

Meeting of the State Highway Commission
of Virginia, Held in Richmond
March 24, 1953.

At 9:00 A.M. Tuesday, March 24, the Commission was called to order by the Chairman. Present - Messrs. J. A. Anderson, E.P. Barrow, Geo. P. DeHardit, Samuel D. May, S. W. Rawls, Tucker C. Watkins, Jr., and J. F. Wisor.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the minutes of the meeting of November 5-7, 1952, be confirmed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the permits issued from the November 5-7, 1952 meeting to date, as recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the permits cancelled by the Commissioner from the November 5-7, 1952, meeting to date, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received November 18 for the construction of Projects 1579-05, 1596-08, Route 619, Int. Route 560 (Haynesville)-Int. Route 600 (South of Oldham), Richmond and Westmoreland Counties, to the low bidder, Crider Brothers, Inc., Chatham, Virginia, at the bid of \$42,819.45 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$47,100.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received November 18 for the construction of Project 1596-08, Route 619, 1.105 Mi. W. of Int. Route 94-Int. Route 94 (Porters Cross Roads), Wythe County, to the low bidder, Pondloton Construction Corp., Wytheville, Virginia, at the bid of \$49,795.98 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$54,800.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on REGULAR bid received November 18 for the construction of Project 1771-09-13, Route 58, 7.074 Mi. E. of ECL Danville-2.068 Mi. E. of ECL Danville, Pittsylvania County, to the low bidder, W. H. Scott, Franklin, Virginia, at the bid of \$433,842.25, that 10% additional be set aside to cover the cost of engineering and additional work and \$550.00 for work by State Forces, making a total of approximately \$477,800.00 chargeable to this project. Motion carried.

Moved by Mr. Nysor, seconded by Mr. Rawls, that the Commission confirm award of contract on REGULAR bid received November 18 for the construction of Project 1871-11-12, Route 28, 0.042 Mi. S. of BCL Altavista-0.182 Mi. S. of Motley, Pittsylvania County, to the low bidder, A. B. Torrence and Co., Inc., Elkton, Virginia, at the bid of \$275,910.03, that 10% additional be set aside to cover the cost of engineering and additional work and \$24,530.00 for work by State Forces, making a total of approximately \$328,050.00 chargeable to this project; additional \$52,822.00 required to be supplied from surplus at end of this year, or if surplus is inadequate, then when 1953-54 allocations are made. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received November 18 for the construction of Project 1840-01, Route 501, Repairing Bridge over Meherrin River at Esparia, Greensville County, to the low bidder, W. F. Magann Corporation, Portsmouth, Virginia, at the bid of \$8,087.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$6,700.00 chargeable to this project; additional \$8,700.00 required to be supplied from \$20,000.00 previously authorized on November 18, 1951. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received November 18 for the construction of Project 2575-01, Route 360, 0.009 Mi. W. Int. Route 662-0.012 Mi. N. Int. Route 696, Lt. Center Line, Prince Edward County, to the low bidder, Stephen D. Steele, Rustburg, Virginia, at the bid of \$7,209.60, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$8,050.00 chargeable to this project; additional \$1,050.00 required to be supplied from surplus at end of this year, or if surplus is inadequate, then when 1953-54 allocations are made. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received November 18 for moving church and two frame dwellings, Project 4488-03, Route 91, Smyth County, to the low bidder, C. S. Richards, Bristol, Tennessee, at the bid of \$4,876.00 and that 10% additional be set aside to cover the cost of engineering and supervision, making a total of approximately \$5,360.00 chargeable to this work. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received November 18 for moving service station and dwelling and store building, Project 2036-05, Route 17, Gloucester County, to the low bidder, T. J. Thomas, Hayes Store, Virginia, at the bid of \$6,890.00 and that 10% additional be set aside to cover the cost of engineering and supervision, making a total of approximately \$7,500.00 chargeable to this work. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received November 18 for the installation of 6 traffic signals as follows:

Project 9935-05, Route 460 - Giles County
Project 9944-02, Route 58 - Henry County
Project 9960-01, Route 11 - Montgomery County
Project 9977-01, Route 11 - Pulaski County
Project 9977-02, Route 114 - Pulaski County
Project 9977-03, Route 11 - Pulaski County

to the low bidder, Associated Traffic Services, Richmond, Virginia, at the bid of \$6,940.00, that 10% additional be set aside to cover the cost of engineering and additional work and \$7,926.76 for material furnished by State, making a total of approximately \$15,550.00 chargeable to this project; additional \$1,500.00 required to be supplied from surplus at end of this year, or if surplus is inadequate, then when 1953-54 allocations are made. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received December 18 for the construction of Traffic Signal on Route 15, Project 9950-01, Intersection of Route 15 and Culpeper Street in Warrenton, Fauquier County, to the low bidder, A. B. Torrence and Co., Inc., Elkton, Va., at the bid of \$1,250.00, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,339.60 for Material to be furnished by State, making a total of approximately \$2,700.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received December 18 for Maintenance Chesapeake Ferry Terminals (Newport News, Old Point and Pine Beach-Revenue Bond Act), to the low bidder, McLean Contracting Company, Baltimore, Maryland, at the bid of \$57,700.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$65,500.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wisor, that the Commission confirm award of contract on bids received December 16 for the construction of Project 1548-04, Route 614, Int. Route 610 (Dragonville)-0.048 Mi. S. Int. Route 604 (Inc), King and Queen County, to the low bidder, Charles L. Page, Richmond, Virginia, at the bid of \$17,648.65 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$19,400.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received December 16 for the construction of Project 1884-05-04, Route 600, 4.197 Mi. S. Int. Route 615 (S. of Route 50)-Int. Route 608 (Mountain Falls), Frederick County, to the low bidder, Garrett, Moon and Pool, Blackstone, Virginia, at the bid of \$55,919.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$61,500.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received December 16 for the construction of Project 2092-09, Route 17, Dismantling and Removing Portions of Gloucester-Yorktown Ferry Slips, Gloucester and York Counties, to the low bidder, Boney Construction Company, Norfolk, Va., at the bid of \$5,570.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$6,150.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received December 16 for the construction of Project 2916-10-07, Route 207, 2.202 Mi. E. Poplar-2.664 Mi. E. Poplar, Caroline County, to the low bidder, James P. Dillard, Richmond, Virginia, at the bid of \$114,156.55, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,544.00 for work by RFP&P R.R., \$1,382.00 for Western Union Line Change and \$27.00 for work by State Forces, making a total of approximately \$128,550.00 chargeable to this project; Railroad contribution \$17,400.00. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wisor, that the Commission confirm award of contract on bids received December 15 for the construction of Traffic Signal on Route 7, Project 9921-01, Intersection Route 7 and Church Street in Berryville, Clarke County, to the low bidder, A. B. Torrence and Co., Inc., Elkton, Virginia, at the bid of \$1,425.00, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,559.00 for Material to be furnished by State, making a total of approximately \$5,200.00 chargeable to this project; additional \$400.00 required to be provided from the 1953-54 allocations. Motion carried.

Moved by Mr. Myer, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received December 16 for the construction of Traffic Signal on Routes 1 and 618, Project 9929-04, Intersection Routes 1 and 618 near Fort Belvoir, Fairfax County, to the low bidder, Hawkins Electric Company, Inc., Hyattsville, Maryland, at the bid of \$1,875.10, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,541.00 for Material to be furnished by State, making a total of approximately \$4,600.00 chargeable to this project, additional \$1,600.00 required to be provided from the 1953-54 allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received December 16 for the construction of Traffic Signal on Route 1, Project 9929-05, Intersection Routes 1 and 829 (Fort Hunt Road) South of Alexandria, Fairfax County, to the low bidder, Hawkins Electric Company, Inc., Hyattsville, Maryland, at the bid of \$2,485.75, that 10% additional be set aside to cover the cost of engineering and additional work and \$3,555.00 for Material to be furnished by State, making a total of approximately \$8,300.00 chargeable to this project, additional \$800.00 required to be provided from the 1953-54 allocations. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received December 16 for the construction of Project 2180-01, Route 55, 0.408 Mi. W. Int. Route 17 at Marshall-0.196 Mi. E. Int. Route 17 at Marshall, Fauquier County, to the low bidder, Moore Brothers, Staunton, Virginia, at the bid of \$98,818.02, that 10% additional be set aside to cover the cost of engineering and additional work and \$165.00 for work by State Forces, making a total of approximately \$208,850.00 chargeable to this project, additional \$8,850.00 required to be supplied from surplus at end of this year, or if surplus is inadequate, then when 1953-54 allocations are made. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on REGULAR bid received December 16 for the construction of Project 1980-04, Route 460, 0.122 Mi. W. of WCL Roanoke-1.219 Mi. W. of WCL Roanoke, Roanoke County, to the low bidder, Pioneer Construction Co., Inc., Roanoke, Virginia, at the bid of \$174,781.11, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,394.00 for work by State Forces, making a total of approximately \$184,600.00 chargeable to this project, additional \$14,490.00 required to be supplied from surplus at end of this year, or if surplus is inadequate, then when 1953-54 allocations are made. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the Commission confirm award of contract on ALTERNATE bid received December 16 for the construction of Projects 1332-04, 1354-07, Routes 657, 615, Group #64, (Proj. 1332-04, Rt. 657) 0.182 Mi. E. of E. End Bridge over Hardware River-Int., Route 620 (Near Antioch), Fluvanna County; (1354-07, Rt. 615) Int., Route 669 (W. of Ellisville)-1.796 Mi. E. of Int., Route 33, Louisa County, to the low bidder, Virginia Engineering Co., Inc., Newport News, Virginia, at the bid of \$121,097.85 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$135,200.00 chargeable to this project; additional \$25,190.00 required to be provided from the 1952-54 allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1740-02, Route 58, 1.296 Mi. E. of ECL Emporia-0.213 Mi. E. of ECL Emporia, Greenville County, to the low bidder, John P. Harvey, Lynchburg, Virginia on REGULAR bid, at the bid of \$51,558.44, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,978.25 for work by State Forces, making a total of approximately \$59,700.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1305-07, Route 622, 0.008 Mi. N. of S. Int., Route 624 (Near Stapleton)-2.507 Mi. N. of S. Int., Route 624, Amherst County, to the low bidder, R. E. Watts, Amherst, Virginia, at the bid of \$59,811.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$64,700.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wycor, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1350-11, Route 800, Int., Routes 29 and 211 (New Baltimore)-Int., Route 55, Fauquier County, to the low bidder, Moore Brothers, Staunton, Virginia, at the bid of \$79,260.01 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$87,200.00 chargeable to this project. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1323-12-13, Route 617, Overpass and Approaches R.F. & P. RR Near Adcotink Station, Fairfax County, to the low bidder, Richard F. Kline, Frederick, Maryland, at the bid of \$122,921.77, that 10% additional be set aside to cover the cost of engineering and additional work, \$185.00 for work by State Forces, \$864.00 for work by the R.F. & P. RR and \$458.00 for work by the Western Union, making a total of approximately \$135,700.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 17 for the construction of Projects 1517-05; 1517-06, Routes 754, 755 and 755, Group #55, Route 754 Carroll County; Int., Route 755-0,014 Mi. N. Int., Route 759 (S. of Ocala); Routes 755, 755 Carroll County; 0,042 Mi. E. of S. Int., Route 100-5,885 Mi. E. of S. Int., Route 100, to the low bidder, W. T. Ratliff Company, Knoxville, Tennessee, at the bid of \$98,473.88 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$108,300.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received February 17 for the erection of Traffic Signal on Route 42, Project 9982-01, Int., Routes 42 and 706 in the Town of Bridgewater, Rockingham County, to the low bidder, A. B. Torrance and Company, Inc., Elkton, Virginia, at the bid of \$1,080.00, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,884.00 for Material to be furnished by State, making a total of approximately \$2,800.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 17 on REGULAR bid for the construction of Project 1809-07, Route 680, 0,040 Mi. S. of Int., Route 684 (Panick's Mill)-0,015 Mi. S. Int., Route 614 (N. of Reba), Bedford County, to the low bidder, Ralph E. Mills Co., Inc., Salem, Virginia, at the bid of \$64,894.65 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$60,400.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 17 on REGULAR bid for the construction of Project 1815-10, Route 628, Int., Route 45 (Near Altavista)-Bedford County Line, Campbell County, to the low bidder, Ralph E. Mills Company, Inc., Salem, Virginia, at the bid of \$88,425.55 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$97,250.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wisor, that the Commission confirm award of contract on bids received February 17 for the construction of Project 5572-01, Route 15, 0,175 Mi. W. of Powhatan C.H., 0,542 Mi. W. of Powhatan C.H., Powhatan County, to the low bidder, John P. Harvey, Lynchburg, Virginia, at the bid of \$3,950.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$4,300.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received February 17 for the construction of Project 8684-70, Route 170, Monticello Avenue from 14th Street-Int., Bank Street Relocated AND Relocated Portion of Bank Street from Monticello Avenue-Butte Street, City of Norfolk, to the low bidder, Ams and Webb, Inc., Norfolk, Virginia, at the bid of \$274,892.65 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$302,500.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 17 for the construction of Project 2887-07, Route 860, 0.605 Mi. W. of WCL Burkeville-0,082 Mi. E. of Prince Edward County Line, Nottoway County, to the low bidder, W. H. Scott, Franklin, Virginia, at the bid of \$116,690.18, that 10% additional be set aside to cover the cost of engineering and additional work and \$3,485.00 for work by State Forces, making a total of approximately \$121,800.00 chargeable to this project; additional \$1,800.00 required to be provided from the 10%. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1605-08, Route 29, 0.004 Mi. N. of Int. Route 1001-0,005 Mi. N. of Int. Route 1028 (Madison Heights), Amherst County, to the low bidder, Donald H. Salvago, Amherst, Virginia, at the bid of \$14,116.80, that 10% additional be set aside to cover the cost of engineering and additional work and \$55.00 for work by State Forces, making a total of approximately \$15,600.00 chargeable to this project; additional \$600.00 required to be provided from the 10%. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1601-04, Route 13, 4.649 Mi. S. of Oak Hall-2,184 Mi. E. of Oak Hall, Accomack County, to the low bidder, Williams Paving Company, Norfolk, Virginia, at the bid of \$585,906.77, that 10% additional be set aside to cover the cost of engineering and additional work and \$577.00 for work by State Forces, making a total of approximately \$670,100.00 chargeable to this project; the \$670,100.00 required to be taken care of in the 1953-1954 allocations. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received February 17 for the construction of Project 1322-02, Route 600, Int. Route 811 (Near Paint Bank)-West Virginia Line, Craig County, to the low bidder, W. T. Ratliff Company, Knoxville, Tenn., at the bid of \$56,210.94 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$61,860.00 chargeable to this project; additional \$38,497.00 required to be charged against the 1953-54; 1954-55 Federal Aid Secondary allotment plus matching funds to Craig County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract on REGULAR bid received February 17 for the construction of -

Project EL20-02-03-04, Route 60, Chesterfield County, Route 161 and Special Design Overpass

Project 2120-01 Route 60, 0.281 Mi. E. of WCL Richmond-WCL Richmond (Midlothian Turnpike, City of Richmond)

Project 2020-01 Route 181, 0.258 Mi. S. of WCL Richmond-0.011 Mi. S. WCL Richmond (Belt Boulevard)

Chesterfield County and City of Richmond, to the low bidder, W.H. Scott, Franklin, Virginia, at the bid of \$484,844.14, that 10% additional be set aside to cover the cost of engineering and additional work, \$6,297.50 for work by State Forces and \$7,569.82 for work by the ACL RR Company, making a total of approximately \$547,800.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm REJECTION of bids received February 17 for the construction of Project 1345-09-10-11, Route 607, 2.044 Mi. E. of Int. Route 220-0.065 Mi. S. Int. Route 606, Highland County, the low bid being 21.0% over estimate, and the work be done by State Forces. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 17 for Furnishing and Pumping Asphalt Cement Under Concrete Pavement - Culpeper District,

Route 29, Prince William County, Route 15-Fairfax Co. Line
Route 29, Fairfax County, Bull Run-Rosalyn
Route 256, Fairfax County, Fairfax-Armendale
Route 1, Fairfax & Pr. William Cos., Dumfries-Alexandria,

to the low bidder, W. M. McIntosh, Inc., Richmond, Virginia, at the bid of \$18,285.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$20,100.00 chargeable to this work - District Maintenance Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Wycor, that the Commission confirm award of contract on bids received February 17 for Furnishing and Pumping Asphalt Cement Under Concrete Pavements - Salem District -

Route 220, Henry County, 321 Martinsville-N.C. Line
Route 57, Henry County, WCL Martinsville-Int. Rt. 609 at Fieldale,
to the low bidder, Adams and Tate Construction Company, Roanoke, Va., at the bid of \$9,880.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$10,850.00 chargeable to this work - District Maintenance Funds. Motion carried.

Moved by Mr. Wyser, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 17 for Furnishing and Pumping Asphalt Cement Under Concrete Pavements - Richmond District.

