to Route 460)	\$ 80,000.
29	Pittsylvania	N.C.L. Chatham - South (Asphaltic Concrete Surfacing)	23,000.
41	Pittsylvania	Danville - Northwest (Continue Reconstruction)	150,000.
47	Charlotte	Town of Drakes Branch (Partial Allocation for Curb and Gutter, Sidewalk and Widening from Route 59 - South)	45,000.
51	Pittsylvania	West Danville - West (Continue Curb and Gutter and Pavement Widening)	50,000.
56	Nelson	Bridge and Approaches Tye River at Massies Mill (Supplemental Allocation)	35,000.
57	Pittsylvania	Chatham - West (Supplemental Allocation for Reconstruction)	375,000.

PISCAL YEAR 1965-66

LYNCHBURG DISTRICT (CONTINUED)

58	Halifax	Between Mecklenburg County Line and Route 304 (Asphaltic Concrete Surfacing)	\$ 90,000.
130	Amherst	Route 29 - West (Asphaltic Concrete Surfacing)	39,000.
291	Campbell	W.C.L. Lynchburg - Route 460 (Supplemental Allocation for Curb and Gutter and Widening)	175,000.
360	Prince Edward	Between Green Bay and Meherrin (Asphaltic Concrete Surfacing)	17,000.
501	Campbell	Reconstruction at Naruna (Supplemental Allocation)	130,000.
501	Amherst	Rockbridge County Line - East (Asphaltic Concrete Surfacing)	31,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Strengthening and Widening of Bridges (District Wide)	25,000.

FISCAL YEAR 1965-66

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Preliminary Engineering (District Wide)	\$ 108,000.
-	-	New Signs and Signals (District Wide)	65,000.
-	-	Planning (District Wide)	36,159.
Subtotal, Regular Primary System Projects			<u>*\$ 1,874,159.</u>
Total Primary System Construction			<u>*\$ 7,232,924.</u>
Total, Lynchburg District Interstate and Primary Allocations			<u>\$ 7,375,543.</u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1965-66

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
		<u>PRIMARY SYSTEM</u>	
		<u>ARTERIAL NETWORK PROJECTS</u>	
58	Brunswick & Mecklenburg	Between Lawrenceville By-Pass and La Crosse (Supplemental Allocation for Dual-laning)	\$ 650,000.
360	Hanover	West of Pamunkey River Bridge - Chickahominy River Bridge, Including Mechanicsville By-Pass (Supplemental Allocation to Continue Dual-laning)	400,000.
360	Anelia & Nottoway	West of Route 153 - West (Supplemental Allocation to Continue Dual-laning)	1,360,000.
460	Nottoway	Between Burkeville and Prince Edward County Line (Supplemental Allocation)	125,000.
460	Dinwiddie	Route 65 Interchange - West (Begin Dual-laning)	530,000.
-	-	Preliminary Engineering (District Wide)	150,927.
Subtotal, Arterial Network Projects (Includes \$1,038,244. Acts of 1964)			<u>*\$ 3,215,927.</u>

FISCAL YEAR 1965-66

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
1	Dinwiddie	North Dinwiddie Court House - North (Asphaltic Concrete Surfacing)	\$ 46,000.
1	Chesterfield	Channelization at Route 656 South of Bellwood	50,000.
1	Henrico	Left-turn Lanes at Route 73, Dover Avenue and Route 681, Mountain Road (Supplemental Allocation)	20,000.
6	Henrico	West Richmond - West (Continue Dual-laning)	350,000.
6	Goochland	North Intersection Route 522 at Goochland Court House - West (Supplemental Allocation)	45,000.
6	Goochland	Between Georges Tavern and Columbia (Supplemental Allocation)	230,000.

FISCAL YEAR 1965-66

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
10	Chesterfield	East Route 1 - Appomattox River Bridge (Supplemental Allocation)	\$ 375,000.
10	Chesterfield & Prince George	New Bridge over Appomattox River at Hopewell (Supplemental Allocation)	175,000.
33	New Kent	West of West Point - Route 64 Interchange (Supplemental Allocation for Dual-laning)	100,000.
40	Lunenburg	Nottoway County Line - N.C.L. Kenbridge (Asphaltic Concrete Surfacing)	31,000.
40	Lunenburg	Improve Vertical Sight Distance at North Meherrin River Bridge	5,000.
40	Dinwiddie	McKenney - West (Right of Way Acquisition)	10,000.
46	Brunswick	N.C.L. Lawrenceville - North (Partial Allocation for Curb and Outer and Widening)	125,000.

FISCAL YEAR 1965-66

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
47	Mecklenburg	Charlotte County Line - W.C.L. Chase City (Asphaltic Concrete Surfacing)	\$ 40,000.
49	Mecklenburg	Between Route 58 and Halifax County Line (Supplemental Allocation to Continue Reconstruction of Sections)	125,000.
49	Nottoway & Lunenburg	Between Crewe and Victoria (Supplemental Allocation for Reconstruction of Sections)	125,000.
60	Chesterfield & Powhatan	Chesterfield-Powhatan County Line - East and West (Asphaltic Concrete Surfacing)	37,000.
92	Mecklenburg	Town of Boydton (Partial Allocation for Curb and Gutter and Pavement Widening Between Route 58 and N.F.&D. Railroad)	25,000.
137	Lunenburg	Overpass and Approaches Norfolk and Western Railroad Between Lafoons Corner and Dundas (Supplemental Allocation)	50,000.

FISCAL YEAR 1965-66

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
138	Lunenburg & Mecklenburg	Between Route 137 (Lafoons Corner) and Route 1 (Supplemental Allocation for Improvement of Sections)	\$ 125,000.
156	Charles City & Prince George	Bridge (Superstructure) over James River at Jordan Point Near Hopewell (Supplemental Allocation)	550,000.
271	Henrico	West Route 250 - Goochland County Line (Asphaltic Concrete Surfacing)	23,000.
307	Nottoway	Amelia County Line - West (Asphaltic Concrete Surfacing)	14,000.
360	Chesterfield	Improve West Bound Lane at Intersection Route 603 (Skinquarter)	5,000.
460	Dinwiddie	Between Ford and Poole Siding (Asphaltic Concrete Surfacing)	26,000.
460	Nottoway	E.C.L. Crewe - West (Asphaltic Concrete Surfacing)	13,000.

FISCAL YEAR 1965-66

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Guard Rail (District Wide)	\$ 25,000.
-	-	Preliminary Engineering (District Wide)	119,000.
-	-	New Signs and Signals (District Wide)	120,000.
-	-	Planning (District Wide)	46,787.
Subtotal, Regular Primary System Projects			<hr/> *\$ 3,030,787. <hr/>
Total Primary System Construction			<hr/> *\$ 6,246,714. <hr/>
Total, Richmond District Interstate and Primary Allocations			<hr/> \$ 22,914,031. <hr/> <hr/>

*Includes funds for Right of Way acquisition where applicable.