Route 1, Hanover County, North Anna River-Henrico County Line
Route 1, Henrico County, Hanover County Line-NOL Richmond
Route 1, Chesterfield Co., SCL Richmond-NCL Colonial Heights
Route 1, Dinwiddie County, SCL Petersburg-Brunswick County Line
Route 1, Brunswick County, Dinwiddie Co. Line-Mecklenburg Co. Line
Route 1, Mecklenburg Co., Brunswick Co. Line-North Carolina State Line,

to the low bidder, W. M. McIntosh, Inc., Richmond, Virginia, at the bid of \$12,980.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$14,500.00 chargeable to this work - District Maintenance Funds. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received February 17 for Moving One Story Frame Building on Route 18, Project 1801-04, to the low bidder, Wyle Maddox, Chincoteague, Virginia, at the bid of \$1,470., and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$1,600.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received February 17 for Moving combination Store and Service Station, and Frame Storage Building, on Route 29, Project 1805-04, to the low bidder, Donald H. Salvage, Amherst, Va., at the bid of \$5,252.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$5,750.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Watkins, that the Commission confirm REJECTION of bids received February 17 for Moving Two Story Brick Gas Station, Restaurant and Dwelling, on Route 522, Project 2654-02 (Old 877-WE), the low bid being 29.9% over estimate. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received March 5 on Reverse Bond Project 3459-02, Route 200, Contract No. 2, Borings and Soundings-Rappahannock River Bridge, to the low bidder, Warren George, 186 Liberty Street, New York 6, N.Y., at the bid of \$19,694.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$21,650.00, chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Watkins, that the Commission confirm its letter ballot action on Insurance bids received February 6, accepting the low bid of Goddin, Goodridge and Robertson for insurance renewal for the Hull, Hull Increased Value, Protection and Indemnity and Excess Protection and Indemnity for the Highway owned Ferryboats in operation at Hampton Roads, Jamesston, Greys Point, Hopewell, Twiggs and Pungo Locations, and the workboat in operation at the James River Bridge; on the basis of their bid submitted for a one year period, beginning March 1, 1955, amounting to \$87,175.10. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission award contracts on Surface Treatment Bids received March 19 to low bidders as follows:

Furnishing and Application of Bituminous Material
and Application of State Owned Covering Material -

<u>Low Bidder</u>	<u>District and Schedule</u>	<u>Amount</u>
Roanoke Paving Company, Inc., Roanoke, Va.	Salem - Class "B" Schedule 1	\$ 17,115.12
A. E. Torrence and Company, Elkton, Va.	Richmond - Class "B" Schedule 1 Staunton - Class "B" Schedule 1	60,165.80 101,298.48
W. M. McIntosh, Inc. Richmond, Va.	Richmond - Class "B" Schedule 2 Fredericksburg - Class "B" Schedule 1 Fredericksburg - Class "B" Schedule 2	85,364.64 111,991.28 157,695.58
Powell & Bolling Sandston, Va.	Culpeper - Class "B" Schedule 1	166,682.45

Furnishing and Application of Bituminous Material
and Furnishing and Application of Covering Material

Adams Construction Company, Roanoke Virginia	Bristol - Class "C" Schedule 1 Bristol - Class "C" Schedule 2 Salem - Class "C" Schedule 1 Suffolk - Class "C" Schedule 4	\$112,155.45 219,045.12 169,427.47 279,895.90
Va. Asphalt Paving Co., Inc., Roanoke, Va.	Salem - Class "C" Schedule 2	155,484.24
J. R. Ford Co., Inc., Lynchburg, Va.	Lynchburg - Class "C" Schedule 1	288,015.14
Thompson-Arthur Paving Co., Danville	Lynchburg - Class "C" Schedule 2	108,265.85
F. D. Cline Paving Co., Raleigh, N. C.	Richmond - Class "C" Schedule 1	64,397.97

Furnishing and Application of Bituminous Material and
Furnishing and Application of Covering Material (CONTINUED)

<u>Low Bidder</u>	<u>District and Schedule</u>	<u>Amount</u>
W.M. McIntosh, Inc. Richmond, Va.	Richmond - Class "C" Schedule 2	\$115,887.59
	Suffolk - Class "C" Schedule 1	180,278.72
	Suffolk - Class "C" Schedule 2	210,600.75
	Fredericksburg - Class "C" Schedule 1	61,756.89
	Oulpeper - Class "C" Schedule 1	324,880.49
Echols Bros., Inc. Staunton, Va.	Staunton - Class "C" Schedule 1	\$19,876.88
Burton P. Short & Son, Petersburg, Va.	Suffolk - Class "C" Schedule 5	202,790.28

Total of \$5,412,900.00

Motion carried.

WHEREAS, Section 46-586 of the Code of Virginia 1950 provides that the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, increase the maximum weights permitted on the road surface of certain highways, or parts thereof, such as in the opinion of the Commission are capable from the standpoint of the design, strength and conditions, of carrying such maximum weights as prescribed in Sub-sections (3) and (4) of this section; and WHEREAS, Sub-section (5) of said Section provides maximum limits of 18,000 pounds axle weights and gross weights of 40,000 pounds for vehicles having three axles; and WHEREAS Sub-section (4) of said Section provides maximum limits of 18,000 pounds axle weights and gross weights of 50,000 pounds for vehicles having four or more axles; and WHEREAS, Section 46-557, provides that the State Highway Commission shall cause every highway or part thereof, on which the maximum weight per axle and the maximum gross weight have been increased as provided in the preceding Section to be marked with appropriate signs indicating respective weight limits permitted; NOW, THEREFORE, be it resolved that the State Highway Commission under authority of Section 46-586 of the Code of Virginia 1950 prescribed in Sub-sections (3) and (4) of said Section hereby orders that appropriate signs be thereon posted;

<u>Route</u>	<u>From</u>	<u>To</u>	<u>Length (Miles)</u>
66	Int. Rt. 46 in Lawrenceville	South Hill Int. Rt. 1	17.01
150	Int. Rt. 501 S. of Glasgow	Int. 29 N. of Lynchburg	19.60
159	Int. Rt. 60 W. of Covington	Int. Rt. 511 at Crows	11.22
511	Int. Rt. 159 at Crows	Va.-W. Va. State line near Sweet Chalybeate	6.80
234	Int. Rt. 28 at Manassas	Independent Hill	7.95
206	Int. Rt. 5, King George Co.	Int. Rt. 501 at Owens	9.25
460	Int. Rt. 67 in Richlands	Va.-Ky. State Line	44.19
		TOTAL	115.82

These additions make a total of 5,648.65 miles in the 50,000 pound system and 56.72 miles in the 40,000 pound system.

*5,645.54 miles in the Primary System.

3.09 miles in the Secondary System.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1882-03-04, Route 15, 0.079 Mi. S. of Carys Creek. 0.325 Mi. N. of Carys Creek, Fluvanna County, to the low bidder, Burkholder and Burkholder, Lynchburg, Virginia, at the bid of \$91,556.64, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,091.00 for work by State Forces, making a total of approximately \$100,000.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1876-08, Route 667, Int. Route 1-0.654 Mi. E. of Int. Route 1, Prince William County, to the low bidder, B.H. Runyon Company, Inc., Alexandria, Virginia, at the bid of \$13,250.25, that 10% additional be set aside to cover the cost of engineering and additional work and \$13,200.00 for work by the Railroad, making a total of approximately \$27,750.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1570-03, Routes 661 and 662, North Carolina State Line-Int. Route 103 (W. Peters Creek), Patrick County, to the low bidder, Burkholder and Burkholder, Lynchburg, Virginia, at the bid of \$55,995.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$61,600.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Wisor, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1568-05, Route 643, E.C.L. Gordonsville-2.953 Mi. E. of E.C.L. Gordonsville, Orange County, to the low bidder, J.E. Courtney, King and Queen Courthouse, Virginia, at the bid of \$49,692.57 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$54,660.00 chargeable to this project. Motion carried.

Moved by Mr. Wisor, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1867-10, Route 604, 0.02 Mi. N. Int. Route 666-0.04 Mi. W. Int. Route 40 (Murdocks), Mottoway County, to the low bidder, D. W. Winkelman Carolina Co., Greensboro, North Carolina, at the bid of \$52,279.05 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$57,500.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Commission confirm award of contract on REGULAR bid received March 12 for the construction of Project 8634-01, Route 11, N.C.L. Winchester-East Picadilly Street (N. Cameron Street), City of Winchester, to the low bidder, Garrett, Moon and Pool, Blackstone, Virginia, at the bid of \$159,090.46, that 10% additional be set aside to cover the cost of engineering and additional work and \$550.00 for work by State Forces, making a total of approximately \$174,490.00 chargeable to this project. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on REGULAR bid received March 12 for the construction of Project 1598-05-02, Route 11, 2,041 Mi. W. of W.C.L. Wytheville-W.C.L. Wytheville, Wythe County, to the low bidder, Pendleton Construction Corp., Wytheville, Virginia, at the bid of \$459,100.96, that 10% additional be set aside to cover the cost of engineering and additional work and \$588.00 for work by State Forces, making a total of approximately \$485,550.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on ALTERNATE bid received March 12 for the construction of Project 1945-05-04, Route 55, 0,061 Mi. N. of MCL Richmond-0,681 Mi. N. of MCL Richmond, Harrison County, to the low bidder, Atlantic Bitulithic Co., Richmond, Virginia, at the bid of \$177,497.55, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$195,550.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1855-05, Route 502, Int. Route 748 (South Callaway)-0,14 Mi. N. Int. Route 40 (Near Ferrum), Franklin County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Virginia, at the bid of \$109,552.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$120,500.00 chargeable to this project; additional \$66,651.00 required to be charged against the 1953-54 Federal Aid Secondary allotment plus matching funds to Franklin County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received March 12 for the construction of Project 1515-05, Route 623, 0,023 Mi. E. of S.C.L. Drakes Branch-Int. Route 15 (Wallace's Store), Charlotte County, to the low bidder, A. C. Shearer Company, Chapel Hill, North Carolina, at the bid of \$89,817.80 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$76,800.00 chargeable to this project; additional \$28,901.00 required to be charged against the 1953-54 Federal Aid Secondary Allotment plus matching funds to Charlotte County. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that the Commission confirm letter ballot action on bids received November 24 for Liability and Property Damage Insurance Coverage on approximately 2,851 vehicles operated by the Highway Department and the Central Garage Fund, the award of contract being to the Globe Indemnity Co., through their agents the Dayreport Insurance Corporation; this coverage for the period beginning December 15, 1952, and ending July 1, 1953, at a guaranteed cost of \$28,141.46. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, the resolution from the Council of the Town of Madison on March 9, 1953 requests a change in the method of maintenance from Choice #1 to Choice #2, has been most carefully considered, and whereas, the Commission being of the opinion that the Town officials misunderstood the situation and made an honest error in their choice of No. 1 (acted on by the Commission 10-18-51), approve a change in the form of maintenance to No. 2 as requested and recommended by the Engineering Division, effective July 1, 1953. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, the letter from Hon. L. M. Acres, Mayor of Gordonsville, dated November 24, 1952 requests a change in the method of maintenance from Choice #5 to Choice #2, and whereas, the Commission has carefully considered the reasons expressed for this change, based on a misunderstanding of all phases of the present choice, and whereas, the Engineering Division advises that full explanation was made by letters and visits to the former Mayor, prior to the choice being made, now, therefore, be it resolved, that the Commission reject this request pending the presentation of a more substantial reason for consideration of a change from the present method of maintenance. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, the Council of the Town of Fairfax, by resolution of March 2, 1953, requested a change in the method by which the streets are maintained from the present Choice #2 (1948 Act) to Choice #5 (1950 Act), and whereas, this resolution declares that the extensive development of new streets and subdivisions within the corporate limits during the past two and half years are not providing reasonable service under the present choice, and whereas, the situation has been substantially changed by circumstances which Town Officials could not foresee when the choice was made in 1950, now therefore, be it resolved, that after careful consideration of the unusual growth of population within the Metropolitan Area of Washington, D.C., of which the Town of Fairfax is included, the Commission does approve the change in the form of maintenance to Choice #5 as requested and recommended by the Engineering Division in accordance with Section 33-50.2 of the 1950 Code of Virginia, effective July 1, 1953. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Watkins, that the Commission confirm its letter ballot action as follows;

WHEREAS, request is made by Dr. Joseph E. Barrett for addition to the Primary System of new driveways constructed in the newly developed Dunbar area of the Eastern State Hospital grounds; also, request for abandonment of the existing Primary System roads replaced by new construction, now, therefore be it resolved, that recently constructed driveways to the new buildings in the grounds of the Eastern State Hospital, totaling 0.5756 Mi., be added to the Primary System of Highways, as provided under Section 33-28 of the 1952 Code of Virginia, Amended, and be it further resolved, that present Route 322, a distance of 0.361 Mi., in the Dunbar area of Eastern State Hospital, be abandoned to the extent of alteration, as provided under Section 33-76.5 of the 1950 Code of Virginia, Amended. Motion carried.

It was moved by Mr. DeHardt, seconded by Mr. Wycor, that the following resolution be adopted;

WHEREAS, On October 8, 1951, the Council of the Town of Leesburg requested the State Highway Department to make a survey of certain streets in the Town with respect to the possibility of their being made one-way streets; and whereas, this study was made and on January 22, 1952, a representative of the State Highway Department presented to the Town Council of Leesburg a recommendation that a system of one-way streets be established; and whereas, the Town Council of Leesburg on that same date, January 22, 1952, agreed to study the recommendations and advise the State of their decision after their next regular meeting; and whereas, on February 11, 1952, the Town Council endorsed a petition which was presented to it, which petition requested the State Highway Department to by-pass the Town of Leesburg on Routes 7 and 15; and whereas, on March 21, 1952, petitions carrying the signatures of 100 business firms and 866 individuals opposing a by-pass were sent to Mr. H. C. Rogers, member of the Highway Commission; and whereas, because of the two schools of thought on the question of a by-pass, our Traffic Division again made a study of the situation and again came to the conclusion that a system of one-way streets would reasonably solve the problem of the traffic congestion caused by the extension of State routes through Leesburg, and such recommendation was again presented to the Town Council on February 8, 1953; and whereas, on February 11, 1953 we were advised by the Town of Leesburg that the Council had rejected the one-way street proposal and wished to call the attention of the Department to the former Council resolution requesting a by-pass; now, therefore, be it resolved, that because (1) the finances available and to become available in the near future for construction purposes in the Culpeper District are not nearly enough to meet even the most critical needs, and (2) studies show that a system of one-way streets can reasonably take care of the current traffic problem, the Town of Leesburg be advised that it is the opinion of the State Highway Commission that it will be many years before sufficient funds will be available for the construction of a by-pass and in these circumstances the Town is again urged to consider the recommended one-way streets, which is a reasonable and economical method of relief from traffic congestion effectively used in other towns and cities of the State. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission confirm its letter ballot action as follows: That section of Route 301 from Route 85-1, 168 miles N, of ECL Esports, being Projects 1874 Prince George County, 1891 Sussex County and 1840 Greenville County respectively, be designated a Limited Access Highway; in accordance with Section 55-57 et. seq. of the 1950 Code of Virginia. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that whereas, traffic studies have been conducted on Primary Route 194 and Secondary Route 678 in Norfolk County and an exchange between the Primary and Secondary Systems is recommended; NOW, THEREFORE, BE IT RESOLVED, that in accordance with a request by the Board of Supervisors of Norfolk County, in their resolution dated October 14, 1952, the following transfers between the State Highway System be immediately effected;

ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM
(under Section 55-25 of the 1952 Code, Amended)
Route 678, from its intersection with present Route 194 north to the intersection of Route 188. Length 1.75 miles.

DELETE FROM PRIMARY SYSTEM BY TRANSFER TO THE SECONDARY SYSTEM
(under Section 55-27 of the 1950 Code, Amended)
Route 194, from its intersection with Route 678 north to the intersection of Route 188. Length 2.02 miles. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that whereas, based on traffic studies conducted on Route 184 in Northampton County, it has been determined that Primary Route 184 has the characteristics of a Secondary road and is recommended for transfer from the Primary System to the Secondary System of highways; now, therefore, be it resolved, that Route 184 from Massawadox to Franktown, a distance of 1.60 miles, be transferred from the Primary System to the Secondary System of highways, as provided under Section 55-27 of the 1950 Code of Virginia. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, by terms of an annexation decree in the Circuit Court of the County of Roanoke, effective January 1, 1953, the corporate boundaries of the Town of Salem were extended to include within the annexed area certain portions of roads in the Primary System; also other streets formerly in Roanoke County; now, therefore, be it resolved, that in accordance with a resolution passed by the Council of the Town of Salem on December 19, 1952, the following extensions of Primary System routes be added to the designated streets within the Town of Salem for payment at the basic rate of \$4,000 per mile, as provided under Section 55-115 of the 1950 Code of Virginia, amended;

Routes 11 & 460 - from the old WCL to the new WCL Salem-----	0.740 MI.
Route 11 - from the old SCL to the new southeast C.L. Salem-----	1.060 MI.
Route 119 - from the Int. of Route 11 to the new SCL Salem-----	1.150 MI.
Route 460 - from the old ECL to the new ECL Salem-----	0.200 MI.
TOTAL ADDITION	
<u>3.150 MI.</u>	

Be it further resolved, that under authority of Section 55-115.2 of the 1950 Code of Virginia, Amended, the Town of Salem receive quarterly payments at the annual basic rate of \$800 per mile on additional annexed streets totaling 3.250 miles and meeting the required standards. The above changes to be effective for payment to the Town of Salem beginning the third quarter, January 1, 1953. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that whereas, by proper resolutions the various Boards of Supervisors have requested the discontinuance of certain roads from the Secondary System, and whereas the Resident Engineers representing the Commission, did post notices and hold hearings in the respective counties to ascertain whether or not such roads should be discontinued, the proposed discontinuances meeting no opposition, now therefore, be it resolved, that the following roads be discontinued as parts of the Secondary System as provided by Section 55-76.7 of the 1950 Code of Virginia, Amended, effective this date,

- | | | |
|-------------------|------------|---|
| Caroline County | Route 614, | From a point 0.2 Mi. N.E. of the south Int. of Route 17 to a point 0.4 mile southwest of the Int. of Routes 615 and 614, Length 1.70 miles. |
| Floyd County | Route 732 | From the Int. of Route 8 to the Int. of Route 705, Length 1.10 miles. |
| Scott County | Route 689 | From Int. of Route 615 to Int. of Route 614, Length 1.00 mile . |
| | Route 696 | From a point on Route 696, 1.25 Mi.S. of Route 58, thence south to a point 0.25 Mi. N. of Route 695, Length 0.70 Mile . |
| | Route 702 | From a point on Route 702, 0.25 Mi.S. of Route 705, thence south to a point 0.8 Mi. N. of Route 704, Length 1.85 miles. |
| | Route 612 | From a point 0.2 Mi. S. of Route 71, thence S. to the Int. of Rt. 611, Length 0.70 mile. |
| Shenandoah County | Route 698 | Between Sta. 177/00 and Sta. 180/40, old location replaced by new construction on Rt. 698, Project 1325-05, Length 0.058 mi. |
| Essex County | Route 609 | Between Sta. 18/00 and Sta. 27/00, old location replaced by new construction on Rt. 609, Project 1328-05, Length 0.19 mi. |
| Motion carried. | | |

Moved by General Anderson, seconded by Mr. Watkins, that whereas, the Town Council of Warrenton has requested a re-routing of Alternate Route 15 to be changed from its present course over Winchester Street to follow along present Alternate Route 211 (Alexandria Street); traffic studies having been conducted, it is also recommended by our Engineers that the portion of present Alt. Route 15 be transferred to the Secondary System of Highways; now, therefore, be it resolved, that present Alternate Route 15 be re-routed to overlap on Alternate Route 211 between Routes 15, 29, 211 north of Warrenton and Alternate Route 15 in Warrenton; also under authority of Section 53-27 of the 1950 Code of Virginia, that present Alternate Route 15 be transferred from the Primary System to the Secondary System of highways, from intersection of Routes 15, 29, 211 south 0.70 mile to the N.C.L. Warrenton, thence south 0.44 mile to intersection of Alternate Route 211 in Warrenton, be it further resolved, that under Section 53-50.2 of the 1950 Code of Virginia, the Town of Warrenton receive payment at the basic rate of \$500 per mile on the deleted portion of Alternate Route 15 (Winchester Street), from the N.C.L. Warrenton to the intersection of Alternate Route 211 (Alexandria Street), a distance of 0.44 mile, effective April 1, 1953. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the letter ballot action of the Commission be confirmed as follows; that the State Highway Commission approve the purchase of a certain tract of land containing 125 acres, exclusive of the right of way of Secondary Route 720 and bounded on the north by Greenbrier Farms, on the east and south by Secondary Route 720, and on the west and south by the Norfolk and Southern Railway in Norfolk County, from Herman Hall and Colon G. Hall for the sum of Twenty-Five Thousand (\$25,000.) Dollars, for the location and maintenance of a permanent Convict Road Camp site; as provided for by Section 53-109.1 of the 1950 Code of Virginia, Amended, and as recommended and requested by J. A. Anderson, Commissioner, in his letter to the State Highway Commission under date of February 2, 1953. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that changes in primary construction allocations for the County of Warwick be made as follows; WHEREAS, the newly formed City of Warwick has requested the Department of Highways to continue construction and maintenance operations through June 30, 1953 as though the county of Warwick had not become a city, and whereas, the Highway Commission is authorized by Section 53-51 of the Code of Virginia to expend allocations within cities as though the county had not become a city, and whereas, there are several allocations for construction which have not been expended or on which there are minor balances or over-expenditures for the county of Warwick, and whereas, the City Manager of the City of Warwick by letter of February 18, 1953, has requested that the net balances from the various allocations be combined and transferred to supplement the allocation for construction of Route 60 from Hilton Village West (Project 2194-07), now, therefore, be it resolved, that the net balance of unexpended funds heretofore allocated to the county of Warwick be expended in the manner aforementioned on Project 2194-07. Motion carried.

WHEREAS, the State Highway Commission has heretofore adopted a resolution authorizing the issuance of \$19,000,000 State of Virginia Toll Revenue Bonds (Series 1949) and the execution and delivery of a Trust Indenture securing said bonds, and whereas, in accordance with provisions included in Section 504 of said Trust Indenture, a budget for the fiscal year ending August 31, 1953, was adopted by the State Highway Commission on August 28, 1952, covering the then estimated requirements for operation and maintenance of the bond facilities for the said fiscal year, including provisions for special reserves for major repairs as follows:

\$40,000 per month for Chesapeake Ferries-Reserve Maintenance

\$25,000 per month for Toll Bridges - Reserve Maintenance

and whereas, studies have now been sufficiently completed to permit more accurate estimates of cost of necessary repairs on the Chesapeake Ferries and the James River Bridge System, resulting in the determination that Reserve Maintenance funds provided in the budget for the said fiscal year ending August 31, 1953, will be excessive for the Chesapeake Ferries and insufficient for Toll Bridges; now, therefore, be it resolved by the State Highway Commission that the annual budget for the fiscal year ending August 31, 1953, be amended to the effect that provisions for Reserve Maintenance funds read as follows:

\$25,000 per month for Chesapeake Ferries

\$40,000 per month for Toll Bridges

to be effective January 1, 1953, as approved by the Consulting Engineers January 12, 1953.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 29 in Campbell County being no longer necessary for use as a highway it be abandoned to the extent of alteration; Section 1 shown on plat dated September 3, 1952, Project 1615-01-02, Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 17 in York County being no longer necessary for use as a highway they be abandoned to the extent of alteration; Sections 1 and 3 shown on plat dated June 2, 1952, Project 2092-04-05-07. Further, that as provided under Article 2, Section 55-27 of the 1950 Code, Amended, Section 2 of old Route 17 also shown on the plat referred to, be transferred to the Secondary System. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wisor, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 277 in Frederick County being no longer necessary for use as a highway they be abandoned to the extent of alteration; Sections 1, 2 and 3 shown on plat dated September 12, 1952, Project 5534-01. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that as provided under Article 2, Section 53-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 57 in Henry County being no longer necessary for uses as a primary highway they be transferred from the Primary System to the Secondary System; Sections 1 and 2 shown on plat dated September 4, 1952, Project 5144-01-02. Further, that as provided under Article 2, Section 53-28 of the 1950 Code of Virginia, Amended, Sections 3 and 4 of old Route 57, shown on the plat referred to, be transferred from the Secondary System to the Primary System. Motion carried.

Moved by Mr. Wycor, seconded by Mr. DeHardit, that as provided under Article 6.1, Section 53-76.2 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 1 in Prince William County being no longer necessary for uses as a highway they be abandoned altogether as a public road, new sections having been opened in lieu thereof; Sections 1, 2, 3 and 4 shown on plat dated November 6, 1952, Project 182-B. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 53-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 59 in Bath County being no longer necessary for uses as a highway they be abandoned to the extent of alteration, new sections having been opened in lieu thereof; Sections 1, 2 and 3 shown on plat dated September 23, 1952, Project 2708-06. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that as provided under Article 6.1, Section 53-76.1 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 58 in Lee County being no longer necessary for uses as a highway they be discontinued as a part of the Primary System, new sections having been opened in lieu thereof; Sections 1 and 3 shown on plat dated July 29, 1952, Project 1752-08. That as provided under Article 2, Section 53-27 of the 1950 Code of Virginia, Amended, the following section be transferred from the Primary System to the Secondary System; Section 2 also shown on the plat referred to. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that as provided under Article 6.1, Section 53-76.1 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 268 in Shenandoah County is no longer necessary for uses as a highway and it be discontinued as a part of the Primary System, new section having been opened in lieu thereof; Section 1 shown on plat dated October 2, 1952, Project 4185-08. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Mysor, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 218 in King George County are no longer necessary for uses as a highway and they be abandoned to the extent of alteration, new sections having been opened in lieu thereof; Sections 1, 4, 5, 6 and 7 shown on plat dated October 23, 1952, Project 782-P2. Further, as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, the following sections be transferred from the Primary System to the Secondary System; Sections 2 and 3 also shown on the plat referred to. Motion carried.

Moved by Mr. Mysor, seconded by Mr. Watkins, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 522 in Louisa County being no longer necessary for uses as a part of the Primary System it be abandoned to the extent of alteration, new section having been opened in lieu thereof; Section 1 shown on plat dated October 6, 1952, Project 2654-02-03. Motion carried.

Moved by Mr. Watkins, seconded by Mr. DeHardit, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Routes 19 and 460 in Tazewell County being no longer necessary for uses as a highway it be abandoned to the extent of alteration; Section 1 shown on plat dated November 21, 1952, Project 1992-06-07. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that as provided under Article 6.1, Section 33-76.1 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 11 in Pulaski County being no longer necessary for uses as a highway they be discontinued as a part of the Primary System; Sections 2 and 3 shown on plat dated October 31, 1952, Project 1677-06. That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Section 1 also shown on the plat referred to, be transferred from the Primary System to the Secondary System; a new section of road having been opened in lieu thereof; Sections 1, 2 and 3. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 94 in Carroll County being no longer necessary for uses as a highway they be abandoned to the extent of alteration; Routes 1 and 3A shown on plat dated December 5, 1951, Project 3017-01. That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Section 3 shown on the plat be transferred to the Secondary System. Further, that section 7 be added to the Secondary System as a connection, as provided under Article 2, Section 33-141 of the 1950 Code, Amended, all as shown on the plat referred to. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that as provided under Article 6.1, Section 55-78.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 83 in Grayson County being no longer necessary for uses as a highway it be abandoned to the extent of alteration; Section 2 shown on plat dated November 25, 1952, Project 3438-01-02, That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Section 1 also shown on the plat referred to be transferred to the Secondary System, new section having been opened in lieu thereof. Motion carried.

Moved by Mr. Wynn, seconded by Mr. Rawls, that as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 83 in Buchanan County, Town of Grundy, being no longer necessary for uses as a Primary highway, it be transferred to the Secondary System, a new section of road having been opened in lieu thereof; Section 1 shown on plat dated November 28, 1952, Project 1178 M-1. Further, that Section 2 also shown on the plat referred to be discontinued as a part of the Primary System, as provided under Article 6.1, Section 55-78.1 of the 1950 Code, Amended. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 55-78.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 52 in Carroll County being no longer necessary for uses as a highway it be abandoned to the extent of alteration; Section 1 shown on plat dated October 17, 1952, Project 2017-02. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wynn, that as provided under Article 6.1, Section 55-78.1 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 61 in Giles County being no longer necessary for uses as a highway they be discontinued as a part of the Primary System upon opening of new sections in lieu thereof; Sections 2, 3, 4, 5, 6, 7, 8 and 9 shown on plat dated September 21, 1951, Project 2335-01-04. Further, as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, the following section be transferred from the Primary System to the Secondary System; Section 1 also shown on the plat referred to. Motion carried.

Moved by Mr. Wynn, seconded by Mr. Rawls, that as provided under Article 6.1, Section 55-78.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 166 in Hanover County being no longer necessary for uses as a highway it be abandoned to the extent of alteration, new section having been opened in lieu thereof; Section 1 shown on plat dated August 29, 1952, Project 3442-03. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 6 in Goochland County being no longer necessary for uses as a part of the Primary System they be abandoned to the extent of alteration; Sections 1, 3 and 5 shown on plat dated October 9, 1952, Project 3137-02-05; also under Article 6.1, Section 33-76.1 of the 1950 Code, Amended, Section 4 of the old location be discontinued. Further, as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Section 2 also shown on the plat referred to be transferred to the Secondary System. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner the following sections of old Route 16 in Smyth County being no longer necessary for uses as a highway they be abandoned to the extent of alteration; Sections 1, 2 and 3 shown on plat dated February 15, 1951, Project 685 E AR-1, B1. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 12 in Clarke County being no longer necessary for uses as a primary highway, due to construction, it be transferred to the Secondary System; Section 1 shown on plat dated November 28, 1952, Project 3221-06-07. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 67 in Russell County being no longer necessary for uses as a Primary highway they be transferred to the Secondary System, new sections having been opened in lieu thereof; Sections 1 and 2 shown on plat dated October 20, 1952, Project 4083-01. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wycor, that as provided under Article 2, Section 33-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 67 in Russell County being no longer necessary for uses as a Primary highway they be transferred to the Secondary System, new sections having been opened in lieu thereof; Sections 1 and 4 shown on plat dated September 19, 1952, Project 4083-02. That as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, the following sections be abandoned to the extent of alteration; Sections 2 and 3 also shown on the plat referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 237 in Fairfax County being no longer necessary for uses as a highway they be abandoned to the extent of alteration, upon opening of new sections in lieu thereof; Sections 1 and 2 shown on plat dated October 27, 1952, Project 292. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Routes 151 and 8 in Nelson County being no longer necessary for uses as a highway they be abandoned to the extent of alteration, new sections having been opened in lieu thereof; Sections 1, 2, 3, 4, 5 and 15 shown on plat dated January 15, 1953, Project 6962-01-02. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that as provided under Article 6.1, Section 33-76.1 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following section of old Route 222 in Lancaster County being no longer necessary for uses as a highway it be discontinued as a part of the Primary System, upon opening of new section in lieu thereof; Section 3 shown on plat dated August 8, 1952, Project 6251-01. That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Sections 1 and 2 shown on plat be transferred to the Secondary System. Further, that Section 4 be added to the Secondary System as a connection, under Article 2, Section 33-141 of the 1950 Code Amended, all as shown on the plat referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following sections of old Route 17 in Fauquier County being no longer necessary for uses as a highway they be abandoned to the extent of alteration; Sections 1 and 3 shown on plat dated November 25, 1952, Project 2050-02. That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Sections 2 and 4 shown on the plat be transferred to the Secondary System, new sections having been opened in lieu thereof. Further, that Sections 6 and 7 be added to the Secondary System as connections, as provided under Article 2, Section 33-141 of the 1950 Code, Amended, all as shown on plat referred to. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 33-76.1 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following section of old Route 58 in Lee County being no longer necessary for uses as a highway it be discontinued as a part of the Primary System, new section having been opened in lieu thereof; Section 1 shown on plat dated November 24, 1952, Project 1752-04. That as provided under Article 2, Section 33-27 of the 1950 Code, Amended, Sections 2 and 3 shown on the plat referred to be transferred to the Secondary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, under authority of Section 55-113.2 of the 1950 Code of Virginia, Amended, request is made by the City of Lynchburg for payment at the basic rate of \$300 per mile annually on additional streets constructed to meet the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the City of Lynchburg on the following streets totaling 0.410 mile, effective beginning the third quarter, January 1, 1953;

Cherokee Avenue - from St. Cloud Avenue to dead end -----	0.220 mile
Alexander Road - from Biltmore Avenue to Dumas Street-----	0.040 mile
Dumas Avenue - from Erven Road to Midvale Road -----	0.150 mile
Motion carried,	TOTAL <u>0.410 miles</u>

Moved by Mr. DeHardit, seconded by Mr. Rawls, that whereas, under authority of Section 55-113.2 of the 1950 Code of Virginia, Amended, request is made in a resolution dated December 17, 1952, by the City of Danville for payment at the basic rate of \$300 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the City of Danville on additional streets totaling 14.707 miles, effective beginning the third quarter, January 1, 1953. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that whereas, under authority of Section 55-113.2 of the 1950 Code of Virginia, Amended, request is made by the Town of Wytheville for payment at the basic rate of \$300 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the Town of Wytheville on additional streets totaling 0.565 mile, effective beginning the second quarter, October 1, 1952. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wynn, that whereas, under authority of Section 55-113.3 of the 1950 Code of Virginia, Amended, request is made by the City of Fredericksburg for payment on additional mileage on streets constructed to meet the required standards and the deletion of mileage on other streets not meeting required standards due to removal of surface; now, therefore, be it resolved, that mileage adjustments for payment to the City of Fredericksburg at the basic rate of \$300 per mile annually be made for addition of streets totaling 0.960 mile and deletion of streets totaling 0.240 mile, a net addition of 0.720 mile, effective beginning the first quarter, July 1, 1952. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that whereas, under authority of Section 55-113.2 of the 1950 Code of Virginia, Amended, request is made by the City of Richmond for payment at the basic rate of \$300 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the City of Richmond on additional streets totaling 5.5822 miles, effective beginning the third quarter, January 1, 1953. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that whereas, under authority of Section 53-113.2 of the 1950 Code of Virginia, Amended, request is made by the City of Martinsville for payment at the basic rate of \$300 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the City of Martinsville on additional streets totaling 4,765 miles, effective beginning the third quarter, January 1, 1953. Motion carried.