FISCAL YEAR 1965-66

SUFFOLK DISTRICT

Allocation by Systems:

		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 17,098,857.	
Matching Interstate Federal-aid --- (Regular State Funds)	2,059,526.	\$ 19,158,383.
Acts of 1964 for Arterial Network -	1,422,854.	
Regular Primary -----	4,004,496.	5,427,350.
Total Funds		<u>\$ 24,585,733.</u>

ROUTE COUNTY

DESCRIPTION

INTERSTATE SYSTEM PROJECTS

64	Cities of Chesapeake, Virginia Beach & Norfolk	Between Bowers Hill and Hampton Roads Bridge-Tunnel (Supplemental Allocation)	\$ 7,573,402.
264	Cities of Chesapeake, Portsmouth & Norfolk	Between Bowers Hill and Route 64, South of Virginia Beach Boulevard (Supplemental Allocation)	6,000,000.
564	City of Norfolk	Entrance Norfolk Naval Operating Base - Intersection Route 64 at Granby Street (Supplemental Allocation)	1,000,000.
-	-	Rights of Way (District Wide)	3,600,000.
-	-	Preliminary Engineering (District Wide)	700,000.
-	-	Planning (District Wide)	284,981.
Total, Interstate System Projects			<u>\$ 19,158,383.</u>

FISCAL YEAR 1965-66

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
13	Northampton & Accomack	Bayview - North of Accomack (Supplemental Allocation to Continue Dual-laning)	\$ 1,700,000.
17	York	Harris Grove (Route 704) - East and West (Continue Dual-laning)	425,000.
17	Nansemond & Isle of Wight	Between W.C.L. Chesapeake and James River Bridge (Supplemental Allocation for Dual-laning)	300,000.
58	Nansemond	Suffolk - Holland (Supplemental Allocation for Dual-laning)	975,000.
58	Southampton	West Franklin - Courtland (Supplemental Allocation to Continue Dual-laning)	150,000.
104	City of Chesapeake	Between Routes 64 & 464 Interchange and Route 17, South of Deep Creek (Supplemental Allocation)	225,000.

FISCAL YEAR 1965-66

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Rights of Way (District Wide)	\$ 175,000.
-	-	Preliminary Engineering (District Wide)	276,821.
Subtotal, Arterial Network Projects (Includes \$1,422,854. Acts of 1964)			*\$ 4,226,821.

REGULAR PRIMARY SYSTEM PROJECTS

13 & 337	Nansemond	E.C.L. Suffolk - Norfolk & Western Railroad Underpass (Supplemental Allocation to Widen to Four-lanes, Including Curb and Gutter and Sidewalks)	\$ 70,000.
32 & 258	Isle of Wight	Route 10 at Benns Church - Route 17 at Bartlett (Widen and Resurface with Bituminous Concrete)	45,000.
40	Sussex	West Waverly - West (Supplemental Allocation for Reconstruction)	90,000.
58	Nansemond	Left-turn Lane at Route 642 Near E.C.L. Suffolk	8,000.
60	James City	West Williamsburg - West (Supplemental Allocation to Continue Reconstruction)	400,000.

FISCAL YEAR 1965-66

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
125	Nansemond	Kings Highway Bridge over Nansemond River Between Chuckatuck and Drivers (Supplemental Allocation for Strengthening and Remodeling)	\$ 50,000.
134	York	Left-turn Lane at Bethel Manner Road Near W.C.L. Hampton	2,500.
258	Isle of Wight	South Windsor - South (Continue Reconstruction)	75,000.
301	Greensville	S.C.L. Emporia - Route 95 Connection (Partial Allocation for Four-laning)	100,000.
-	-	Guard Rail (District Wide)	25,000.
-	-	Rights of Way (District Wide)	169,000.
-	-	Preliminary Engineering (District Wide)	45,500.
-	-	New Signs and Signals (District Wide)	80,000.

FISCAL YEAR 1965-66

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Planning (District Wide)	\$ 40,529.
			<hr/>
Subtotal, Regular Primary System Projects			*\$ 1,200,529.
			<hr/>
Total Primary System Construction			*\$ 5,427,350.
			<hr/>
Total, Suffolk District Interstate and Primary Allocations			\$ 24,585,733.
			<hr/> <hr/>

*Includes funds for right-of way acquisition where applicable.

FISCAL YEAR 1965-66

FREDERICKSBURG DISTRICT

Allocation by Systems:		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 2,452,392.	
Matching Interstate Federal-aid --- (Regular State Funds)	295,386.	\$ 2,747,778.
Acts of 1964 for Arterial Network -	1,008,579.	
Regular Primary -----	3,350,554.	4,359,133.
Total Funds		<u>\$ 7,106,911.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM PROJECTS</u>			
95	Stafford, Spotsylvania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 2,496,905.
-	-	Preliminary Engineering (District Wide)	210,000.
-	-	Planning (District Wide)	40,873.
Total, Interstate System Projects			<u>\$ 2,747,778.</u>

FISCAL YEAR 1965-66

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
17	Gloucester	Gloucester Point - North (Supplemental Allocation)	\$ 120,000.
17	Spotsylvania	Between Route 1 and New Post, South of Fredericksburg (Partial Allocation for Right of Way Acquisition)	125,000.
301	King George & Caroline	South Potomac River Bridge - South, Including Bowling Green By-Pass From Route 301 North - Route 301 South (Supplemental Allocation)	1,300,000.
360	King William	Manquin - Central Garage (Supplemental Allocation)	405,000.
360	Richmond	In Warsaw - West (Supplemental Allocation for Four-laning)	440,000.
-	-	Rights of Way (District Wide)	225,000.

FISCAL YEAR 1965-66

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Preliminary Engineering (District Wide)	\$ 126,765.
Subtotal, Arterial Network Projects (Includes \$1,008,579. Acts of 1964)			*\$ 2,741,765.
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
1	Stafford	Left-turn Lanes at Stafford High School	\$ 8,000.
3	Richmond & Lancaster	Revision of Curve at Chino Mill (Supplemental Allocation)	50,000.
3	King George	Route 301 - East (Asphaltic Concrete Surfacing)	40,000.
3	King George	King George Court House - East and West (Asphaltic Concrete Surfacing)	7,000.
3	Stafford	King George County Line - West (Asphaltic Concrete Surfacing)	29,000.
17	Stafford	Between Route 1 and Route 95 (Partial Allocation for Four-laning)	155,000.

FISCAL YEAR 1965-66

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
17	Essex	Piscataway Creek Bridge - North and South (Asphaltic Concrete Surfacing)	\$ 4,000.
17	Middlesex	Jamaica - Warner (Asphaltic Concrete Surfacing)	51,000.
30 & 301	Caroline	Channelization of Intersection at Dawn	2,500.
30	King William	Between Caroline County Line and Central Garage (Supplemental Allocation)	168,000.
33	King William	Town of West Point (Supplemental Allocation for Curb and Gutter and Widening)	25,000.
33	King & Queen	Improve Intersection at Route 643 East of West Point	2,000.
33	Middlesex	Route 17 in Saluda - East (Asphaltic Concrete Surfacing)	5,000.

FISCAL YEAR 1965-66

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
33	Middlesex	Route 3 at Harmony Village - East (Begin Reconstruction)	\$ 150,000.
200	Northumberland	Wisomice Church - South (Supplemental Allocation for Reconstruction of Sections)	153,000.
206	King George	Route 301 - Dahlgren (Asphaltic Concrete Surfacing)	16,000.
208	Spotsylvania	Between Louisa County Line and Spotsylvania Court House (Supplemental Allocation for Reconstruction)	250,000.
208	Spotsylvania	Between Spotsylvania Court House and Route 1 (Supplemental Allocation to Widen and Surface with Asphaltic Concrete)	100,000.
360	Richmond	Improve Intersection at Route 619 (Haynesville)	2,500.
-	-	Guard Rail (District Wide)	25,000.