WHEREAS, by virtue of the completed construction of the new location of Route 58 (Project 1761-02) through the City of Suffolk, request is made by the City for its designation as a primary route extension to be added to the \$4,000 per mile allocation of City Streets; also a change in the designation of Route markers by extending Route 337 over present Route 58 (W. Washington Street) to the west intersection of the new location of Route 58, thus eliminating the marking of Route 58 between the east intersection of the new location as it follows along N. Main and W. Washington Streets to an intersection with the west intersection of new Route 58. It is further requested that present Alt. Route 58 between Route 460 and Route 58 be eliminated; now, therefore, be it resolved, that under authority of Section 53-113 of the 1950 Code of Virginia, Route 58, the new by-pass, be added to the \$4,000 per mile allocation of Primary System extensions in the City of Suffolk beginning at the intersection of present Route 58 (W. Washington St.) near the W. City Limits, northeast 0.24 mile to the W. City limits, excluding a short section in Hansemond County, and beginning again at the W. City limits and running easterly 0.81 mile to its intersection with present Routes 58 and 460 (N. Main St.), a total addition of 1.05 miles, effective beginning the fourth quarter, April 1, 1953; that Route 337 be extended from its terminus at the intersection of Route 58 (N. Main Street) west over present Route 58 (W. Washington St.) to the west intersection of the new location of Route 58, near the W.C.L. Suffolk, thus eliminating the Route 58 marking on the overlap portion of Route 13 (N. Main St.); also elimination of Route 58 as followed by the extension of Route 337 over W. Washington Street to the west intersection of the new location of Route 58; by reason of construction of new Route 58 (By-pass), present Alt. Route 58 to be eliminated and markers moved - beginning at the intersection of Route 58 (N. Main St.) over Western Avenue and N. Broad Street to the intersection of present Route 58 (W. Washington St.). Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, the Highway Commission is authorized to make certain payments to cities for street purposes, and whereas, the Highway Commission has selected certain streets within the corporate limits of the city of Norfolk for such payments, and whereas, the construction of the Elizabeth River Bridge-Tunnel and other constructions render it necessary to amend the selection of such streets, now therefore, be it resolved, that pursuant to Section 53-113 of the Code of Virginia of 1950, as amended, the following changes are to be placed into effect:

Route 557 re-routed to follow along Liberty Street from South Main Street to State Street; thence over State Street via bridge over Eastern Branch Elizabeth River to City Hall Avenue; thence over City Hall Avenue to Bank Street, length 1.57 miles; also addition of Route 165 (Sewalls Point Road) from Cranby Street to Hampton Blvd., length 2.05 miles; a total addition of 3.62 miles. -

Route 557 deleted as a result of the new routing, beginning at the intersection of South Main Street and Liberty Street over South Main Street and East Main Street to Commercial Place, 0.45 mile (excluding mileage over Berkley Bridge and overlap on Route 58); also East Main Street from Commercial Place to Bank Street and Bank Street between East Main Street and City Hall Avenue, 0.15 mile; a total deduction of 0.60 mile -

The total addition of 3.62 miles and deletion of 0.60 mile, giving a net addition of 3.02 miles to be added to the \$4,000 per mile street extensions, effective July 1, 1952; and be it further resolved, that pursuant to Section 55-115.2 of the Code of Virginia of 1950, as amended, the following changes are effected;

Addition of the deleted portion of Route 557, beginning at the intersection of South Main Street and Liberty Street over South Main Street to the South end of the old bridge over Eastern Branch Elizabeth River (Berkley Bridge), 0.45 mile; also East Main Street between Commercial Place and Bank Street and Bank Street between East Main Street and City Hall Avenue, length 0.15 mile; a total addition of 0.60 mile -

Deletion due to re-routing of Route 557 - Liberty Street between South Main Street and Walnut Street, length 0.11 mile, and City Hall Avenue between Church Street and Bank Street, length 0.21 mi.-

Deletion of mileage on Sewalls Point Road (Route 165) from Cranby Street to Hampton Blvd., length 2.05 miles; a total addition of 2.57 miles -

The total addition of 0.60 mile and deletion of 2.57 miles, giving a net deduction of 1.77 miles from the \$300.00 per mile streets, effective July 1, 1952; and be it further resolved, that the following street mileage is deleted from payments pursuant to Section 55-115.2 of the Code of Virginia of 1950, as amended;

Cumberland Street	From Brambleton Ave, to Olney Road	0.12 mile
Calpeper Street	From Nelson to Louisa Street	0.04 mile
Edm Place	From State St, 0.07 mile East	0.07 mile
Louis Street	From Bank St. to St. Paul Street	0.15 mile
Nelson Street	From Craig St. to Lancaster St.	0.09 mile
Power Street	From Brewer St. to St. Paul St.	0.15 mile
St. Paul Street	From Brambleton Ave, to Olney Road	0.11 mile
Salth Street	From Brambleton Ave, to Olney Road	0.10 mile
Walnut Street	From Cummins Street to Pine Street	0.08 mile
Allyns Court	Abandoned due to tunnel-bridge constr.	0.07 mile
Cleveland Street	From Chapel Street east	0.02 mile
Mulberry Street	From Middleton to Pine Street	0.05 mile
Motion carried.	Total Deletion	1.05 miles.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, Amended, request is made by the Town of Marion for payment at the basic rate of \$500 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$500 per mile annually be made to the Town of Marion on additional streets totaling 3.016 miles, effective beginning the fourth quarter, April 1, 1953. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, Amended, request is made by the City of Bristol for payment at the basic rate of \$500 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$500 per mile annually be made to the City of Bristol on additional streets totaling 5.60 miles, effective beginning the fourth quarter, April 1, 1953. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that whereas, request is made by Dr. Joseph E. Barrett for addition to the Primary System of new driveways constructed due to the recent building program within the grounds of the Central State Hospital at Petersburg, also request for abandonment of a section of existing road replaced by new construction; now, therefore, be it resolved, that recently constructed driveways to the new buildings in the grounds of Central State Hospital, totaling 1.56 miles, be added to the Primary System of Highways as provided under Section 33-26 of the 1952 Code of Virginia, Amended, and indicated on plat dated March 10, 1953;

<u>Section</u>	<u>Length</u>
VA	0.69
WB	0.22
XC	0.14
YD	0.11
ZE	0.40
Total Addition	<u>1.56 miles</u>

Be it further resolved, that present Route 519 replaced by new construction for a distance of 0.11 miles, be abandoned to the extent of alteration, as provided under Section 33-76.5 of the 1950 Code of Virginia, Amended, and indicated on plat dated March 10, 1953;

<u>Section</u>	<u>Length</u>
WF	0.11 mile. Effective this date.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that whereas, under authority of Section 55-113.2 of the 1950 Code of Virginia, Amended, request is made by the Town of Farmville for payment at the basic rate of \$800 per mile annually on additional streets meeting the required standards, now, therefore, be it resolved, that quarterly payments at the basic rate of \$800 per mile annually be made to the Town of Farmville on additional streets totaling 0.824 mile, effective beginning the fourth quarter, April 1, 1953. Motion carried.

WHEREAS, on account of Routes 11, 19 and 58, Project 1695-05 in Washington County, Robert G. Tate and his wife have agreed to convey certain land to the Commonwealth, as shown on Plan Sheet 4, and to pay the Commonwealth the sum of \$200.00, in exchange for the conveyance by the Commonwealth to Mr. Tate of the easterly one-half of the parcel of land, which the Commonwealth acquired on account of said project from Cordie Cossolino by deed dated February 18, 1951, and recorded in the Clerk's Office of said County in Deed Book 251 at Page 485, said parcel of land being as shown on Plat R/W File #485; whereas, the State Highway Commissioner has certified in writing that the said easterly one-half portion of the parcel of land acquired from Cordie Cossolino, which lies outside of the right of way to be retained for highway purposes, is no longer necessary for the uses of the State Highway System, and has recommended that the same be conveyed to Robert G. Tate, in accordance with right of way agreement dated October 17, 1952; now, therefore, as provided for by Section 55-76.6 of the 1950 Code of Virginia, as Amended, the conveyance of the said easterly one-half portion of the parcel of land acquired from Cordie Cossolino, which lies outside of the right of way to be retained for highway purposes, to Robert G. Tate, with special warranty of title, is hereby approved and the Commissioner is authorized to execute and deliver a deed, in accordance with said right of way agreement.

WHEREAS, on account of Route 58, Project 1771-09, in Pittsylvania County, the Commonwealth acquired all of certain real estate, lying within and without the normal 160 foot right of way required, as shown on Plan Sheet 14, from Samuel Osby and Eva Dellis Burnette, his wife, and from Malcolm W. Griffin and Minnie E. Griffin, his wife, by deeds dated August 25, 1952, and respectively recorded in the Clerk's Office of said County in Deed Book 338 at Page 305 and in Deed Book 338 at Page 242; whereas, H. C. Martin has offered to pay the sum of \$400.00 for the residua portions of the said real estate, lying outside of the said right of way, and is the owner of the property abutting upon said right of way and upon the said residua portion of the former Griffin property; whereas, the State Highway Commissioner has certified in writing that the said residua portions of the former Burnette and Griffin real estate, lying outside of the right of way to be retained for Route 58, and for which Mr. Martin has offered to pay the sum of \$400.00, are deemed no longer necessary for the uses of the State Highway System, and has recommended that these residua portions be conveyed to Mr. Martin accordingly; now therefore, as provided for by Section 55-76.6 of the 1950 Code of Virginia, as amended, the conveyance of the said residua portions of real estate, lying north of the normal 160 foot right of way to be retained, to Mr. Martin, for the sum of \$400.00, by a deed of special warranty, is hereby approved, and the Commissioner is authorized to execute and deliver a deed accordingly.

WHEREAS, on account of Route 151, Project 6862-01-02, Lewis H. Martin and his wife have agreed to convey the necessary land along their property, as shown on Plan Sheet 4, to the Commonwealth and to pay the Commonwealth the sum of \$88.00 in exchange for the conveyance by the Commonwealth to Mr. Martin of a portion of the land, which the Commonwealth acquired from J. M. Dameron (single) by deed dated December 5, 1951, and recorded in the Clerk's Office of said County in Deed Book 84 at Page 244; whereas, the State Highway Commissioner has certified in writing that the portion of the former Dameron land, lying outside of the right of way to be retained for highway purposes, agreed to be conveyed to Mr. Martin, in accordance with right of way agreement dated November 7, 1952, is no longer necessary for the uses of the State Highway System, and has recommended that the same be conveyed to Mr. Martin in accordance with agreement; now, therefore, as provided for by Section 33-76.6 of the 1950 Code of Virginia, as amended, the conveyance of the portion of the former Dameron property, lying outside of the right of way to be retained, to Mr. Martin, in accordance with said right of way agreement with special warranty of title, is hereby approved, and the Commissioner is authorized to execute and deliver a deed, in accordance with said right of way agreement, Nelson County

WHEREAS, in connection with Project 2056-05 (Old 1297), Route 17, Gloucester County, the Commonwealth acquired the normal 110 foot right of way over certain lots or parcels of land, together with certain remaining or residue portions of certain of the said lots or parcels of land, in Lafayette Heights Sub-division, as shown on Project Plan Sheet 9, as follows; (a) from Lynwood W. Hudson, et vir, those portions of Lot Nos. 75, 77, 78 and 79 within said right of way together with the remaining or residue portions thereof lying northwest of the same, by deed dated June 26, 1951, and recorded in the Clerk's Office of the Circuit Court of said County in Deed Book 81, Page 205; (b) from John T. DuVal, et al (Gloucester Realty Corporation) all of Lot No. 89 of said sub-division (together with portions of certain other lots and lands), a small portion or residue thereof lying southeast of said right of way, by deed dated April 17, 1950, and recorded in said Clerk's Office in Deed Book 89, Page 356; and (c) from the Abingdon Woman's Club of Gloucester, Incorporated, all of Lot Nos. 70 and 71 of said sub-division, a portion or residue thereof lying northwest of said right of way and a portion or residue thereof lying southeast of said right of way, by deed dated June 18, 1950, and recorded in said Clerk's Office in Deed Book 89, Page 359; whereas, Option-Agreement dated March 21, 1950, pursuant to which the said John T. DuVal, et al, executed the said deed dated April 17, 1950, provided that the Commonwealth would move the baseball grandstand - "northwest so that same will be approximately 15 feet back of right of way line and fence to be moved back so that a 6 foot walkway will be left between grandstand and fence"; whereas, the said grandstand and fence, portions of which are within the said right of way are so located that the same did not interfere with the construction of the said project and does not now interfere with the maintenance of Route 17 as so constructed; and in accordance with an understanding between the said John T. DuVal, et al, and the Department of Highways, the said grandstand and fence have not been

moved by the Department of Highways, and the said John T. DuVal, et al, offered to remove the same from the said right of way and release the Commonwealth from her obligation to comply with the above quoted provision of the said Option-Agreement, in exchange for the conveyance by the Commonwealth to the said John T. DuVal, et al, of said residue portions of Lot Nos. 76, 77, 78, 79, 70 and 71, lying northwest of said right of way together with the said residue portions of Lot Nos. 69, 70 and 71 lying southeast of said right of way; whereas, the State Highway Commissioner has certified in writing that the said residue portions lie outside of the said right of way and are deemed no longer necessary or required for the uses of the State Highway System, or for highway purposes or incidental thereto; and the State Highway Commission is of the opinion that the said offer is reasonable and should be accepted; now, therefore, as provided for by Section 55-76.6 of the 1950 Code of Virginia, as amended, the conveyance of the said residue portions lying outside of the said 110 foot right of way, with special warranty of title to the said John T. DuVal, and others (George P. DeHardit, Alfred L. Ross and Frank D. Rollins, Executors of the Estate of Ernest C. Rollins - Gloucester Realty Corporation) is hereby approved and the Commissioner is authorized to execute and deliver a deed accordingly, after the said grandstand and fence have been removed from the said right of way without cost to the Commonwealth.

WHEREAS, O. L. Mathias and Boush M. Mathias, his wife, are now the owners of certain property, in Rockingham County, bounded on the north by the 60 foot right of way of Route 42, Project 359-C, on the west by the former location of Route 42 (old Harrisonburg-Warm Springs 60 foot Turnpike) and on the south by the right of way of the Chesapeake and Western Railroad; all as shown on Sheet 5 of plans for said project; whereas, Mr. and Mrs. Mathias have requested that the Commonwealth of Virginia release and quitclaim to them the easterly one-half of the said 60 foot turnpike and former location of Route 42, lying along their property and between the said Chesapeake and Western Railroad right of way and the said 60 foot right of way of Route 42 as now located; and have offered to pay, at the rate of \$200.00 per acre, for the land within the said easterly one-half, or 30 feet, of the old turnpike right of way, which contains 0.22 acre, more or less; whereas, the State Highway Commissioner has certified in writing that the said easterly one-half of the old turnpike right of way, requested to be released and quitclaimed, is no longer needed for the uses of the State Highway System or road or highway or purposes incidental thereto, and has recommended that the same be released and quitclaimed to Mr. and Mrs. Mathias for a consideration of \$44.00; whereas, the State Highway Commissioner has given due and proper notice to the Board of Supervisors of Rockingham County of the intention of the Commonwealth to release and quitclaim the said easterly one-half portion of old turnpike right of way to Mr. and Mrs. Mathias, and no request for a hearing or objection has been made in connection therewith, now, therefore, as provided for by Section 55-76.5 of the 1950 Code of Virginia, as amended, the section of the former location of Route 42 and Harrisonburg-Warm Springs Turnpike 60 foot right of way, lying between the right of way of the Chesapeake and Western Railroad and the 60 foot right of way of the existing location of Route 42, as shown on Project Plan Sheet 5, is hereby

abandoned, and as provided for by Section 53-78.6 of the said Code, as amended, the release and quitclaim of the said easterly one-half portion of old turnpike right of way, containing 0.22 acre, more or less, and lying along the Mathias property and between the right of way of the Chesapeake and Western Railroad and the 60 foot right of way of the existing location of Route 42, to Mr. and Mrs. Mathias for a consideration of \$44.00 is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

WHEREAS, by deed dated April 23, 1952, and recorded in the Clerk's Office of the Circuit Court of Russell County, in Deed Book 189, Page 405, E. P. Miller and Gladys Miller, his wife, conveyed a certain parcel of land and 80 foot right of way to the Commonwealth on account of Route 67, Project 4085-05, in said County, as shown on Sheet 8 of Project plans which was revised October 24, 1952, to improve the project alignment with the result that it is necessary to acquire certain additional land and 80 foot right of way from Mr. and Mrs. Miller and reconvey to them that portion of the land and 80 foot right of way conveyed by the deed dated April 23, 1952, which lies outside of the land and 80 foot right of way required and shown on Sheet 8 as revised, and the State Highway Commissioner has certified in writing that this portion is deemed no longer necessary for the uses of the State Highway System or required for highway purposes; now, therefore, since Mr. and Mrs. Miller are the only persons residing and owning property upon and along the said portion of the land and 80 foot right of way no longer necessary for highway uses and purposes; as provided for by Section 53-78.6 of the 1950 Code of Virginia, Amended, the conveyance of the same to Mr. and Mrs. Miller, or to either, by a deed of release and quitclaim, is hereby approved and the State Highway Commissioner is authorized to execute and deliver a deed accordingly, in exchange for and in consideration of the conveyance of the necessary additional land and 80 foot right of way to the Commonwealth by Mr. and Mrs. Miller, with general warranty of title.

WHEREAS, in connection with Route 67, Project 4085-02 (1406-D), in Russell County, Guy Miller and his wife conveyed certain land to the Commonwealth, as shown on Plat R/W File #512 and plan Sheet 9, by deed dated June 14, 1951, and recorded in the Clerk's office of said County in Deed Book 186, at Page 90, the major portion of said land lying east of the normal eighty foot right of way designated for said project; whereas, under date of February 11, 1953, W. J. Corns and his wife executed an agreement to convey to the Commonwealth the portion of their land required for said right of way, and shown on said Plan Sheet 9, in part consideration of the conveyance to them by the Commonwealth of the portion of the land conveyed to the Commonwealth by Guy Miller and wife lying east of said right of way as aforesaid; whereas, the State Highway Commissioner has certified in writing that the said portion of the former Miller land, proposed to be conveyed pursuant to said agreement, is deemed no longer necessary for the uses of the State Highway System nor for highway or incidental purposes; now, therefore, as provided for by Section 53-78.6 of the 1950 Code of Virginia, as amended, the

conveyance of the said portion of the former Miller land lying outside of the said normal 80 foot right of way to W. J. Gorns and Elizabeth Gorns, his wife, or to either, with special warranty of title, is hereby approved; and the State Highway Commissioner is authorized to execute a deed accordingly in part consideration of and in exchange for the conveyance to the Commonwealth by Mr. and Mrs. Gorns, with general warranty of title, of the portion of their land required for said right of way, as shown on said Plan Sheet 9.

WHEREAS, in connection with Route 287, Project 3453-02 (1171-E), in Loudoun County, H. T. Palmer and wife and Bessie L. Fryo, widow, conveyed certain lands, as shown on Plan Sheet 8, to the Commonwealth by deeds dated August 23, 1950, and July 19, 1950, respectively, and recorded in the Clerk's Office of said County in Deed Book 13 N's at Page 92, and Deed Book 13 K's at Page 194, respectively; whereas, three residue parcels of said lands lie outside of the normal eighty foot right of way designated and to be retained for said project (two on the west and south side and one on the east side), and have been duly and properly advertised and offered for sale to the highest bidder by the Department of Highways; and E. A. Williams, of Lovettsville, Virginia, submitted the highest bid or offer of \$5,585.00; whereas, the said bid or offer of \$5,585.00 is deemed reasonable and adequate, and the State Highway Commissioner has certified in writing that the said three residue parcels are deemed no longer necessary for the uses of the State Highway System nor required for highway purposes, now, therefore, as provided for by Section 55-78.6 of the 1950 Code of Virginia, as amended, the conveyance of the said three residue parcels, together with the improvements thereon, to E. A. Williams, with special warranty of title, is hereby approved; and the State Highway Commissioner is authorized to execute and deliver a deed accordingly for a consideration of \$5,585.00.

WHEREAS, in connection with Routes 19 and 460, Project 1992-11 (Plan Sheet 6), in Tazewell County, right of way agreement executed under date of January 16, 1953, by R. L. Maxwell and his wife provides, as a part of the consideration to them for the conveyance to be made by them to the Commonwealth, that the Commonwealth will quitclaim the portion of the existing right of way (containing 0.18 acre, more or less) lying outside of the new 110 foot right of way, opposite and between survey Stations 574/50 and 580/52, approximately; whereas, the said portion of existing right of way to be quitclaimed lies entirely along the property of Mr. and Mrs. Maxwell and between the south line thereof and the north line of said 110 foot right of way; and the State Highway Commissioner has certified in writing that upon the completion of the construction of said project, the said portion of existing right of way will be no longer necessary for the uses of the State Highway System nor required for highway or purposes incidental thereto; now, therefore, as provided for by Section 55-78.6 of the 1950 Code of Virginia, as amended, the quitclaim of the said portion of the existing right of way to Mr. and Mrs. Maxwell, or to either, is hereby approved, and subsequent to the completion of the construction of said project or the portion thereof along the Maxwell property, and the opening of

the same to public travel, and subsequent to the making of the said conveyance to the Commonwealth by Mr. and Mrs. Maxwell, the State Highway Commissioner is hereby authorized to execute and deliver a deed accordingly; and, when the said project, or the said portion thereof, has been constructed and opened to public travel, the said portion of existing right of way and the old road thereupon shall be deemed abandoned, as provided for by Section 53-78.5 of the 1950 Code of Virginia, as amended.

WHEREAS, in connection with Route 1, Project 575-R1 (Plan Sheet 4), in Henrico County, by condemnation proceedings instituted in the Circuit Court of said County, the Commonwealth acquired (1) all of Lot 11, Block 1, Club Court Sub-division, east of survey Stations 105/78 to 106/28, from the heirs of A. E. Tannor, deceased, Report of Commissioners and Order having been entered in the Clerk's Office on January 23, 1948, and duly recorded in the then current Deed Book; and (2) the westerly portion of Lot 13 in said block and sub-division, which, in the State Highway Commissioner's Certificate and Petition, and as a result, in Report of Commissioners and Order, was correctly described as to location east of survey Stations 105/25 to 105/78, but incorrectly described as being a portion of Lot 11 of said block and subdivision, the latter lot being north of and adjacent to the former lot, Report of Commissioners and Order having been entered in the said Clerk's Office on September 5, 1948, and duly recorded in the then current Deed Book; whereas, George G. Burkhardt is now the owner of the remaining portion of said Lot 13 and has offered, (1) to pay the Commonwealth the sum of \$1,074.10 for the easterly 128 foot portion of adjacent Lot 11, lying outside of the right of way designated and to be retained for highway purposes, which sum is the value of said portion fixed by the State Highway Commissioner; and (2) to execute (with his wife) a deed releasing and quitclaiming unto the Commonwealth all right, title and interest, if any, which he (or they) may have, in and to the said portion of Lot 13, which was incorrectly described as being a portion of Lot 11, as aforesaid, with the intent and purpose of removing a possible technicality or cloud with respect to the incorrect description; whereas, the State Highway Commissioner has certified in writing that it is necessary for the uses of the State Highway System and highway and purposes incidental thereto, to retain only the westerly 24 foot portion of said Lot 11 and that it is not necessary for such uses and purposes to retain the said easterly 128 foot portion thereof; now, therefore, as provided for by Section 53-78.6 of the 1950 Code of Virginia, as amended, the conveyance of the said easterly 128 foot portion of Lot 11 to George G. Burkhardt and his wife, or to either, with special warranty of title, in consideration of the payment of the said sum of \$1,074.10 to the Commonwealth and the execution and delivery of a deed releasing and quitclaiming unto the Commonwealth all right, title and interest, if any, they may have, in and to the westerly 24 foot portion of said Lot 13, which was incorrectly described, is hereby approved and the State Highway Commissioner is authorized to execute and deliver the Commonwealth's deed accordingly.

WHEREAS, at the meeting of the State Highway Commission held on February 20, 1951, a resolution was adopted and recorded in the minutes of said meeting approving and authorizing the execution of a deed quitclaiming to Samuel O. Stoneburner a portion of the lands conveyed to the Commonwealth by the heirs of William H. Palmer, deceased, by deed recorded in the Clerk's office of Arlington County, in Deed Book 525 at Page 152, in connection with Route 244, Project 1148-A2, together with a portion of the old Columbia Turnpike, and said deed of quitclaim, dated August 5, 1951, was duly executed and delivered to Mr. Stoneburner and is presumed to be recorded in the said Clerk's office; whereas, the south line bounding the land quitclaimed by the said deed dated August 5, 1951, was fixed by the Department of Highways to designate the north line of an overall 180 foot right of way for Route 244 and to retain that portion of the lands conveyed by the said heirs of William H. Palmer, deceased, and that portion of the old Columbia Turnpike, lying within said right of way, measured 80 feet from the project centerline; whereas, the Department of Highways has now determined that the existing development of private property, along Route 244, makes it impracticable to secure a uniform 180 foot right of way and that an overall width of 80 feet will be sufficient, which in most cases is the width of the existing right of way; whereas, Mr. Stoneburner desires to develop his property and has requested that the Commonwealth quitclaim to him the portion of the lands conveyed by the said heirs of William H. Palmer, deceased, and the portion of the old Columbia Turnpike which lies between the said south line bounding the land quitclaimed by the said deed dated August 5, 1951, and the north line of said 80 foot right of way, located parallel to and 40 feet from said centerline; and the State Highway Commissioner has certified in writing that the said portions are no longer necessary for the uses of the State Highway System or required for highway purposes, now, therefore, as provided by Section 55-76.6 of the 1950 Code of Virginia, as amended, the quitclaim to Mr. Stoneburner of the portion of the said lands conveyed by the heirs of William H. Palmer, deceased, and the portion of the old Columbia Turnpike, located as above described, for such consideration as may be deemed adequate and approved by the State Highway Commissioner, is hereby approved and the Commissioner is authorized to execute and deliver a deed accordingly.

WHEREAS, the Department of Highways has recently occupied the new Lynchburg District Headquarters property located on Route 501 just south of Lynchburg and has vacated the former District Headquarters property located at 18th and Kemper Streets in Lynchburg and proposes to dispose of the latter property for such sum or sums of money as may be found most advantageous to the Commonwealth; said latter property having been conveyed to the Commonwealth by R. C. Blackford, Commissioner, by deed dated September 22, 1925, and recorded in the Lynchburg Clerk's office in Deed Book 155 at Page 55; whereas, the State Highway Commissioner has certified in writing that the said former headquarters property, together with the improvements now located thereon, is deemed no longer necessary for the uses of the State Highway System nor required for highway or incidental purposes, now, therefore as provided

for by Section 53-76.6 of the 1950 Code of Virginia, as amended, the sale and conveyance of the said former headquarters property, with special warranty of title, as a whole or in two (2) or more parts as may be deemed by the State Highway Commissioner to be in the best interest of the Commonwealth and for such consideration or considerations as may be found and deemed reasonable and proper by the State Highway Commissioner, after due public notice and advertisement for the sale of said property, is hereby approved and the State Highway Commissioner is authorized to execute and deliver a deed or deeds accordingly.

WHEREAS, at the meeting of the State Highway Commission held on the 14th day of August, 1951, a resolution was adopted and duly recorded in the minutes of said meeting, approving and authorizing the execution of a deed, pursuant to Section 53-76.6 of the 1950 Code of Virginia, as amended, releasing and quitclaiming certain portions (containing 9.55 acres, more or less) of the 66 foot right of way upon which a section of Route 501, in Caroline County, was then located, to the United States of America, Department of the Army, upon the completion of the new road and the opening of the same to traffic, in exchange for an easement to be conveyed to the Commonwealth of Virginia by the United States of America embracing those portions of the A.P. Hill Military Reservation within the 110 foot right of way as shown on plans for Project 1816-01; whereas, the said construction has been completed on the said 110 foot right of way and the new road has been opened to traffic and the Board of Supervisors of Caroline County has been given reasonable and proper notice by the State Highway Commissioner of the intention of the Commonwealth to release and quitclaim the said portions of 66 foot right of way to the United States of America (which is the owner of the lands abutting upon the said portions of 66 foot right of way and the said 110 foot right of way, and by virtue of the proposed deed of release and quitclaim is deemed to have received sufficient notice of such intention) and no request for a hearing or objection has been made by the said Board of Supervisors or any other party or parties, in connection with the said intention to release and quitclaim the said portions of 66 foot right of way, whereas, it appears that the said portions of 66 foot right of way and the old road thereupon, lying outside of the said 110 foot right of way, should be abandoned before the said deed releasing and quitclaiming the same to the United States of America, Department of the Army, is executed and delivered, as approved and authorized by the said resolution adopted on the 14th day of August, 1951; now, therefore, the facts and conditions being as prescribed in Section 53-76.6 of the 1950 Code of Virginia, as amended, and in accordance therewith, the said portions of 66 foot right of way and old road thereupon are hereby abandoned.

WHEREAS, in connection with Route 241, Project 4028-01, in Fairfax County, Gladstone E. Butler and Roselyn V. Butler, his wife, by deed dated December 2, 1952, conveyed to the Commonwealth certain land in fee and the right and easement to use certain additional and adjacent land (which lands are outlined in red and green respectively on the plat of right of way Plan Sheets 10 and 11 annexed to said deed), all or the major portions of the said lands being within the original location and easement right of way of Route 241 as shown on said plan sheets; whereas, with the view of extinguishing and removing any doubt or cloud, if any should arise or be asserted, as to the title and ownership of the said Gladstone E. and Roselyn V. Butler, their heirs, successors or assigns, with respect to the fee in the remaining portion of said easement right of way abutting upon their property, and underlying the said additional and adjacent land, upon which the right and easement of use was conveyed by the deed dated December 2, 1952, the said Gladstone E. and Roselyn V. Butler desire that the Commonwealth release and quitclaim unto them all of her right, title and interest in and to that portion of the said easement right of way of the original location of Route 241 along their property which lies west of the said land conveyed in fee by the said deed, subject to the reservation by the Commonwealth of the said right and easement to use the said additional and adjacent land for highway purposes; whereas, the State Highway Commissioner has certified in writing that, subject to the said right and easement to be reserved by the Commonwealth, the said portion of the easement right of way of the original location of Route 241, lying west of the said land conveyed in fee and along the Butler property, is deemed no longer necessary for the uses of the State Highway System or required for highway purposes; now, therefore, in further consideration of the said deed dated December 2, 1952, and as provided for by Section 33-76.6 of the 1950 Code of Virginia, as amended, the release and quitclaim, of the said portion of easement right of way of the original location of Route 241, lying west of the said land conveyed in fee and along the said Butler property, to Mr. and Mrs. Butler, subject to the reservation of the right and easement of the Commonwealth to use the easterly portion thereof (outlined in green on said plat), is hereby approved and the State Highway Commissioner is authorized to execute and deliver a deed accordingly, to be recorded in the Clerk's Office of Fairfax County contemporaneously with the said deed dated December 2, 1952.

Whereas, in connection with Route 64, Project 4625-05, Dickenson County, B. E. Long and wife, by deed dated January 23, 1952, recorded in the Clerk's Office of said County in Deed Book 103, Page 600, conveyed certain lands to the Commonwealth, including a parcel described as #2 and shown on Plat R/W File #525A (2) - Plan Sheet 12; whereas, the Department of Highways has determined that it is necessary to retain only that portion of the said parcel of land for highway purposes lying within the 80 foot project right of way and between the centerline and the east line thereof, 40 feet from said centerline; and the State Highway Commissioner has certified in writing that the residue portion of said parcel, lying east of said right of way, is deemed no

longer necessary for the uses of the State Highway System nor for highway or purposes incidental thereto; whereas, Gilmer Martin of Dante, Virginia, has offered the sum of \$500.00 for that part of said residue portion fronting 57 feet along said right of way (survey Stations 483/43 - 464/00, approximately), and lying south of and adjacent to the lands of Edmond, and said offer is deemed to be reasonable; now, therefore, as provided for by Section 55-76.6 of the 1950 Code of Virginia, as amended, the conveyance of the part of said residue portion, as described, to Gilmer Martin, with special warranty of title, in consideration of the sum of \$500.00, is hereby approved and the State Highway Commissioner is authorized to execute and deliver a deed, accordingly.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the State Highway Commission approve the purchase of a certain tract of land containing 30 acres, more or less, in Stafford County, bound on the South by State Secondary Route 628 and on the other sides by lands now or formerly owned by Clift and Groves, from S. B. Berry and Estate of James Ashby, Deceased, (By James Ashby, Jr.) for the sum of Twenty-Two Hundred Fifty (\$2,250) Dollars, this being additional land needed for the location and maintenance of a permanent convict camp in Stafford County; as provided for by Section 53-109.1 of the 1950 Code of Virginia, as amended, and as recommended and requested by General James A. Anderson, State Highway Commissioner, in his letter to the State Highway Commission under date of March 19, 1955. Motion carried.