FISCAL YEAR 1965-66

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Rights of Way (District Wide)	\$ 225,000.
-	-	Preliminary Engineering (District Wide)	60,000.
-	-	New Signs and Signals (District Wide)	65,000.
-	-	Planning (District Wide)	24,368.
Subtotal, Regular Primary System Projects			<u>*\$ 1,617,368.</u>
Total Primary System Construction			<u>*\$ 4,359,133.</u>
Total, Fredericksburg District Interstate and Primary Allocations			<u>\$ 7,106,911.</u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1965-66

CULPEPER DISTRICT

Allocation by Systems:		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 17,302,516.	
Matching Interstate Federal-aid --- (Regular State Funds)	2,084,057.	\$ 19,386,573.
Acts of 1964 for Arterial Network -	1,333,862.	
Regular Primary -----	5,419,524.	6,753,386.
Total Funds		<u>\$ 26,139,959.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM PROJECTS</u>			
66	Arlington, Fairfax, Prince William & Fauquier	Theodore Roosevelt Memorial Bridge - West of Marshall (Supplemental Allocation)	\$ 1,500,000.
95	City of Alexandria, Arlington, Fairfax & Prince William Counties	Woodbridge - North and South (Supplemental Allocation)	10,000,000.
495	City of Alexandria & Fairfax County	Capitol Beltway (Supplemental Allocation)	38,198.
-	-	Rights of Way (District Wide)	7,000,000.
-	-	Preliminary Engineering (District Wide)	560,000.
-	-	Planning (District Wide)	288,375.
Total, Interstate System Projects			<u>\$ 19,386,573.</u>

FISCAL YEAR 1965-66

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
7	Fairfax	Between Route 66 and Route 495 (Supplemental Allocation for Dual-laning)	\$ 150,000.
7	Loudoun	Leesburg By-Pass (Partial Allocation for Right of Way Acquisition)	100,000.
7 & 123	Fairfax	Interchange at Tysons Corner (Supplemental Allocation)	230,000.
15, 17 & 29	Fauquier	Opal - Warrenton (Supplemental Allocation)	460,000.
29	Albemarle	South Charlottesville - South (Supplemental Allocation for Dual-laning)	200,000.
29	Greens & Madison	North Charlottesville - North (Supplemental Allocation to Continue Dual-laning)	1,400,000.

FISCAL YEAR 1965-66

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
211	Rappahannock	Massies Corner - East and West (Supplemental Allocation)	\$ 620,000.
-	-	Rights of Way (District Wide)	200,000.
-	-	Preliminary Engineering (District Wide)	136,235.
Subtotal, Arterial Network Projects (Includes \$1,333,862. Acts of 1964)			<u>*\$ 3,496,235.</u>

REGULAR PRIMARY SYSTEM PROJECTS

1	Fairfax	Penn-Daw - North and South (Supplemental Allocation for Widening to Six Lanes)	\$ 150,000.
1	Prince William	Correction of Drainage at Dumfries (Cooperative Project with County)	10,000.
6	Albemarle	Nelson County Line - Route 250 (Partial Allocation for Reconstruction)	100,000.
6	Fluvanna	Fork Union - West (Supplemental Allocation for Reconstruction)	100,000.

FISCAL YEAR 1965-66

GULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7 & 15	Loudoun	Leesburg By-Pass (Supplemental Allocation from Route 7 East to Route 15 North)	\$ 40,000.
9	Loudoun	Route 7 - West (Asphaltic Concrete Surfacing)	40,000.
15	Madison	Orange County Line - Gulpeper County Line (Asphaltic Concrete Surfacing)	45,000.
15 & 29	Gulpeper	Brandy - Elkwood (Asphaltic Concrete Surfacing)	25,000.
17	Fauquier	Delaplane - Route 66 Interchange (Supplemental Allocation)	110,000.
20	Orange	East Unionville - East (Supplemental Allocation to Continous Reconstruction)	225,000.
20	Albemarle	Orange County Line - South (Supplemental Allocation for Reconstruction of Sections)	50,000.

FISCAL YEAR 1965-66

SULFUR DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
20	Albemarle	Bridge and Approaches James River and Chesapeake & Ohio Railway at Scottsville (Partial Allocation for Joint Project with Lynchburg District)	\$ 175,000.
26	Fairfax	Between Route 66 Interchange, Near Centreville and Route 50 (Supplemental Allocation for Dual-laning)	300,000.
28	Prince William	Manassas - Manassas Park (Supplemental Allocation)	102,000.
28	Prince William & Fauquier	Nokesville By-Pass - South (Supplemental Allocation)	288,000.
33	Louisa	Between W.C.L. Louisa and Route 22 East of Louisa (Asphaltic Concrete Surfacing)	15,000.
33 & 522	Louisa	Reconstruction at Cuckoo (Partial Allocation)	100,000.
50	Fairfax	Route 66 - West (Supplemental Allocation for Dual-laning)	175,000.

FISCAL YEAR 1965-66

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Fairfax	Seven Corners - West (Left-turn Lanes)	\$ 50,000.
50	Arlington	Fairfax County Line - East (Frontage Roads)	25,000.
123	Fairfax	South Tysons Corner - N.C.L. Vienna (Partial Allocation for Cooperative Project with Town of Vienna for Dual-laning)	50,000.
123	Fairfax	Fairfax Station - South (Asphaltic Concrete Surfacing)	50,000.
242	Fairfax	Between Route 1 and Gunston Hall (Supplemental Allocation for Reconstruction of Sections)	50,000.
244	Fairfax	Between Baileys Cross Roads and Annandale (Partial Allocation for Four-laning)	425,000.
-	-	Guard Rail (District Wide)	15,000.

FISCAL YEAR 1965-66

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Strengthening and Widening of Bridges (District Wide)	\$ 35,000.
-	-	Rights of Way (District Wide)	200,000.
-	-	Preliminary Engineering (District Wide)	107,000.
-	-	New Signs and Signals (District Wide)	150,000.
-	-	Planning (District Wide)	50,151.
Subtotal, Regular Primary System Projects			<u>*\$ 3,257,151.</u>
Total Primary System Construction			<u>*\$ 6,753,386.</u>
Total, Culpeper District Interstate and Primary Allocations			<u>\$ 26,139,959.</u>

*Includes funds for right of way acquisition where applicable.

FISCAL YEAR 1965-66

STAUNTON DISTRICT

Allocation by Systems:		<u>AMOUNT</u>
Interstate Federal-aid -----	\$ 15,859,932.	
Matching Interstate Federal-aid --- (Regular State Funds)	1,910,300.	\$ 17,770,232.
Acts of 1964 for Arterial Network -	682,274.	
Regular Primary -----	3,528,032.	4,210,306.
Total Funds		\$ 21,980,538.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM PROJECTS</u>			
64	Alleghany & Rockbridge	Clifton Forge - East and West (Supplemental Allocation)	\$ 500,000.
66	Frederick & Warren	Route 81 - East (Supplemental Allocation)	500,000.
81	Roanoke & Augusta	Botetourt County Line - North (Supplemental Allocation)	8,000,000.
81	Rockingham	Harrisonburg By-Pass - North and South (Supplemental Allocation)	2,605,900.
81	Frederick, Warren & Shenandoah	Winchester - North and South (Supplemental Allocation)	5,700,000.
-	-	Preliminary Engineering (District Wide)	200,000.
-	-	Planning (District Wide)	264,332.
Total, Interstate System Projects			\$ 17,770,232.

FISCAL YEAR 1965-66

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
<u>PRIMARY SYSTEM</u>			
<u>ARTERIAL NETWORK PROJECTS</u>			
33	Rockingham	East of Harrisonburg - East (Supplemental Allocation to Continue Dual-laning)	\$ 700,000.
37	Frederick	Winchester By-Pass (Supplemental Allocation from Route 50 West to Routes 11 & 81 North)	1,100,000.
522	Frederick	Winchester - West (Supplemental Allocation for Dual-laning)	600,000.
Subtotal, Arterial Network Projects (Includes \$ 682,274. Acts of 1964)			<u>*\$ 2,400,000.</u>
<u>REGULAR PRIMARY SYSTEM PROJECTS</u>			
18	Alleghany	Bridge and Approaches Potts Creek, South of Arritt	\$ 50,000.
39	Bath	Between Rockbridge County Line and Warm Springs (Asphaltic Concrete Surfacing on Sections)	25,000.
42	Rockingham	Harrisonburg - Bridgewater (Supplemental Allocation for Dual-laning)	550,000.