WHEREAS, in connection with Route 40, Project 723-H, in Franklin County, George Thomas, unmarried and now deceased, pursuant to an Agreement dated November 9, 1948, conveyed certain land to the Commonwealth as shown on Sheet 8 of plans approved August 30, 1948, and on Sheet 5 of right of way maps, by Deed dated February 16, 1949, recorded in the Clerk's office of said County in Deed Book 114, at Page 507, and in the Clerk's office of Patrick County in Deed Book 84, at Page 261, the cash consideration paid for said land being the sum of \$30,00; whereas, Route 40 was not entirely constructed on the original location and right of way conveyed by the said Deed of February 16, 1949, but partly upon revised location and right of way as shown on Sheet 8 revised and again approved June 10, 1949, which revised location and right of way did not lie upon the remaining lands of Mr. Thomas or upon all of the land conveyed by the said Deed of February 16, 1949; whereas, A. W. Rakes and T. C. Rakes are the owners of that part of the former George Thomas lands, lying between the revised location and right of way as constructed and that portion of the original location and right of way conveyed by the said Deed of February 16, 1949, and west of and adjacent to the property line between George M. Thomas and A. W. and T. C. Rakes; and A. W. and T. C. Rakes have requested that the portion of the original location and right of way conveyed by the said Deed of February 16, 1949, which lies outside and south of the revised location and right of way and west of an extension southerly of said property line, be conveyed to them and have offered the sum of \$50,00 for the same; whereas, the State Highway Commissioner has certified in writing

that the said portion of the original location and right of way, as described and requested to be conveyed, is deemed no longer necessary for the State Highway System nor for highway or purposes incidental thereto, and has recommended that said portion be conveyed to A. W. and T. C. Rakes for the sum of \$30,00; now, therefore, as provided for by Section 28-76.6 of the 1960 Code of Virginia, as amended, the release and quitclaim of the said portion of the former location and right of way, as described to A. W. and T. C. Rakes for the sum of \$30,00, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed, accordingly.

The following three page report from the Chief Engineer and Assistant Chief Engineer, Messrs. Mullen and Maryo, on the "Revenue Bond Act - Rappahannock River Bridge", was read to the Commission:

By resolution, dated September 16, 1948, the Commission committed itself to the construction of the Rappahannock River Bridge.

The Trust Indenture securing our Revenue Bond projects stated that the Rappahannock River Bridge could be built if a certain condition was met. Briefly, the condition was that bonds could be issued for the construction of the Rappahannock River Bridge twelve months after the opening to traffic of the York River Bridge provided the net earnings for the preceding twelve months of the going projects, plus the estimated average annual increase due to the construction of the Rappahannock River Bridge during the first five years of its use, were sufficient to provide a coverage of 1.6 times the debt service requirements in their maximum year.

A combination of adverse factors prevents the terms of the Trust Indenture being met this year.

First and foremost, the cost of the Rappahannock River Bridge is now estimated at more than double the cost estimated in 1948. This has been due to general increases in the cost of structures, plus unusually bad foundation conditions revealed by borings made subsequent to the original estimate.

Secondly, abnormally large deposits to the Maintenance Fund of the present bridges have been made essential because of the extremely bad condition of the concrete piles of the James River Bridge. Those piles have badly deteriorated and our Consulting Engineers insist that provisions be made to repair them this year. This Maintenance Reserve account will materially decrease the net earnings of the going projects this year.

Your staff, together with its Consulting Engineers, financial advisors and Bond Counsel, have given exhaustive study and have investigated every possible avenue to see if the terms of the Trust Indenture could be met. It can be accepted as an unequivocal fact that the Rappahannock River Bridge cannot be built this year under the terms of the Trust Indenture.

Assuming that if possible the Commission wishes to carry out its commitment at the first possible moment, there are one or more methods that appear to be feasible.

The Commission could make provision for the recalling and refunding of all outstanding bonds and then sell a new issue under a new Trust Indenture to cover the cost of the refunded bonds and the cost of the Rappahannock River Bridge, while financially feasible, this method in our opinion would be extravagantly wasteful. The present bonds are not callable until September 1, 1954; thus, if they were called a year before that date, the Commission would be forced to pay one year's additional interest. At the rate of 2.7%, interest for one year on \$17,800,000 of outstanding bonds would amount to \$480,600. This would be a dead loss, moreover, the bond market is presently not as strong as it was when our original bonds were issued. If they were recalled and a new issue floated, it is likely that we would pay not 2.7% on the outstanding bonds, but 3.5% - this during the life of the bonds.

Again assuming that the Commission wishes to carry out its commitment at the first possible moment, the following method is suggested as being the most economical and the most practical.

The construction of the entire bridge would take about three years. Much less than one-third of the work would be done during the first year. It is suggested that the Commission advance from the cash highway funds available to it not more than \$5 million to cover the cost of the first year's work. Then on September 1, 1954, issue sufficient revenue bonds under the terms of the Trust Indenture to cover the entire cost and reimburse the Department for the not more than \$5 million which it had advanced. Because by next year the major repairs to the James River Bridge System will have been provided for, thus increasing the net earnings of the going projects, plus the fact that general revenues during the next twelve months will increase, it is almost a certainty that by September 1, 1954, the above stated terms of the Trust Indenture can be met. Thus, no time will be lost in getting the bridge under way, it will not be necessary to recall any bonds, and to all practical purposes the original intention of starting the bridge under the Trust Indenture can proceed.

While it is suggested that if the Commission thinks well of this idea they clear the legal processes with the Attorney General's Office, it would appear that if the Commission had the legal authority to advance several hundred thousand dollars to cover the preliminary investigations and the preparation of plans for the York River Bridge and then receive reimbursement when the bonds were sold, there would be no apparent legal objection to likewise advancing funds for the construction of the Rappahannock River Bridge.*

Most careful and full consideration by the Commission was given this matter.

It was moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission approve the method of handling the financing of the proposed Rappahannock River Bridge, as covered in the above referred to report; that not more than \$5 million of Highway funds be advanced to start construction of the structure; provided it is legally possible to do this. Motion carried.

Delegate Tom Frost of Warronton, came before the Commission with the Members of the Fauquier County Board of Supervisors. The delegation requested the improvement of 4.5 miles of road from Route 295 toward the Warronton By-pass, being Routes 18-28 and 211 overlapping. A sketch was left with the Commission.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the proposal of March 17 received from Modjeski and Masters, Harrisburg, Pa., being the most favorable received for Engineering on the Rappahannock River Bridge, amounting to a total of \$540,860.00, be accepted. Motion carried.

Letter of March 18 to the Commission, sending the Members the Secondary System allocations for 1953-1954 was before the Commission.

The Commissioner suggested to the Members of the Commission that they go out for one or two days once or twice a year to some quiet retreat, without an agenda, to discuss problems in general.

Letter of March 21 from Mr. Lawrence H. McWane, Executive Secretary, Lynchburg Chamber of Commerce, inviting the Commission to hold its hearing in Lynchburg, and copy of reply of the 25, was brought to the attention of the Commission.

The Commission was advised that no appreciable damage to the roads was done this winter.

The Commission was advised that the personnel situation had improved; that new and experienced men and women were being employed and the Department is losing by retirement some of the older 'wheel horses'.

The Commission was given mimeographed copies of 'Reasons Why the Department Should Have Additional Revenue' and 'Reasons Why Additional Revenue for the Highway Department will be Exceedingly Hard to Get'. A memorandum of March 9 to the Department Engineers on 'Highway Financing, Toll Roads, Revenue Bonds and Related Problems' was referred to.

Mimeographed copies of a memorandum of December 15 relative to 'A Plan for Improving Management' was brought to the Commission.

Moved by General Anderson, seconded by Mr. Rawls, that whereas, it has been brought to the attention of the Highway Commission that the Pennsylvania Railroad Company proposes to discontinue its ferry service between Cape Charles-Old Point Comfort and Norfolk, Virginia, and whereas, many interested parties have requested the Virginia Department of Highways to carry on this service in the event that such service is discontinued by the Pennsylvania Railroad Company, and whereas, the Virginia Department of Highways does not have the necessary boat, equipment or personnel with which to continue this ferry service, now,

therefore, be it resolved, that it is the sense of this Commission that the Virginia Department of Highways cannot take over and continue the ferry services as set forth hereinabove. Motion carried.

The Commission confirmed its signing of the Annual Report for the year July 1, 1951 - June 30, 1952, which was forwarded to the Governor on March 2.

Letter of November 11, 1952, from General Wm. H. Milton, Jr., Superintendent of V.M.I., was read to the Commission. This extended thanks to the Commission for the resolution forwarded to General Milton last November 10; and an invitation to continue to hold the annual Highway Conference at V.M.I.

Expression of appreciation for the sympathy extended the family of the late Mr. John Edwin Biggs, Jr., was before the Commission.

Letter of March 6 to the Commission with attached letter and chart from Mr. Shelburne, Director of Research, relative to Travel and Resources, was also before the Commission.

The Commissioner gave the Commission a full verbal report on the FIVE General Assembly studies under way - namely: S.J.R. 48; H.J.R. 53; H.J.R. 74; H.J.R. 42; House Bill 96. This report included a letter to the Commission of March 17 with special reference to H.J.R. 74. It also included a letter to the Commission of March 17 covering talk with Governor Battle by Mr. C. Champion Bowles, Assistant Attorney General and the Commissioner regarding non-acceptance of capital stock and suggested resolution for the Commission.

**RESOLUTION ON THE RETIREMENT OF
HONORABLE THOMAS H. MACDONALD, COMMISSIONER
BUREAU OF PUBLIC ROADS**

WHEREAS, it has been brought to our attention that as of April 1, 1953, the Honorable Thomas H. MacDonald, for thirty-four years Commissioner of the U. S. Bureau of Public Roads, will retire, and

WHEREAS, in his career as Commissioner of Public Roads, he has achieved an outstanding reputation both Nationally and Internationally, and

WHEREAS, the splendid network of highways in the United States of America is a testimonial to his vision, integrity and service, and

WHEREAS, the State Highway Department of Virginia is losing officially a warm friend and valued adviser, be it

RESOLVED, that the State Highway Commission of Virginia in regular meeting on this the 24th day of March, 1953, express deep regret that this outstanding gentleman and administrator is retiring from public service, and

RESOLVED FURTHER, that the State Highway Commission of Virginia express to Mr. MacDonald lasting gratitude for his aid and counsel in the years that are past and best wishes for the years that lie ahead, and be it

RESOLVED FURTHER, that the resolution be spread on the minutes of the Commission and that a copy, properly attested, be sent to Mr. MacDonald.

Senator John J. Wicker, Jr., President of the Virginia Interstate Turnpike Corporation and the Old Dominion Turnpike Corporation, Mutual Building, Richmond, Virginia, appeared before the Commission and read his letter of March 23 addressed to the Commission, relative to proposed toll road construction.

This subject was considered carefully and fully by the Commission from every angle. On motion of Mr. Rawls, seconded by Mr. Barrow the following resolution was adopted:

WHEREAS, at a regular meeting of the State Highway Commission of Virginia held on the 24th day of March, 1953, the Commission was advised that three charters have been granted by the Corporation Commission to private corporations to construct toll roads in Virginia.

WHEREAS, the charters of these corporations contain a provision that a portion of the capital stock of the corporations may be donated to the Commission;

WHEREAS, the Commission is advised that the General Assembly of Virginia in 1952 amended Title 56 of the Code of Virginia by adding the following section:

§56-51.1. Any such turnpike corporation, created under this chapter, may donate and transfer its entire capital stock to the State Highway Commission, or in equitable proportions, to the political subdivisions, wherein its toll turnpike is constructed, or to be constructed.

Authority to accept such donation and transfer of such stock is hereby conferred upon the State Highway Commission and upon the governing bodies of such political subdivisions in their discretion, provided that the offer of donation and the resolution of acceptance shall expressly stipulate that the acceptance of such donation and ownership of said stock shall not thereby be deemed to create or involve any obligation or liability upon said Commission or upon any such political subdivision.

WHEREAS, in view of the provisions of Section 185 of the Virginia Constitution, which reads, in part, as follows:

*Neither the credit of the State, nor of any county, city, or town, shall be directly or indirectly, under any device or pretense whatsoever, granted to or in aid of any person, association, or corporation, nor shall the State, or any county, city, or town subscribe to or become interested in the stock or obligations of any company, association, or corporation, for the purpose of aiding in the construction or maintenance of its work;***

The Commission was in doubt as to its authority to accept capital stock; and

WHEREAS, the Chairman of this Commission by letter dated June 6, 1952, requested an opinion from the Attorney General of Virginia as to the legality of this Commission accepting capital stock of such corporations as authorized by said section; and

WHEREAS, by letter dated June 11, 1952, addressed to the Chairman of this Commission from the Attorney General of Virginia, this Commission was advised, in part, as follows:

"Even though this statute provides that no obligation or liability will be created by the transfer of this stock of the corporation to the State Highway Commission or political subdivision, I have grave doubt that this provision could be held valid in the event that the corporation has incurred any liability or entered into any contractual relationship prior to the conveyance of its capital stock.

"In view of the foregoing, I am of the opinion that the legality of any acceptance of the stock of a corporation by the State Highway Commission or a political subdivision of the State pursuant to 558-51.1 is not free from grave doubt; therefore, I cannot advise acceptance of the same."

WHEREAS, it further appears to this Commission that the 1952 General Assembly of Virginia enacted Chapter 223 conferring powers and imposing duties upon this Commission in relation to constructing toll roads to facilitate vehicular traffic in the Commonwealth of Virginia, Section 55-255.1 of said Act provides as follows:

"In order to provide for the construction of modern express highways or superhighways embodying safety devices, including center division, ample shoulder widths, long sight distances, grade separations at intersections with other highways and railroads, and thereby facilitate vehicular traffic, remove many of the present handicaps and hazards on the congested highways in the Commonwealth, and promote the agricultural and industrial development of the Commonwealth, the State Highway Commission of Virginia is hereby authorized and empowered to construct, maintain, repair and operate turnpike projects (as herein-after defined), and to issue revenue bonds of the Commonwealth, payable solely from revenues, to finance such projects."

WHEREAS, it further appears to this Commission that by House Joint Resolution #74 agreed to by the Senate on March 5, 1952, the following resolution was adopted:

"Resolved by the House of Delegates of Virginia, the Senate concurring, that the Virginia Advisory Legislative Council is directed to make a study and report upon the following matters:

"(1) Whether the enlarged needs of the Commonwealth for arterial or limited access highways to relieve mounting traffic congestion can be met from present and anticipated public revenues available for highway construction and maintenance, or whether the development of toll roads to serve such needs should be encouraged; and in this connection, what action, if any, should be taken by the State."

WHEREAS, in view of the questionable legality of acceptance by this Commission of capital stock in a private corporation and the fact that this Commission has been empowered and directed by the General Assembly of Virginia to construct toll road facilities and, further, that the Virginia Advisory Legislative Council has been directed by the General Assembly to study whether the development of toll roads to serve the needs should be encouraged and to determine what action, if any, should be taken by the State, this Commission believes that it would be improper for it to agree to accept the capital stock of a private turnpike corporation.

THEREFORE, BE IT RESOLVED, that it is the sense of this Commission that capital stock in private turnpike corporations chartered to do business in Virginia will not be accepted by this Commission.

The Commission was advised that the proposed Hampton Roads Project would cost \$80 million; that the procedure recommended by Messrs. Mullen and Marye would carry the project along until the General Assembly meets. Then, if the Assembly desires to go ahead we can proceed; if it desires to set up an Authority similar to the Elisabeth River Tunnel District, to go ahead if they wanted to, that could be done. If the Department goes ahead and the Commission does not do the project and some other Authority does, the Commission would be reimbursed by the Authority taking over the project.

After quite some discussion it was clearly understood by the Members of the Commission that the Commission is authorized and empowered, in its discretion, to use any part of funds available for the maintenance of State highways, in any construction district in which any project is wholly or partly located, to provide for the operation, maintenance and repair of any such project and for the payment of interest on revenue bonds issued in connection with any such project, or in connection with any such project and any one or more other projects.

The following report and recommendation of Messrs. Mullen and Marye of March 24, on Revenue Bond Act - Hampton Roads Bridge Tunnel, was read to the Commission:

"Under a 1950 amendment to the State Revenue Bond Act another project, called the Hampton Roads Bridge Tunnel, was added.

Proceeding under the provisions of the Act, the Commission employed consulting engineers and for the past two and a half years have conducted exhaustive preliminary studies of the feasibility of the project. Such studies have shown that the project is practical and is financially feasible.

An application was made for a War Department permit and public hearing was held by the Corps of Engineers in Norfolk and no opposition developed. The application has been forwarded to Washington with the favorable recommendation of the District Engineer. It is likely that an approved War Department permit will be received within thirty days.

By means of the press, repeated public statements before civic organizations, radio and television, the people of the affected area have been assured by representatives of the Highway Department that once the permit was secured the Department would proceed with all possible dispatch with the preparation of detailed plans which would enable actual construction of the project to begin in the spring of 1954.