FISCAL YEAR 1965-66

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
42	Shenandoah	Between Woodstock and Columbia Furnace (Supplemental Allocation)	\$ 20,000.
55	Shenandoah	Between Route 11 and Frederick County Line (Asphaltic Concrete Surfacing on Sections)	30,000.
60	Rockbridge	West Buena Vista - Lexington (Partial Allocation to Extend Dual-laning to E.C.L. Lexington)	444,000.
185	Shenandoah	Between Route 81 and Route 11 at Edinburg (Supplemental Allocation for New Connection)	65,000.
220	Bath	Route 39 at Wern Springs - North (Asphaltic Concrete Surfacing)	70,000.
250	Augusta	E.C.L. Staunton - Route 81 Interchange (Supplemental Allocation for Dual-laning)	100,000.

FISCAL YEAR 1965-66

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
254A	Augusta	Between Route 11 North of Staunton and Route 254 East of Route 81 (New Construction)	\$ 100,000.
257	Rockingham	West Dayton - West (Supplemental Allocation to Continue Reconstruction of Sections)	50,000.
257	Rockingham	Between Route 11 and Bridgewater (Partial Allocation for Reconstruction)	120,000.
340	Augusta	Improve Sight Distance at Route 612 Near Crimora	10,000.
340	Page	Town of Stanley (Grade Crossing Protective Devices Norfolk & Western Railway)	14,958.
340	Page	Widen Small Bridge at Intersection Route 654 Near Big Springs	10,000.
522	Warren	S.C.L. Front Royal - South (Asphaltic Concrete Surfacing)	25,000.

FISCAL YEAR 1965-66

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
-	-	Strengthening and Widening of Bridges (District Wide)	\$ 25,000.
-	-	New Signs and Signals (District Wide)	65,000.
-	-	Planning (District Wide)	36,348.
Subtotal, Regular Primary System Projects			<u>*\$ 1,810,306.</u>
Total Primary System Construction			<u>*\$ 4,210,306.</u>
Total, Staunton District Interstate and Primary Allocations			<u>\$ 21,980,538.</u>

*Includes funds for right of way acquisition where applicable.

HIGHWAY COMMISSION HEARING
Richmond, Virginia
June 10, 1965

The public hearing on the 1965-66 allocations to the Richmond, Fredericksburg, Culpeper and Suffolk Districts was held in the auditorium of the Central Highway Building, Richmond, Virginia on June 10, 1965, at 9:30 a.m.

Mr. Douglas B. Fugate, State Highway Commissioner welcomed those attending the hearing. He introduced the members of the Highway Commission who were present: Mr. Baughn, representing the Staunton District; Mr. Flythe, the Salem District; Judge Weaver, the Richmond District; Mr. McWane, the Lynchburg District; Mr. Chilton, the Fredericksburg District; and Mr. Holland, the Suffolk District. Mr. Landrith of the Culpeper District and Mr. Selater of the Bristol District were absent because of illness and death in their families.

Mr. Fugate stated that after taking care of funds for the Secondary and Urban Systems as required by law, and providing for administration and other needs, the Highway Commission would have approximately \$95 million to allocate to Interstate System projects, \$29.5 million for the Arterial Network, and \$17.5 million to the regular Primary System. Mr. Fugate said that the additional funds given by the 1964 General Assembly had enabled us to progress, but that even with additional funds the money is falling far short on the Arterial Network, and to keep it on schedule as was directed we should be carrying out a \$52.5 million program but have only \$17.5 million for this purpose.

Mr. Fugate announced that he would start with the Richmond District and call each county by name and that anyone wishing to speak would be welcome to do so.

RICHMOND DISTRICT

Brunswick County

Delegate O. W. Cleaton thanked the Commission for the meeting held the week before to set forth the proposed highway program and the needs to 1975. He requested the dual-laning of Route 58 between South Hill and east of Interstate Route 85.

Chesterfield County

Mr. M. W. Burnett and Mr. J. Ruffin Apperson, a member of the Board of Supervisors stressed the need for improving Route 1 south of Richmond; Route 647, Walsley Boulevard; Route 683, Forest Hill Avenue; Route 892, Shippenham Parkway, a proposed circumferential estimated to take 7 to 10 years to complete but needed sooner.

Senator Lloyd C. Bird stated that Chesterfield County is the fastest growing area in the state. He said that Route 161, Belt Boulevard

between McGuire Hospital and Route 60 carries 16,000 VPD, and there is room for an additional lane. Route 10 needs improvement between Chesterfield Court House and Route 1. On Route 1, traffic lights and channelisation are needed, and there is need for an additional lane from Route 10 northwardly to DuPont.

Mr. Burruss of Midlothian stressed the need for improving Route 60 between Midlothian and the Powhatan County line--there is a narrow bridge just west of Midlothian that creates a hazard. He stated that property is increasing in value.

Henrico County

Senator W. F. Parkerson, Jr. requested further work on Routes 6, 60 and 360. He was dismayed to learn that dual-laning would not be extended to Ridge Road, and said they have tried to require the necessary setbacks to minimize the cost of right of way for the Department. He would like to see Route 360 being built out from the metropolitan area, and would like to see dual-laning on Route 60.

Delegate Harold E. Dervishian also requested the extension of dual-laning on Route 6 out to Ridge Road, and Mr. Fugate advised that it would be extended just as soon as funds can be provided.

Mecklenburg County

Delegate Gleaton requested curb and gutter in the Town of Boydton to complete the improvement from Chase City into Boydton. He urged that Route 47 be improved from 1.5 miles west of South Hill to 1.5 miles east of Chase City. He said that the load limit has been increased, but the road surface is not equal to it, and he referred to a petition that was sent last year. He said they would like the same kind of surfacing on Route 47 from the Charlotte County line into Chase City as is on the route through Charlotte County.

Mayor Garland Moss of Chase City also spoke for the improvement of Route 47, and as the President of the Flagevalina Highway Association he urged the improvement of Route 49 between Route 38 and the Halifax County line.

Powhatan County

Senator E. O. McCue, Jr., Mr. Leslie L. Mason, Jr., Commissioner of Accounts, Mr. Wm. R. Blanford, Commonwealth's Attorney, Mr. E. Floyd Yates, representing the Kuritan Club, Mr. Wm. E. Maxey, Clerk of the Circuit Court, Mr. Alden Brauer and Mr. Raymond Hudson all requested the improvement of Route 60 through Powhatan County. Mr. Yates suggested that passing lanes be put in to avoid having to travel 12 to 15 miles without being able to pass.

FREDERICKSBURG DISTRICT

King and Queen County

Delegate Paul Manns, Mr. T. O. Longest, a member of the Board of Supervisors, and Mr. Croxton Thorne requested the improvement of Route 14, which they said was narrow and crooked with a speed limit in some sections of only 15 miles per hour.

Middlesex County

Delegate John W. Cooke and Mr. C. D. Dameron, a member of the Board of Supervisors requested that Route 602 between Church View and Urbanna be placed in the Primary System. Mr. Dameron was asked to have the Board send in a resolution making this request.

CULPEPER DISTRICT

Albemarle County

Mr. F. E. Paulett, a member of the Board of Supervisors requested that the Commission continue to take interest in Route 6 from Fork Union, west.

Mr. Robert Thraves, a member of the Board of Supervisors presented a statement requesting the improvement of Route 20 north of Route 250 saying that it is very narrow and winding.

Mr. David E. Shepard, Executive Director of the Charlottesville and Albemarle County Chamber of Commerce presented a statement to the Commission expressing appreciation of consideration given in the past, especially on Route 29 north and south of Charlottesville and for the bridge at Scottsville. He requested that in building Route 64 priority be given to the section from Zion's Crossroads to Waynesboro, and especially the part between Shadwell and the interchange at Route 29, south. His organization recommended that an exit ramp be constructed from the Route 250 By-pass just north of the C&O underpass to connect with Route 250 and Secondary Route 742, and also to provide an industrial road to the A. D. Smith Corporation's factory, which is expanding rapidly.

Arlington County

Mr. Clifton G. Stoneburner, County Highway Engineer requested improvement for Route 244, Columbia Pike, and Route 120, Globe Road. He asked why individual projects using Urban Federal Aid were not shown, and Mr. Harwood replied that this money is included in money shown on the cover sheet and is allocated by a fixed formula.

Culpeper County

Delegate French Slaughter expressed the hope that 4-laning on Route 29 would be continued to Fauquier County, south of Warrenton, and stated that the majority of people in Culpeper County favored a by-pass of the Town of Culpeper and hoped that the allocation for this could be increased.

Mr. Everett H. Kerrick, Executive Director of the Culpeper County Chamber of Commerce, also advised that most people desire to have a by-pass around Culpeper and that this has the backing of the Board of Supervisors.

Fauquier, Rappahannock and Warren Counties - Delegate Tom Frost thanked the Commission for proposed construction on Routes 15, 17 and 29. He requested (1) that Route 17 from Warrenton to Marshall be brought up to standards for heavy-duty trucks, and would like to have it in the Arterial Network; (2) in Rappahannock County Route 211 needs strengthening between Amisville and Benvenue; (3) he would like a connection from Route 522 in Warren County to Route 66.

Greene and Madison Counties

Mayor M. W. Aylor of the Town of Madison, Mr. David F. Berry, Clerk and Town Attorney, and Sheriff C. E. Liliard of Madison County asked that the allocation be confirmed on Route 29, on which they stated that the major portion of traffic is from out of state and on which there is a frightening number of accidents per mile.

Delegate French Slaughter endorsed these statements and said that he was happy to see that Route 29 is being 4-laned at the rate of 7 to 8 miles per year.

Loudoun County

Mr. Charles Turner requested 4-laning on Route 7 as rapidly as possible and presented a letter of June 8, 1965 from Delegate Lucas D. Phillips urging its construction.

Louisa County

Senator Harold Purcell thanked the Commission for taking care of his requests in the past.

Orange County

Delegate Paul Manns, Town Manager H. F. Kneell of Orange, and Mr. R. Lindsay Gordon, a member of the Board of Supervisors, requested that Route 20 be improved. Mr. Gordon stated that it would be an important link between Routes 95 and 64.

Orange County (cont.)

Delegate French Slaughter also urged the completion of Route 20 from Route 3 to Wilderness Run and said that it should be completed after the construction season of 1968.

Prince William County

Mr. Robert W. Alvey, a member of the Board of Supervisors presented a resolution dated January 1, 1965 from the Board requesting the Department to make a study of Route 234 from Interstate Route 66 to Route 15, with consideration to be given to a possible new location; also that plans be prepared from U.S. 29-211 to Route 15.

Mr. Joseph B. Johnson, also a member of the Board of Supervisors, outlined the following needs: (1) improved intersection of Route 1 and Long View Drive, in Woodbridge area; (2) improvement of Route 123 in Woodbridge area; (3) widening of Route 234 between Town of Manassas and Interstate 66, urging that funds be allocated to obtain right of way; (4) Route 28, By-pass of Town of Manassas.

SHUFFOLK DISTRICT

Greensville County

Delegate Lyman C. Harrell representing Greensville and Sussex Counties stated he would like to have a bridge across the James River in Surry County. The partial allocation for 4-laning Route 301 from SCL of Emporia to Route 95 is very much needed--he stated he did not know the total cost. He requested an allocation for the portion of Route 58 from Emporia to Lawrenceville to make it a 4-lane divided highway. Delegate Harrell also would like an interchange on Route 95 By-pass of Emporia at Brunswick Avenue.

Isle of Wight County

Delegate Shirley Holland thanked the Commission for the allocation to Route 258--he suggested that the \$75,000 be used to by-pass Walters and stated that an overhead bridge is needed over the Virginian railroad. Widening is needed on Routes 10, 32 and 258 to Route 17.

Delegate Holland urged the Commission to plan for a by-pass of the Town of Smithfield and mentioned a number of those present who had come to support this request: Senator William V. Rawlings; Colonel James Branch, Town Manager; Mr. Camp; Mr. Horace Whitley, Jr.; Mr. Atwell; Mr. Gwaltney, and others.

Senator Rawlings requested that a by-pass of Smithfield be provided. He also stated that the consensus was that we need to provide adequate funds to keep the construction schedule on time and to

Isle of Wight County (cont.)

accelerate construction and the acquisition of right of way.

Mayor R. T. Deik of Smithfield thanked Mr. Holland for his help and expressed appreciation for Mr. G. P. Johnston's work in correcting flooding conditions on Route 10 and 258. He requested the improvement of Route 258 between Route 10 and Bennie Church, and that Route 10 and 258 be raised on the east side of Cypress Creek. He also requested a by-pass of Smithfield.

James City County

Delegate Russell M. Carneal said he was delighted to have an early briefing on highway needs, and stated that he would like to see Route 60 extended to connect with Route 64.

Mr. Robert M. Hazelwood, Jr., Chairman of the Roads Committee of the James City Huritan Club presented a resolution requesting the 4-laning of Route 60 from Williamsburg to Anderson's Corner, with a 4-lane connection from Anderson's Corner to the interchange on Interstate Route 64 between Barhamsville and Toano.

Dr. Murray Loring, Chairman of the Board of Supervisors referred to the Huritan Club's resolution and requested the 4-laning of Route 60 from Williamsburg to Anderson's Corner to be completed. He requested that a "life-line" be constructed from Anderson's Corner to Route 64 at Barhamsville.

**PUBLIC HEARINGS
INTERSTATE AND PRIMARY TENTATIVE ALLOCATIONS
HOTEL ROANOKE - CRYSTAL BALLROOM
June 8 and June 9, 1965**

The public hearings for the Interstate and Rural Primary Tentative Allocations were held for the Salem, Bristol, Lynchburg and Staunton Districts on June 8 at 2:00 P. M. and June 9 at 9:00 A. M. in the Crystal Ballroom of Hotel Roanoke.

Commissioner Douglas B. Fugate called the hearing to order and welcomed those present to the allocation hearings for the Salem District. He stated that these hearings were held each year to invite comments on the tentative allocations of the Interstate and Primary System funds for the year 1965-66. Mr. Fugate introduced the members of the Highway Commission who were present and stated that Mr. George Landrith of Alexandria, Highway Commission member from the Culpeper District, could not be present due to sickness in the family. Mr. Fugate presented members of the State Highway Department's staff who are primarily concerned with the allocation of funds and to help with the technical details of the meeting.

Before getting started with the business at hand, Mr. Fugate advised that they wished to honor Mr. Flythe from the Salem District, who has been a member of the Commission and a very honored and distinguished member for a period of eleven years. Mr. Sclater was introduced to speak for the Commission.

Mr. Sclater presented Mr. Flythe with a gift from the Highway Commission and expressed gratitude to him for his outstanding role in the progressing of Virginia's highways. Mr. Flythe thanked the Commission for the gift and stated that he had enjoyed working on the Commission. The most frustrating part of his services, Mr. Flythe stated, was the lack of funds when you could see the needs every day and know the needs were real not to have the money to fulfill those needs.

Mr. Fugate pointed out the needs for completing the Arterial System within the ten-year period and noted that the funds will fall short of meeting the program which the Highway Commission presented to the Stone Study Commission in 1962. He asked that when the time arrives for each one to support the additional Highway Users Taxes which the 1966 legislation must impose if the Commission is to have the money for highway improvements.

SALEM DISTRICT

BEDFORD COUNTY AND TOWN OF BEDFORD

Delegate Lacey Putney expressed to Mr. Flythe sincere appreciation for the services rendered on the Commission.