It is therefore recommended that the Commission authorize the Department to employ consulting engineers, to make borings and to prepare detailed construction drawings and that the cost of such borings and drawings be paid from regular Department funds and the Department reimbursed when bonds are issued. This was the identical procedure followed in the case of the York River Bridge."

On recommendation of J. A. Anderson, it was moved by Mr. Rawls, and seconded by Mr. Wyster, that the Commission proceed as covered in the report of March 24 above, making borings, preparing plans, etc. Motion carried.

**STATEMENT OF ESTIMATED REVENUES AND APPROPRIATIONS
FISCAL YEAR 1953-54**

ESTIMATED REVENUES:

Motor Fuel Tax	\$60,000,000	
Less Estimated Refunds:		
Motor Fuel Tax	4,250,000	
2 Counties not under Sec. Road Law	<u>1,200,000</u>	
Net Motor Fuel Tax		\$54,550,000
Registration of Titles to Motor Vehicles		850,000
M.V. and Bus Line Licenses		15,000,000
M.V. Carrier's Road Tax		1,500,000
M.V. & Chauffeur's Operating Licenses		400,000
Other M.V. Misc. Revenue		75,000
Regulation of Outdoor Advertising		22,000
State Owned Ferries		<u>175,000</u>
Total Estimated State Revenue		72,572,000

LESS APPROPRIATIONS FOR OTHER STATE AGENCIES:

Division of Motor Vehicles	2,364,344	
Division of Motor Vehicles-Auto Tags	160,000	
Department of State Police	5,107,240	
State Corporation Commission	289,100	
Attorney General	21,000	
Dept. of Agriculture & Immigration	67,300	
Division of Grounds & Buildings	<u>55,000</u>	
Total for Other State Agencies		<u>8,015,984</u>
State Funds Available to Highway Dept.		64,558,016

FEDERAL GRANTS:

Federal Aid Primary	4,645,445	
Federal Aid Secondary	3,611,060	
Federal Aid Urban	2,092,840	
Federal Aid Interstate	<u>474,429</u>	
Total Federal Aid		<u>10,823,804</u>
Total State & Federal Funds Available for Highways		<u>\$75,181,820</u>

APPROPRIATIONS FOR HIGHWAY DEPARTMENT

Secondary System:

Administration and Engineering	\$ 1,217,988	
Maintenance, Replacements, Construction	21,881,480	
Federal Aid Construction	2,450,278	
State Matching Federal Aid	<u>2,450,278</u>	
Total for Secondary System		28,000,000
Secondary Federal Aid to Harrico County— not in Secondary System		59,564
Highway Traffic and Planning:		
1% of 70% of Secondary Federal Aid	57,916	
State Matching Secondary Federal Aid	57,916	
Routine Operations - State-Wide	<u>324,169</u>	400,000

Primary Maintenance and Replacements		10,000,000
Highway Commission		8,500
Administration & Engineering-Primary System		1,602,657
Grounds & Buildings - Capital Outlay		550,000
Surveys, Maps and Plans - General		480,000
55 1/5% of Maintenance of Municipality Streets— (66 2/5% included in Primary Const. Approp. below)		965,434
Contribution to State Retirement System and Social Security		600,000
Regulation of Outdoor Advertising		22,000
Va. Council of Highway Investigation & Research		80,000
State-owned Ferries		200,000
Accident Prevention and First Aid		6,000
Compensation Awards		22,000
Medical Expense		25,000
Advertising		10,000
Two-Way Radio System		30,000
Joint Hydraulic Studies		4,000

Primary Construction Appropriation:

Federal Aid Primary	4,645,445	
50% of Federal Aid Secondary	1,085,524	
Federal Aid Urban	2,092,640	
Federal Aid Interstate	<u>474,459</u>	
Total Federal Funds		8,298,068
State Funds Required to Match Fed. Funds		7,342,515
Total Federal & State Matching Funds		<u>15,640,583</u>
Municipality Streets:		
66 2/5% of Primary Streets— 498,5055 miles @ \$5,810.00	1,930,870	
100% of Secondary Streets— 2,456,4778 miles @ \$455.75	<u>1,070,417</u>	
Total Street Fund from Primary Construction		3,001,287
Rural Primary Construction, R/W, Landscaps, Planning	<u>15,717,017</u>	
Total Primary Construction Appropriation		<u>32,558,485</u>

\$75,191,620

CONSTRUCTION FUNDS - FISCAL YEAR 1953 - 1954

Relative Allocation of State Funds - - - - -

1954 Federal-aid Primary Funds (Incl. \$474,439 Federal-aid Interstate Funds)	\$ 24,060,627.
1954 Federal-aid Secondary Funds (30% of Apportionment)	5,119,884.
1954 Federal-aid Urban Funds	1,083,324.
Total Funds	<u>2,092,640.</u>
	\$ 32,356,455.

APPORTIONMENT OF ABOVE CONSTRUCTION FUNDS FOR YEAR 1953-1954

Apportionment of \$28,263,825. Percentages to be used in apportionment of \$2,092,640. Total of Combined Funds Based on Factors of Area, Population and Mileage. Fund on the basis of the Uncompleted Mileage in the Primary System as provided for in Section 33-32, Code of Virginia of 1950. Based on Factor of Population of 5,000 or more (1950 Census) in accordance with Federal-aid Highway Act of 1952.

DISTRICT	Percentage	Amount	Percentage	Amount	Percentage	Amount	Percentage	Amount	Total of Combined Funds
Bristol	13.32	\$ 3,764,742.	17.63	1,352,600.	2.66	\$ 56,082.		\$ 4,173,424.	
Salem	12.84	3,689,075.	16.13	282,600.	10.13	211,984.		4,123,659.	
Lynchburg	11.70	3,306,868.	12.39	247,800.	6.57	137,486.		3,692,154.	
Richmond	14.41	4,072,817.	10.21	204,200.	20.84	436,106.		4,713,123.	
Suffolk	15.13	4,276,517.	13.85	277,000.	35.31	738,912.		5,292,429.	
Fredericksburg	7.38	2,085,870.	6.81	136,200.	0.90	18,834.		2,240,904.	
Gallopier	13.60	3,843,880.	10.42	208,400.	17.07	357,214.		4,409,494.	
Staunton	11.62	3,284,256.	14.36	291,200.	6.50	136,022.		3,711,478.	
TOTAL	100.00	\$28,263,825.	100.00	\$2,000,000.	100.00	\$2,092,640.		\$32,356,455.	

SUMMARY OF CONSTRUCTION FUNDS OF \$52,556,465
FOR FISCAL YEAR 1953-54

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$ 5,001,287.
Urban Federal-Aid -	2,082,640.
Matching Urban Federal-Aid 25% - (Including Arlington County's 50%)	1,159,106.
Surveys and plans -	812,000.
Rights of Way	4,475,940.
New Signs and Signals -	271,000.
Planning -	250,811.
Landscaping -	250,811.
Rural Construction -	19,786,009.
Urban Construction - (Exclusive of Urban Federal-Aid)	518,862.
To be matched by Cities	
Total	<hr/> \$52,556,465.

Moved by Mr. May, seconded by Mr. Wynn, that the tentative allocations for the Bristol District for 1953-1954 be as follows:

<u>BRISTOL DISTRICT</u>		<u>Amount</u>
City Street Funds (Mileage Basis)-		\$ 195,747.
Urban Federal-Aid -		56,082.
Matching Urban Federal-Aid - 25% -		28,041.
Surveys and Plans -		110,000.
Rights of Way -		721,396.
New Signs and Signals -		17,500.
Planning -		30,744.
Landscaping -		50,744.
Total		<hr/> \$ 1,190,254.

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Washington	Old Glade - East and West (Supplemental allocation for bituminous surfacing on old lane)	\$ 15,000.
11	Washington	Abington - East (Stabilize and bituminous treat shoulders)	15,000.
11	Washington	Norfolk & Western Railway Underpass East of Bristol (Supplemental allocation)	57,000.
11	Wythe	West Wytheville - West (To continue dual lane construction)	300,000.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
16	Tazewell	North Tazewell - River Jack (Extend sidewalk to River Jack and bituminous treat shoulders)	25,000.
16	Tazewell	Asberry's Post Office - North (Continue construction)	100,000.
16	Smyth	South Marion toward Sugar Grove (Reconstruct mountainous section)	175,000.
19	Russell	Washington County Line - West Corporate Limits Lebanon (Bituminous resurfacing)	72,000.
19 & 460	Tazewell	West Pisgah - West (Continue reconstruction)	250,000.
23	Wise	Town of Norton (Removal of Norton Coal Co. Overpass and widen narrow section)	30,000.
23	Wise	Appalachia - North (Continue reconstruction)	60,000.
23	Scott	Improve Intersection of Route 58 at Duffield	4,000.
25 & 85	Wise	Sidewalk and Curb and Gutter in Town of Pound	25,000.
42	Smyth	Route 16 - East (Continue reconstruction)	108,000.
42	Smyth	Broadford - East (Modify curves)	20,000.
58	Washington	Damascus - East (To complete reconstruction)	187,000.
58	Washington	Town of Damascus (Sidewalk)	18,000.
Alt. 58	Wise	Flashing Light Signals Norfolk & Western Railway Spur in Town of Coeburn (Railroad to contribute 25%)	4,500.
Alt. 58	Wise	Town of Coeburn (Stabilize shoulders and bituminous resurfacing)	10,000.
61	Bland	Rocky Gap - Tazewell County Line (Continue with reconstruction)	256,000.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
64	Dickenson & Russell	Fremont toward Dante (Continue reconstruction)	210,000.
66	Scott & Russell	Dungannon - East (Continue reconstruction)	85,000.
66	Scott	Glinchport toward Ft. Blackmore (Heavy duty bituminous surface)	55,000.
67	Russell & Tazewell	Honaker - Raven (Complete reconstruction)	100,000.
72	Scott & Wise	Dungannon - Cosburn (Continue reconstruction)	150,000.
80	Buchanan & Russell	Dickenson County Line toward Honaker (Continue reconstruction)	250,000.
82	Russell	Cleveland toward Lebanon (Supplemental allocation for reconstruction)	80,000.
85	Dickenson	Town of Glinchwood (Curb and Gutter and stabilize shoulders)	10,000.
85	Dickenson	Glinchoe (Widen Bridge and Approaches, Mill Creek)	20,000.
85	Tazewell	Town of Pocahontas (Widen narrow sections at east end of town)	14,000.
80	Wythe	Bridge and Approaches Cripples Creek West of Speechall	65,000.
81	Washington	Route 58 - South (Complete connection with Route 58)	16,000.
--	--	Superelevation on curves (District Wide)	175,000.
		Reserve	<u>42,170.</u>
		Total, Rural Construction	<u>\$2,945,670.</u>

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal-Aid) To be matched by Town			
11W	City of Bristol	Curb and Gutter and Widening on State Street	9,000.
19 & 480	Tazewell	Town of Bluefield (Supplemental allocation to remodel Bridge over Bluestone River)	5,500.
Alt. 58	Wise	Town of Norton (Supplemental allocation for grade separation and approaches)	25,000.
1953-1954 Bristol District Total			<u>\$4,173,424.</u>

Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the tentative allocations for the Salem District for 1953-1954 be as follows:

	<u>Amount</u>
City Street Funds (Mileage Basis) -	\$ 407,974.
Urban Federal-Aid -	211,984.
Matching Urban Federal-Aid 25% -	105,992.
Surveys and Plans -	104,000.
Rights of Way -	576,052.
New Signs and Signals -	46,000.
Planning -	29,836.
Landscaping -	29,836.
Total	<u>\$1,511,254.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
11	Montgomery	Elliston - East and West (Bituminous resurfacing on old lanes)	38,000.
11	Pulaski	East Pulaski - East (To complete 4-lane construction between Pulaski and Dublin)	350,000.
11	Pulaski	West of Radford - Morgans Cut (Bituminous resurfacing of old lanes)	6,000.

SALEM DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
40	Franklin	Eliminate Two Bridges at Endicott by Channel Change	\$ 35,000.
58	Henry	West Martinsville - West (Continue reconstruction)	100,000.
58	Carroll	Galax toward Hillsville (Supplemental allocation to reconstruct)	100,000.
100	Giles	Route 42 - North (Bituminous resurfacing)	50,000.
100	Fulaski	West Dublin - West (Continue reconstruction)	225,000.
102	Montgomery	South Radford - South (To complete hard surfacing)	56,000.
111	Montgomery	Town of Gambria (Supplemental allocation for widening)	15,000.
220	Henry	South Martinsville - South (Continue reconstruction)	200,000.
220	Franklin	South Boone Hill - South (Relocation)	425,000.
221	Roanoke	Superelevate and Widen Curve near Cave Spring (Supplemental allocation)	12,500.
297	Bedford	East Bedford - East (Bituminous surfacing)	35,000.
460	Bedford	East Bedford - East (Continue reconstruction)	130,000.
460	Montgomery	Town of Christiansburg (Revision between Depot Street and North Corporate Limits)	35,000.
460	Montgomery	Town of Blacksburg (Widen, curb & gutter and sidewalk)	25,000.

SALAM DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
460	Giles	Pearisburg - East (Continue reconstruction)	\$ 150,000.
460	Bedford	West Bedford - West (Supplemental allocation for dual lane construction)	500,000.
-	--	Superelevation on Curves (District-Wide)	50,000.
		Reserve	<u>76,905.</u>
		Total Rural Construction	<u>\$ 2,612,605.</u>
		1953-54, Salem District Total	<u>\$ 4,123,659.</u>

Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the tentative allocations for the Lynchburg District for 1953-54 be as follows:

LYNCHBURG DISTRICT

City Street Funds (Mileage basis)=	\$ 270,368.
Urban Federal-aid =	137,486.
Matching Urban Federal-aid - 25%*	68,743.
Surveys and Plans*	107,000.
Rights of Way*	750,000.
New Signs and Signals*	15,500.
Planning*	27,005.
Landscaping*	<u>27,005.</u>
Total	<u>\$ 1,403,087.</u>

LYNCHBURG DISTRICT (CONTINUED)

RURAL CONSTRUCTION

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
15	Buckingham	Sprouses Corner - Millwyn (Reconstruction)	\$ 50,000.
24	Appomattox	Appomattox toward Buckingham County Line (Recondition)	60,000.
24 & 60	Buckingham	Remodel Intersection at Mt. Rush	5,000.
29	Nelson	Sidewalk in Lovington	8,000.
29	Amherst	Lynchburg - Amherst (Spot bituminous resurfacing)	30,000.
29	Pittsylvania	Sycamore - North and South (continue reconstruction)	350,000.
29A	Amherst	Lynchburg Distribution Road (Supplemental allocation to pave, James River - Route 29)	90,000.
40	Charlotte	Town of Phenix (Curb & gutter and sidewalk on one side)	15,000.
40	Pittsylvania	Sidewalk in Town of Gretna (Route 29 - West)	2,500.
40	Charlotte	Curb & Gutter in Charlotte Court House	35,000.
41	Pittsylvania	Northwest Danville - West (Modify curves and widen)	40,000.
45	Cumberland	North Farnville - North (Reconstruction)	100,000.
47	Charlotte	Drakes Branch - North and South (Reconstruction to ease curves and strengthen surface)	75,000.
49	Halifax	Curb & Gutter in Town of Virgilina (Supplemental allocation)	15,000.
57	Pittsylvania	Curb & Gutter in Town of Chatham (To continue)	15,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
58	Pittsylvania & Halifax	East Danville - East (To continue 4-lane construction)	\$ 350,000.
151	Nelson	Martins Store (Route 6) - North (Supplemental allocation)	82,000.
291	Campbell	Norfolk and Western Railway Bridge - Link Road, Route 672 (Widening, including shoulders)	25,000.
297	Campbell	Bedford County Line - East (Reconstruction)	100,000.
344	Halifax	Route 360 - Scottsburg (Ease curves near north intersection Route 724)	5,000.
360	Charlotte	Keyville toward Clover (Bituminous resurfacing)	160,000.
460	Campbell	East Lynchburg - East (Continue dual lane construction)	200,000.
501	Campbell	Town of Brookneal (Supplemental allocation for relocation)	60,000.
501	Halifax	North Corporate Limits South Boston - Route 129 (Continue 4-lane construction)	150,000.
501	Halifax	Route 40 - South (Scarify, reshape and strengthen in spots)	35,000.
501 & 24	Campbell	Curb & Gutter in Rustburg (Supplemental allocation)	25,000.
-	--	Superelevation on curves (District - Wide)	200,000.
		Reserve	<u>6,567.</u>
		Total, Rural Construction	<u>\$ 2,289,067.</u>
		1953 - '54 Lynchburg District Total	<u>\$ 3,692,354.</u>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the tentative allocations for the Richmond District for 1953-1954 be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)*	\$ 547,445.
Urban Federal-Aid*	436,106.
Matching Urban Federal-Aid - 25%*	218,053.
Surveys and Plans*	82,000.
Rights of Way*	700,000.
New Signs and Signals*	14,000.
Planning*	33,260.
Landscaping*	<u>33,260.</u>
Total	<u>\$ 2,064,124.</u>