E. T. Ferguson, former member of the Legislature, presented a petition signed by 730 people urging the four laning of Route 24 from the Roanoke County Line to Stewartsville. He pointed out that Route 24 is an important access road to the Smith Mountain Reservoir.

W. H. Walton, Jr., member of the Board of Supervisors from Otter District, asked for improvements to Route 43 from the south corporate limits of Bedford to the Campbell County Line. He stated that Route 43 is also valuable for reservoir access. Mr. Walton expressed appreciation for the tentative allocation for channeling the north intersection of Route 43 and Route 24 and asked that it be made permanent.

Leonard Bayse, member of the Bedford County Board of Supervisors from the Staunton District, thanked the Commission for the contract that has been let on Route 122 and urged continuation of the appropriations until Route 122 is completed. Route 122 was cited as another needy road and as important in the traffic pattern being established by the Smith Mountain Reservoir.

Bolling Lambeth of the Smith Mountain-Leesville Reservoirs Regional Economic and Development Commission pointed out that all three of the roads on the north side of the reservoir in Bedford County are musts for proper traffic movement in the reservoir area. He stated that it was reassuring as he drove from Bedford to Roanoke to see the machines producing a dual highway the rest of the way from Villamont into Roanoke which will give a dual highway all the way from Bedford to Roanoke.

Albert Ramsey, Town Manager for the Town of Bedford, thanked the Commission and the Highway Department for their approval of that portion of the Arterial System within the town and also within the county and stated they feel that eventually this will help materially in solving the traffic congestion within the corporate limits of Bedford itself. He pointed out that the dual laning of Route 460 between Roanoke and Bedford is scheduled for completion in November 1966. In view of this, he asked for a higher priority for a bypass around the town than is now evident.

W. K. Putney, member of the Board of Supervisors for Bedford County from Big Island, asked for top priority for a bridge at Snowden on Route 501. He pointed out the need for improving Route 501 from Eagle Eyrie Mountain to the Snowden Bridge because trucks coming to Owens-Illinois paper mill need the road and the bridge. He asked that something be done to both of these, the bridge being first. Resolutions were presented from Owens-Illinois, Big Island Volunteer Fire Company, Big Island Ruritan Club, American Legion Post 217 and Big Island Emergency Crew supporting this request.

Wert Faulkner asked that consideration be given to the road and bridge for Route 501.

Scott A. May, member of the Board of Supervisors of Bedford County from the Forest District, concurred in the request made by Mr. Putney and Mr. Faulkner. He thanked the Commission for the appropriation of \$3,000 for a right turn lane at the intersection of Route 663. He expressed appreciation for the appropriations and considerations given to the entire county.

McHenry Nance, executive director of the Bedford County Chamber of Commerce, expressed appreciation of the chamber for all that the Commission has done in

the past and for future plans for road construction and improvement in Bedford County. He asked that the requests of all of the delegates be given consideration.

Lacey Putney asked that the tentative allocation for Route 122 north from the north corporate limits of Bedford toward Big Island be made permanent along with the other tentative allocations.

BOTETOURT COUNTY

Not represented.

CARROLL COUNTY

I. G. Vass, executive director of the Galax-Carroll-Grayson Chamber of Commerce, expressed appreciation for the allocations made in Carroll and Grayson Counties.

Senator Floyd Landreth thanked the Commission for the allocations made to Route 77 and Route 97. He asked that consideration be given to widening the road from Galax into Hillsville.

W. G. Andrews, City Manager of the City of Galax, called attention to Route 58 and Route 221. He stated that the hearing had been held on the project through Galax and he hoped the Commission would soon pass on this so the work could get started on Route 58 and 221 through Galax.

George B. Cooley, representing the mayor of Hillsville, asked that the allocation for the sidewalk on Route 58 west of Hillsville be made permanent. He also requested that the tentative allocation on Route 52 and Route 97 in Carroll County be made permanent. Mr. Cooley asked that secondary Route 775, which is the road connecting Route 97 with Route 52, be taken from the Secondary System and placed in the Primary System. This road will be affected by Route 77 when it is built through there and would make a connecting link between the Parkway and Route 52. On behalf of the Town of Hillsville he expressed appreciation for what has been done and that any road coming into Hillsville that is repaired would be appreciated by the town of Hillsville.

S. L. Sisson of Hillsville expressed appreciation for the project on Route 52 on Fancy Gap Mountain and added that this much-needed improvement would bring about much safer driving conditions and add to the economy and welfare of the area. He recommended the improving of Route 52 south from the foot of the mountain to the North Carolina Line. Mr. Sisson concurred in what had been said concerning the allocations for the town of Hillsville and for Route 97 and commended the Commission for what has been done and urged that the Commission take these considerations in hand and do what they can to improve conditions. A delegation of eight people was present from Carroll County.

I. G. Vass asked that Route 58 be considered more seriously in the future to try to widen and improve Route 58 on through west of where it connects with Route 81.

He requested that the section of Route 58 beginning at the city limits of Galax and extending west be considered for improvement.

CRAIG COUNTY

Not represented.

FLOYD COUNTY

Not represented.

FRANKLIN COUNTY AND TOWN OF ROCKY MOUNT

Delegate Nathan B. Hutcherson of Rocky Mount expressed appreciation to Mr. Flythe for his fine service on the Commission. He asked the Commission to four lane Route 220 from Boones Mill and from Rocky Mount south to Oak Level. He thanked the Commission for what is being done on Route 116 and for the allocation for surfacing Route 40 east of Rocky Mount. He asked the Commission to consider Route 122 from Burnt Chimney to Bedford County Line since it is one of the main traveled roads to Smith Mountain Lake and needs some improvement.

Virgil Goode, Commonwealth Attorney, thanked the Commission for the allocations for Route 220, Route 40 and Route 116. He asked the Commission to consider appropriating enough money to put in two two-way bridges to replace the iron bridges on Route 40 from Ferrum back to Woolwine.

Ed Aiken, Executive Director of the Franklin County Chamber of Commerce, stated that the overpass at Ferrum would help add to the attractiveness of the college, and he asked for consideration of Route 220.

Prince Thornton, chairman of the Roads and Highway Committee of the Franklin County Chamber of Commerce, stated they were very grateful for the work on Route 116 and asked the Commission to start allocating a little something to Route 40 leading west out of Franklin County.

GILES COUNTY

A. D. Gerber, chairman of the New River Valley Steering Committee on Roads, presented a delegation of approximately 35 - 40 people representing the Giles-Montgomery-Pulaski area and introduced Robert S. Irons, speaker for the delegation.

Robert S. Irons, Radford lawyer, asked the Commission to four lane Route 460 from Interstate Route 81 east of Christiansburg to the West Virginia Line at Glen Lyn and to four lane Route 100 from Dublin to Pearisburg. Mr. Irons thanked the Commission for the recently completed four lane section of Route 460 from Christiansburg to within a few miles of Blacksburg.

Paul Comer, representing the town of Rich Creek and a member of the New River Valley Steering Committee on Roads, asked for the rebuilding of Route 460 west

from Pearisburg to the West Virginia Line. He asked that the 1965-66 allocations for Giles County be made permanent and to look favorably upon their request now and in future years.

J. Frank Heslep, Jr., chairman of the Giles County Board of Supervisors, thanked the Commission for the allocation of \$75,000 for Route 61 west of Narrows, and asked that it be made permanent. He pointed out that there is only 4.7 miles of unfinished road on Route 61 and he asked for the completion of this section.

HENRY COUNTY AND CITY OF MARTINSVILLE

Former Governor Thomas B. Stanley complimented the Commission for the way the allocations were spread out in the district. He thanked the Commission for the money allocated to Henry County and Martinsville, and stated that he hoped the time was near for an allocation on Route 57 east of Martinsville.

Senator William F. Stone presented a delegation from Henry County (approximately 30 people) representing Route 57. He presented a resolution with the signature of over 300 people living on this road requesting the Highway Commission to allocate funds for the improvement of Route 57 from the Pittsylvania County Line east of Martinsville. Senator Stone thanked and commended Commissioner Fugate for the job well done concerning the Arterial System in Virginia.

Delegate A. L. Philipott of Bassett urged the Commission to consider Route 57 east of Martinsville for improvements. He asked that construction be started at the east city limits of Martinsville and connect with the road in the Lynchburg District.

MONTGOMERY COUNTY, TOWN OF BLACKSBURG, TOWN OF CHRISTIANSBURG AND CITY OF RADFORD

O. R. Hagill, chairman of the Montgomery County Board of Supervisors, asked for the completion of the Cambria-Blacksburg By-pass, that consideration be given to including Route 605 out of Radford in the Primary System and the four laning of Route 114 to Radford and to Route 81. He asked the Commission to keep in mind the need for improvement and eventual four laning of Route 8 between Riner and Christiansburg.

Stuart Cassell, business manager for V. P. I., expressed appreciation to Mr. Flythe for his work on the Commission and stated he was grateful to Mr. Kellam and the members of his staff in the Salem District Office for the cooperation and assistance given. He asked that the tentative allocation for Route 460 Christiansburg-Cambria By-pass be made permanent.

Sam C. Mattox, mayor of the City of Radford, asked for improvements to Route 605 west of Radford and for the designation of the route as a primary route.

PATRICK COUNTY

Senator Stone asked that Route 57 west be completed to Route 8 as quickly as possible.

PULASKI COUNTY AND TOWN OF PULASKI

Speaker for Pulaski County endorsed statements made by Mr. Robert Irons concerning Routes 100 and 460 and stated they hoped for some relief in the near future.

ROANOKE COUNTY, CITY OF ROANOKE, TOWN OF SALEM AND TOWN OF VINTON

Delegate Willis M. Anderson welcomed the Commission to Roanoke and expressed appreciation for what has been done for the area.

H. Cletus Broyles, Director of Public Works for the City of Roanoke, stressed the city's projects for widening Route 460 in the city, the Elm Avenue project and the widening of Route 220 in the city. He stated that a master plan of streets will cost about \$9 million and the city would need funds from all sources. He expressed appreciation for what has been done for the city.

C. E. Webber, chairman of the Salem-Roanoke Chamber of Commerce and representing the Town of Salem, expressed appreciation for what has been done and asked that the engineering work on Route 311 and the extension of Route 419 be continued.

Millard Souers, executive director of the Salem-Roanoke County Chamber of Commerce, asked that the tentative allocation for the extension of Route 419 from Lakeside to the Interstate Route 81 interchange at Hanging Rock be made permanent. He asked for consideration of relocating Route 311 within the corporate limits of Salem.

The meeting closed at 4:50 P. M.

June 9, 1965 - 9:00 A. M.

BRISTOL DISTRICT

BLAND COUNTY

Senator D. Woodrow Bird from Bland County thanked the Commission for the fine work that has been done and is being done throughout the State. He stated that they have done a magnificent job with the funds available. He also thanked them for the tentative allocations for Bland, Wythe and Grayson Counties and asked that they be made permanent.

BUCHANAN COUNTY

Not represented.

DICKENSON COUNTY

Senator M. M. Long presented a very large delegation from Dickenson County and stated they were very happy over the appropriations made for them and thanked the

Commission for them. He expressed appreciation for the interest in Route 80 and pointed out that there was nothing being done on the 2½ mile section from the Parks to the Kentucky Line. He asked that consideration be given to building this link and that before too long that the money could be appropriated for this work. He asked for an access road to either Route 23, Route 460 or Alt. Route 58. After the 2½ mile link is built he asked that priority be given to building this access in order to get out to one of the main highways. He also asked that Route 460 be dual laned through Buchanan on to Grundy and also that Route 460 be brought from Harmon by the Parks and on to Route 80 and then to Kentucky.

K. V. Herndon, President of the McClure Lumber and Building Supply and a member of the McClure River Lions Club, thanked the Commission for the allocations on Route 80 and Route 83, and stated they felt the Commission has done a good job. He pointed out that if they could get a major road they felt this would help solve part of the county's economic problems. A delegation of approximately 15 people was present.

Remar Sutherland, McClure River Development Club, read a resolution from the Clintwood Kiwanis Club, Haysi Kiwanis Club, McClure River Lions Club and McClure River Development Club. He asked for the consideration of Route 83 and Route 80 in Dickenson County.

R. E. Coyle, former member of the House of Delegates, asked the Commission to come over and see their roads as they are the sorriest in Virginia.

GRAYSON COUNTY AND CITY OF GALAX

Dr. Mont Cox, representing the Carroll-Grayson-Galax Chamber of Commerce, thanked the Commission for what has been done for their area and presented a delegation of 15 to 20 people.

Glen Halsey, chairman of the Board of Supervisors of Grayson County, stated that he felt it was time for a four lane road through Grayson County. He told the Commission that anything they could do for Route 58 and Route 21 would be appreciated. He thanked the Commission for the allocation set up on Route 58 from Galax to Independence.

Grover Kanode, representing three small communities in Grayson County, pointed out the need for a road to get to Mt. Rogers State Park.

Guy Halsey from Independence and a member of the Planning Commission pointed out their need for the planning on Route 58 in Grayson County and urged consideration be given to four laning Route 58 from Galax to Independence. He stated that Route 21 has been neglected and asked that consideration be given to the development of this road in the future.

Mr. Hodges, county school superintendent, expressed appreciation for the good work that has been done in the past and supported the various proposals. He stated that they needed good roads to help operate their schools more efficiently

and more economically and most important of all helped to operate more safely.

Earl Boyer, mayor of the town of Fries, asked that consideration be given to putting Route 606 into the Primary System for access to the New River Dam.

Jack Rudolph, member of the Town Council of Independence, stated that Route 58 and Route 21 are both vital to the economy of the town as well as the county. He stated that they need adequate highways in order to attract industry to the area and are very interested in the development of Routes 58 and 21.

Raleigh Cooley, mayor of the town of Hillsville, stated that the allocations in Carroll County and Hillsville were appreciated and asked that they be made permanent. He stated that it was most urgent that the earliest possible consideration be given to the work on Route 58 between Galax and Independence. He pointed out that with the coming of Mt. Rogers State Park some consideration should be given to Route 16 and Route 21.

Senator D. Woodrow Bird thanked the Commission for the allocations made and asked that they be made permanent. He asked that consideration be given to the proposals made.

LEE COUNTY

Not represented.

RUSSELL COUNTY

Paul Brown, chairman of the Roads Committee for the Russell County Chamber of Commerce, expressed appreciation for the road construction that has been done in the past, for what is being done and what they hope will continue to be done for them in the future. He stated that the people feel that the most traveled road in Russell County is Route 19 from Washington County Line to Tazewell County Line. He asked the Commission to give consideration to that short stretch of road from Hansonville to Washington County Line. He asked that they give careful consideration and if possible do something on this section of Route 19 as it is the most important and most traveled road in Russell County.

Senator Long supported the request for improving Route 19 from Hansonville to the Washington County Line. He expressed appreciation for what is being done for them and happy over the appropriations made for Russell County. He congratulated the Commission for the fine work being done with the small amount of money entrusted to them. He brought out the fact that if the Legislature imposes a sales tax he felt that all of the money collected from the sale of cars, automobile supplies, tires, etc., should go for highway improvements.

Dr. Elliott asked that serious consideration be given to the highway from Hansonville to Lebanon. He brought out the fact that there was only a one mile stretch where you could safely pass at all in the whole seven miles. He stated that the people in that area were very much interested in getting that project underway as soon as possible.