RURAL CONSTRUCTION

<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Mecklenburg	Brunswick County Line - South (Bituminous resurfacing)	70,000.
1	Henrico & Hanover	Richmond - North (Bituminous resurfacing on sections)	20,000.
2 & 301	Henrico & Hanover	North Richmond - North (Widen and bituminous treat shoulders)	100,000.
5	Charles City	East Henrico County Line - East (Reconstruction)	80,000.
33	Henrico	North Richmond toward Greendale (Continue 4-lane construction)	200,000.
33	Hanover	South Anna River Bridge - West (Scourify, strengthen and retreat in spots)	20,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
33	New Kent	Bridge over Pamunkey River at West Point (Portion of Richmond District's share)	200,000.
40	Lunenburg	South Blackstone toward Kenbridge (Reconstruction)	100,000.
40	Lunenburg	Lunenburg Court House - Charlotte County Line (Scarify, strengthen and retreat in spots)	35,000.
58	Mecklenburg	Town of Clarksville (Widening at intersection of Route 15 to include curb & gutter, sidewalk and widening of bridge)	30,000.
58	Mecklenburg	East Clarksville - East (To complete gap)	500,000.
58	Mecklenburg	West Boynton - West (Reimbursement Corps of Engineers for State's share of construction)	114,589.
60	Powhatan	Flat Rock - East and West (Bituminous resurfacing)	70,000.
161	Chesterfield	Curb & Gutter around Median Strip Between Routes 360 & 10 (Supplemental allocation)	16,000.
301	Prince George	South Route 35 - Sussex County Line (Supplemental allocation for 4-lane construction)	365,000.
301	Prince George	South Corporate Limits Petersburg- Route 35 (Bituminous resurfacing)	80,000.
360	Amelia	Maplewood Revision (Reconstruct 2-lane heavy duty surface)	250,000.
460	Dinwiddie	West Ford - West (Relocation)	100,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
460	Nettaway	West Blackstone - West (Scarify, strengthen and retreat in spots)	\$ 25,000
460	Prince George	Reconstruction of Intersection Route 633 (Back entrance to Fort Lee)	5,700.
-	--	Superelevation on Curves (District - Wide)	175,000.
		Reserve	<u>57,710.</u>
		Total, Rural Construction	<u>\$ 2,613,999.</u>

URBAN CONSTRUCTION

(Exclusive of Urban Federal-aid)
To be matched by City

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
161	City of Richmond	Channelization of Intersection North Boulevard and Hermitage Road	\$ 35,000.
		1953-'54 Richmond District Total	<u>\$ 4,713,123.</u>

Notion Carried.

Moved by Mr. Rauls, seconded by Mr. Watkins, that the tentative allocations for the Suffolk District for 1953-1954, be as follows:

SUFFOLK DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) =	\$ 1,051,446.
Urban Federal-aid =	738,912.
Matching Urban Federal-aid - 25% =	369,456.
Surveys and Plans =	126,000.
Rights of Way =	526,209.
New Signs and Signals =	66,000.
Planning =	34,922.
Landscaping =	<u>34,922.</u>
Total	<u>\$ 2,947,867.</u>

RURAL CONSTRUCTION

<u>Route</u>	<u>County</u>	<u>Description</u>	
13	Accomack	Temperanceville - North and South (Supplemental allocation to complete gap)	\$ 345,000.
13	Warehatch	Whaleyville - North Carolina State Line (Revise curve at intersection of Route 643 at Somerton)	40,000.
13, 13Y & 165	Norfolk	Channelize Landsdale Traffic Circle	35,000.
13 & 17	Norfolk	Provide Left Turn Lanes at Intersection South of Portsmouth	13,000.
17	Norfolk	North Carolina State Line - North (Recondition settled portions in Dismal Swamp)	75,000.

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
35	Southampton	Boykins - North and South (Supplemental allocation to reconstruct)	\$ 65,000.
40	Surry	Bridge and Approaches Otterdam Swamp	50,000.
58 & 164	Princess Anne	Grade Separation at Intersection of Virginia Beach Boulevard and Larkin Road	400,000.
58	Isle of Wight	Franklin - East	18,000.
58	Hampton & Norfolk	Magnolia toward Bowers Hill (Bituminous resurfacing to improve surface drainage)	50,000.
165	Norfolk & Princess Anne	Intersection of Route 13 (Lanidale) - North (To match Access funds)	100,000.
168	James City & York	Camp Peary - Route 168 Y (Widen, stabilize and bituminous treat shoulders)	100,000.
175	Accomack	Chincoteague Causeway (Recondition, take out settlements)	50,000.
190	Princess Anne	Bridge and Approaches North Landing Creek at Pungo (Supplemental allocation)	75,000.
194	Norfolk	Channelization of Intersection of Routes 194, 677 and 678 at Norview (Five Forks) (Supplemental allocation)	50,000.
258	Southampton	North Carolina State Line - North (Supplemental allocation to widen and bituminous resurface)	130,000.
301	Greenville	North Emporia - North (Supplemental allocation for 4-lane construction)	400,000.

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
-	-	Superelevation on Curves (District - Wide)	100,000.
		Reserve	<u>4,000.</u>
		Total, Rural Construction	<u>\$ 2,100,000.</u>

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

17	City of Portsmouth	Curb & Gutter on East Approach of the Churchland Bridge (Supplemental allocation)	4,200.
58	City of Portsmouth	Channelization of Intersection at Rodman Avenue (Supplemental allocation)	6,162.
258	Southampton	Town of Franklin (Curb & gutter and pavement widening)	34,000.
460	City of Norfolk	Grade separation, Norfolk and Western Railway on Brambleton Avenue (Supplemental allocation to be matched by like amount by both the City and Railroad)	200,000.
		1953-'54 Suffolk District Total	<u>\$ 5,292,229.</u>

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the tentative allocations for the Fredericksburg District for 1953-54 be as follows, (having been amended):

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis) = \$	32,723.
Urban Federal-aid =	18,834.
Matching Urban Federal-aid - 25% =	9,417.
Surveys and Plans =	95,000.
Rights of Way =	131,014.
New Signs and Signals =	18,000.
Planning =	17,034.
Landscaping =	<u>17,034.</u>
Total	<u>\$ 339,056.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
RURAL CONSTRUCTION			
1	Caroline & Spotsylvania	Hanover County Line - North (Bituminous resurfacing)	150,000.
2&301	Caroline	Town of Bowling Green (Supplemental allocation for curb & gutter and widening)	25,000.
2&301	Caroline	Hanover County Line - North (Widen and bituminous treat shoulders)	150,000.
3	Spotsylvania	Fredericksburg - West (Bituminous resurfacing on curb and gutter section)	10,500.
3	Spotsylvania	Orange County Line - East (Bituminous resurface)	30,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
3	Stafford	East End Chatham Bridge - Route 218 (Storage Lane for left turn traffic)	\$ 5,000
9	King George	Route 301 (Office Hall) toward Westmoreland County Line (Reconstruction)	150,000
3	Lancaster	Extend Curb & Gutter in Lively (Supplemental allocation)	30,000.
3	Lancaster	Kilmarnock - Irvington (Spot relocation)	100,000.
17	Middlesex	North Saluda - North (Supplemental allocation for resurfacing and strengthening)	200,000.
17	Gloucester	Adner - North and South (Reconstruct)	250,000
30	King William	16th Street in West Point - North (Curb & gutter and widen)	60,000.
33	King William	Bridge over Pamunkey River at West Point (Portion of Fredericksburg District's Share)	200,000.
205	Westmoreland & King George	Potomac Beach East and West (Scarify, strengthen and retreat in spots)	20,000.
301	Caroline & King George	Bowling Green toward Potomac River (Stabilize and bituminous treat shoulders)	60,000.
301	Caroline	Bowling Green - North and South (Bituminous resurfacing in spots)	54,348.
360	King William	Central Garage - West (Reconstruct)	250,000.
360	Richmond	Town of Warsaw (Extend curb & gutter at east end of town)	10,000.
360	Northumberland	Extend Curb & Gutter in Reedville	25,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
360	Northumberland	Heathsville - Calico (Supplemental allocation for recondition and reconstruction of sections)	\$ 100,000
		Reserve	<u>22,000</u>
		Total, Rural Construction	<u>\$ 1,901,848.</u>
		1953-'54 Fredericksburg District Total	<u>\$ 2,240,904.</u>

Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the tentative allocations for the Calpeper District for 1953-54 be as follows:

CALPEPER DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)*	\$ 205,346
Urban Federal-aid =	357,214
Matching Urban Federal-aid - 25% = (Including Arlington Co.'s 50%)	271,392
Surveys and Plans**	101,000
Rights of Way**	617,275
New Signs and Signals**	79,000
Planning**	31,390
Landscaping**	<u>31,390</u>
Total**	<u>\$ 1,694,007</u>

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
1	Fairfax	South Alexandria - South (Bituminous Resurfacing)	\$ 40,000
6	Fauquier	Town of Scottsville (Modify curve at east end of Town)	2,000
15	Fauquier	Bremo Bluff - Fork Union (Supplemental allocation for reconstruction)	100,000
15	Orange	Town of Gordonsville (Adjust curb south of Chesapeake and Ohio Railway Underpass)	5,000
15	Loudoun	South Leesburg - South (Continue reconstruction)	230,000
15, 17 & 29	Fauquier	South Warrenton - South (Reconstruct, close gap)	51,000
17 & 55	Fauquier	Marshall - West (Reconstruction)	100,000
20	Albemarle	Moore's Creek and Hardware River (Bridges and Approaches)	135,000
20	Orange	Town of Orange (Supplemental allocation for Southern Railroad Underpass)	100,000
29	Madison	Stabilize Shoulders in Madison Court House	5,000
29	Albemarle	North Charlottesville - North (Supplemental allocation for dual lane construction)	100,000
29 & 211	Fauquier	North Warrenton - North (Dual lane construction)	100,000
29 & 211	Fairfax, Prince William & Fauquier	South Centreville - South (Continue dual lane construction)	500,000
33	Louisa	Town of Louisa (Adjust grade and construct curb and gutter)	20,000

CULDEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
50	Fairfax	West Fairfax - West (Widen and bituminous treat shoulders and remodel bridges)	150,000
50	Loudoun	Fairfax County Line - West (Widen and bituminous treat shoulders)	55,000
50	Loudoun & Fauquier	Relocation at Goose Creek (Supplemental allocation)	100,000
50	Arlington	Channelize Intersections at Lexington Street and Carlyn Spring Road	4,000
123	Fairfax	Remodel Bridge North of Tysons Corner	5,000
123	Fairfax	Reconstruct Intersection at Route 694	8,000
211	Arlington	Route 120 - East (Sidewalk on south side)	20,000
234	Prince William	Town of Manassas (Correct drainage)	5,000
236	Fairfax	Town of Fairfax (Curb & Gutter, stabilize and bituminous treatment on shoulders)	5,000
236	Fairfax	Channelize Intersection Route 244 at Annendale (Supplemental allocation)	74,000
240	Albemarle	Remodel Two Bridges over Lickinghole Creek East and West of Crozet	25,000
241	Fairfax	Route 1 (Penn Dev) - Alexandria (Continue reconstruction)	36,000
244	Arlington	Route 120 - South (Widen Pavement)	15,000
250 A	Albemarle	West Corporate Limits Charlottesville - Route 29 (Supplemental allocation, Charlottesville Distribution Road)	150,000

GULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
250	Albemarle	Modify Intersection Route 22 at Shadwell	\$ 4,000
287	Loudoun	Brunswick Bridge (Supplemental allocation)	375,000
522	Louisa	Town of Mineral (Correct Drainage)	5,000
-	--	Superelevation on Curves (District - Wide)	100,000
		Reserve	<u>201,487</u>
		Total, Rural Construction	<u>\$ 2,715,487</u>
		1953-'54 Gulpeper District Total	<u>\$ 4,409,494</u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the tentative allocations for the Staunton District for 1953-1954 be as follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)=	\$ 290,258
Urban Federal-aid=	136,022
Matching Urban Federal-aid - 25%=	68,011
Surveys and Plans=	87,000
Rights of Way =	452,014
New Signs and Signals=	15,000
Planning =	26,820
Landscaping =	<u>26,820</u>
Total =	<u>\$ 1,101,945</u>

STANDARD DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
7	Frederick	East Corporate Limits Winchester- Clark County Line (Bituminous resurfacing)	\$ 26,000
11	Rockbridge & Augusta	Lexington - North (Bituminous resurfacing on old lanes)	70,000
11	Shenandoah	Relocation at Fishers Hill, including new Bridge at Tumbling Run (Supplemental allocation)	150,000
11	Rockingham	Harrisonburg - Lacey Spring (Bituminous resurfacing)	50,000
11	Frederick	West Virginia State Line - South (Bituminous resurfacing)	29,000
11 A	Rockbridge	Lexington Distribution Road (Grade and Drain, Stage 1)	300,000
12	Clarke	Boyce - Old Chapel (Continue reconstruction)	112,000
12	Faye	Bridge and Approaches at Groves Hill (Supplemental allocation)	200,000
18	Allegheny	Bridges over Potts Creek South of Covington (Supplemental allocation to match Forest Highway funds)	100,000
33	Rockingham	Improve Alignment at Foot of Blue Ridge Mountain East of Elkton (Accident Prone Location)	60,000
39	Bath	Replace Bridge at Guys Run, West of Millboro Springs (Supplemental allocation)	30,000
39	Bath	Relocation at Millboro Springs	70,000
39	Bath	Top of Wax Springs Mountain - East (To begin reconstruction)	50,000

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
42	Augusta	West Buffalo Gap - Craigsville (To complete reconstruction)	\$ 150,000
42	Rockingham	Turn of Broadway (Supplemental allocation)	10,000
42	Shenandoah	West Corporate Limits Woodstock- Galvary (Reconstruct)	75,000
42	Rockingham	North Harrisonburg - Broadway (Supplemental allocation)	55,000
50	Frederick	Core - Intersection Route 259 (Improve sight distance on curve)	7,000
55	Shenandoah	Extend Sidewalk and Curb & Gutter East of Strasburg	15,000
60	Rockbridge	Lexington - Buena Vista (Supplemental allocation for modernization)	100,000
60	Allegheny	Lowmoor - Clifton Forge (Supplemental allocation to grade and drain, Stage 1)	260,000
211	Page	Skyline Drive (Rappahannock County Line)- West (Construct climbing lane on mountain and superelevate curves)	200,000
251	Rockbridge	Bridge and Approaches Buffalo Creek at Murat (Supplemental Allocation)	30,000
252	Augusta	South Staunton - South (Continue easement and superlevation of curves)	100,000
257	Rockingham	Bridge and Approaches Beaver Creek West of Ottobine (To match Forest Highway funds)	25,000

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
259	Rockingham	Total of Broadway (Supplemental allocation to continuous widening and curb & gutter)	\$ 17,000
260	Rockingham	Tiemberville toward New Market (To begin construction of heavy duty road)	68,000
269	Bath	South Williamsville - Route 99 (To complete reconstruction)	100,000
522	Frederick	West Winchester - West (Bituminous resurfacing)	38,000
-	-	Superelevation on curves (District - wide)	100,000
		Reserve	<u>12,533</u>
		Total, Rural Construction	<u>\$ 2,609,533</u>
		1953-'54 Staunton District Total	<u>\$ 3,711,478</u>

Motion carried.

PUBLIC HEARINGS

Public hearings on the tentative allocations will be held
as follows:

For the Salem, Bristol, Staunton and Lynchburg Districts, the
hearings will be held in the ballroom of Hotel Rossmore, Roanoke, Virginia,
on Tuesday, May 12, at 8:50 A.M. Districts will be heard in the
following order -

Salem District	Staunton District
Bristol District	Lynchburg District

For the Richmond, Fredericksburg, Culpeper and Suffolk
Districts, the hearings will be held in the First Floor Auditorium of
the Central Highway Office Building, 1221 East Broad Street, Richmond,
Virginia, on Wednesday, May 13, at 9:00 A.M. Districts will be heard in
the following order -

Richmond District	Culpeper District
Fredericksburg District	Suffolk District

A letter of March 25 signed by Mr. Wilbur S. Smith, of New Haven, Conn., on his investigation and study of highway needs in Arlington and Fairfax Counties was read to the Commission.

Letter of March 25 signed by Mr. Wilbur S. Smith, of New Haven, Conn., containing his comments and observations on Toll Roads in the Richmond and Petersburg Area, was read to the Commission.

Each member of the Commission was asked for comments and suggestions. The members were of the opinion problems were being handled quite well.

The Commission adjourned at 12:45 and proceeded to the Raleigh Hotel for lunch, having as its guests Governor Battle, the Hon. C. Champion Howles, Mr. Carter Lowance and Messrs. Mullen and Pottigrow.

Approved -



Commissioner.

Attested.



Secretary.