Roy Smith, vice chairman of the Board of Supervisors, seconded everything that Dr. Elliott stated and on behalf of the Board of Supervisors requested early consideration of four laning Route 19 from Hansonville to Lebanon.

SMYTH COUNTY AND TOWN OF MARION

Mr. Peterson, director of the Chamber of Commerce, expressed appreciation for the fine work being done in Smyth County and throughout the State to give us good highways and a good highway system. He asked for continued support on Route 107 from Saltville to Chilhowie. He also asked for an outlet from Route 107 to Route 19 and 460 as there is a great deal of coal brought in from that area and it would give an outlet from Route 460 to Route 81 and from Route 19 to Route 81 over Route 107.

TAZEWELL COUNTY, TOWN OF BLUEFIELD, TOWN OF RICHLANDS AND TOWN OF TAZEWELL

Grady Dalton, representing Tazewell County in the General Assembly, thanked the Commission for the very fine two lane highways that have been built over the past few years on the Primary System. He asked that the work be speeded up on the Arterial System especially in those areas where it is so badly needed. He pointed out the need of new construction from Route 460 and 19 at Claypool Hill to Buchanan County Line. He thanked the Commission for the allocations and stated that a new road was needed from Richlands to Saltville contacting Route 81 at Chilhowie.

Jack Huffman, Jr., executive vice president Richlands Area Chamber of Commerce, thanked the Commission for the work in Tazewell County. He asked for the improvement of Route 460 within the corporate limits of Richlands and asked that special consideration be given to the section from Raven to Richlands. A delegation of approximately 40 - 45 people was present endorsing this request.

Joe M. Seyko presented a request for improving Route 644 through Abbs Valley.

WASHINGTON COUNTY, CITY OF ABINGDON AND CITY OF BRISTOL

Not represented.

WISE COUNTY, TOWN OF BIG STONE GAP AND CITY OF NORTON

Jim Cambloss thanked the Commission for the allocations and congratulated them on the disposition made of the small amount of funds available.

Bill Kanto from Norton, representing Wyse-Lee-Scott Redevelopment Authority and Wyse-Lee-Scott Planning Commission, thanked the Commission for the allocations in the three county area and asked that they be made permanent. He asked that work proceed as rapidly as possible on Route 23 and that Alt. Route 58 be pushed through to a successful conclusion as planned.

WYTHE COUNTY AND TOWN OF WYTHEVILLE

Rupert Kincer, member of the House of Delegates from Wythe County, asked for

consideration of Route 121 in Wythe County. He expressed appreciation for the work on Route 81 and asked for early construction of Route 77. He asked that the allocations for Route 21 and Route 52 be made permanent.

Olin Armentrout asked for the improvement of Route 121 leading from the intersection of Route 11 and Route 52 at Fort Chiswell north to the town of Max Meadows.

Mr. Kilgore thanked the Commission for the allocations made on Route 23 and asked that construction be started on Alt. Route 58. He stated that it would help their area by improving Route 72 from Kingsport to the Breaks. He asked that the tentative allocations be made permanent.

STAUNTON DISTRICT

ALLEGHANY COUNTY, CITY OF CLIFTON FORGE AND CITY OF COVINGTON

Ben C. Moonaw, Jr., representing the Chamber of Commerce at Covington, thanked the Commission for the overpass on Route 311 in Alleghany County. He asked that the allocation for Route 64 and 18 be made permanent and stated that the completion of Route 64 through Alleghany County is the most important piece of work.

AUGUSTA COUNTY, CITY OF STAUNTON AND CITY OF WAYNESBORO

Pete Giesen, member of the House of Delegates and representing the Board of Supervisors of Augusta County, thanked the Commission for all the money that has been spent in Augusta County and especially the work on Route 81 through the county. He asked for the improvement and widening of Route 250 from Staunton to the West Virginia Line.

BATH COUNTY

Not represented.

CLARKE COUNTY

Not represented.

FREDERICK COUNTY AND CITY OF WINCHESTER

Not represented.

HIGHLAND COUNTY

Austin Shepherd supporting Route 250 asked that action be taken sooner for improving this route from Staunton to the West Virginia Line.

John Moyers, chairman of the Board of Supervisors, felt that improvement of

Route 250 would be one of the greatest steps to take Highland County off the poverty list. Also Route 220 from Cumberland on to the Virginia Line and move this on through Highland County and connect with Roanoke would be a great asset to Highland County.

Pete Glesen supported the request presented and asked that they be given consideration.

PAGE COUNTY AND TOWN OF LURAY

Not represented.

ROCKBRIDGE COUNTY, CITY OF BUENA VISTA AND CITY OF LEXINGTON

Not represented.

ROCKINGHAM COUNTY AND CITY OF HARRISONBURG

Thomas Stover, chairman of the Board of Supervisors of Rockingham County, thanked the Commission for the fine work that has been done in Rockingham County. He asked the Commission to look into Route 259 and would appreciate it if something could be done. He stated they were very proud of their new commissioner and very proud of Mr. Ambler.

SHENANDOAH COUNTY

Not represented.

WARREN COUNTY AND TOWN OF FRONT ROYAL

Not represented.

LYNCHBURG DISTRICT

AMHERST COUNTY

L. L. Simpson, member of the Town Council for the Town of Amherst, spoke concerning the Amherst By-pass. He asked that the Commission allocate funds in the 1965-66 budget in order that plans could be completed and the right of way secured.

Member of the Board of Supervisors representing Amherst County stated that the Board unanimously voted that the bypass was one of the serious problems of Amherst County and asked that this be taken into consideration.

Donald Selvage from Amherst asked the Highway Commission to reconsider the tentative allocations and transfer enough of these allocations to relocate the section of Route 29 from the traffic circle at Route 60 to the south end of town. He stated that he felt it was a potential death trap on the entire section from Sweet Briar to Route 151.

APPOMATTOX COUNTY

Not represented.

BUCKINGHAM COUNTY

Not represented.

CAMPBELL COUNTY AND CITY OF LYNCHBURG

Noel Vandegrift, representing the Lynchburg Chamber of Commerce and representing the city of Lynchburg, thanked the Commission for what they have done in that area. He also expressed appreciation to Mr. Phillips for his cooperation and asked that the tentative allocations be made permanent.

CHARLOTTE COUNTY

Paul Tyree, mayor of the town of Altavista, presented a delegation to the Commission and expressed appreciation for what had been done and stated that he felt they had been more than generous for their area. He also thanked Mr. Phillips and his staff for their cooperation. He stated they were not asking for anything but appreciated the cooperation being given them.

CUMBERLAND COUNTY

Not represented.

HALIFAX COUNTY AND CITY OF SOUTH BOSTON

Not represented.

NELSON COUNTY

Letter from Nelson County Chamber of Commerce dated June 8, 1965 thanked the Commission for the appropriations to Nelson County and asked consideration for the extension of Route 6 to Interstate Route 64, replacing the present bridge on Route 151 over Piney River at the Amherst-Nelson County Line, and continue the improving of Route 29. The Chamber further agreed with the proposed scenic route paralleling the James River and connecting with Route 56 past Crabtree Falls in Nelson County and intersecting with Interstate Route 81 at Steels Tavern in Augusta County.

PITTSYLVANIA COUNTY AND CITY OF DANVILLE

Telegram from the Highway Committee of the Danville Chamber of Commerce was received urging the Commission to approve the tentative allocations on Routes 29, 41, 51 and 57 in Pittsylvania County. It also requested that the new Dan River Bridge connecting Alt. Route 29 and Route 58 and Route 86 be expedited. The telegram commended the Commission and engineers on the fine work being done throughout the State and asked that Route 58 all the way across the State be included in the priority planning.

PRINCE EDWARD AND TOWN OF FARMVILLE

Not represented.

The hearing closed at 11:25 A. M. .