

Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Richmond, April 24th, 1958.

The Commission, on call of the chairman, met in the Central Highway Office Building at 9:00 A.M., Thursday, April 24th. The meeting was scheduled in order to consider the allocation of additional Federal Aid funds made available by the Congress of the United States, which Act was signed by the President on April 15th.

Present were Messrs. E. P. Barrow, G. Wallace Carper, S. S. Flythe, S. D. Hay, Burgess E. Nelson, S. W. Rawls, Tucker G. Watkins, Jr., and F. A. Davis, Chairman. The meeting was called to order by the chairman.

The Commission sent a letter to its absent member, Hon. Wm. A. Wright, expressing pleasure in hearing of his improvement.

It was moved by Mr. Rawls and seconded by Mr. Watkins, that the minutes of the meeting of March 18th be approved, they having been mailed to the members. Motion carried.

Moved by Mr. Rawls and seconded by Mr. Hay, that the Commission approve the permits issued from March 18th to date, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls and seconded by Mr. Hay that the Commission approve the cancellation of permits from March 18th to date, inclusive, as recorded by the Department and authorized June 25, 1947. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the removal of Ferry Slips at Newport News, to the low bidder, Diamond Construction Co., Savannah, Ga., at the bid of \$24,200.00, chargeable to the Revenue Bond Reserve Maintenance Fund, subject to the approval of the consulting engineers. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 0081-095-002, Route 81 (402), Bridge over Rasp "A" and Route 81 E.B.L., Washington County, to the low bidder, Walder & Flournoy, Inc., Richmond, Va., at the bid of \$145,980.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$160,600.00 chargeable to this project to be financed with \$16,060.00 State and \$144,540.00 Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1385-21 (New 0698-085-021), Route 698, N. End Bridge over Shenandoah River (E. of Mt. Jackson)-0.32 Mile S. Route 707 (S. of Bowman), Shenandoah County, to the low bidder, Echols Brothers, Inc., Staunton, Va., at the bid of \$108,757.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$114,150.00 chargeable to this project, to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1371-41 (New 0649-071-041), Route 649, Int. Route 640 (W. of Spring Garden)-Int. Route 632 (E. of Chatham), Pittsylvania County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Va., at the bid of \$46,108.81 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$50,700.00 chargeable to this project; to be financed 50/50 with State and Federal Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1359-08 (New 0667-059-009), Route 667, Int. Route 230-2.826 Miles N.W. of Int. Route 230 (1.22 Miles N. Route 658), Greene County, to the low bidder, Bishop & Settle Construction Company, Alberta, Va., at the bid of \$68,789.28, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$70,150.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional \$28,447.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1358-05-06 (New 0616-056-005-006), Route 616, Int. Route 614 (At Belroi)-Int. Route 17 (Near Gloucester Court House), Gloucester County, to the low bidder, W. W. Tuck & Son, Virginia, Va., at the bid of \$149,159.57 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$164,050.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional \$5,886.00 required to be provided in the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 2685-07 (New 0015-085-007), Route 18, 0.418 Mile N. of Int. Route 624-5,494 Miles N. of Int. Route 624, Northampton County, to the low bidder, T. E. Brown, Windsor, N. C., at the bid of \$358,784.62, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,257.00 for work by State Forces, making a total of approximately \$360,041.62 chargeable to this project, to be financed with \$199,100.00 State and \$160,941.62 Federal Funds; additional \$268,866.00 required to be provided in the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 0014-049-007, Route 14, 1.545 Miles S. of King and Queen Court House-0.487 Mile S. of King and Queen Court House, King and Queen County, to the low bidder, J. E. Courtney, King and Queen Court House, Va., at the bid of \$54,785.57, that 10% additional be set aside to cover the cost of engineering and additional work and \$587.40 for work by State Forces, making a total of approximately \$60,362.97 chargeable to this project, to be financed with \$19,725.00 State and \$40,637.97 Federal Funds; the \$60,362.97 required to be provided in the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 2474-01 (New 0109-074-001), Route 109, Int. Route 480 S. of Petersburg-0.912 Mile E. Int. Route 480, Prince George County, to the low bidder, Hanks & Jackson, Hopewell, Va., at the bid of \$85,779.80, that 10% additional be set aside to cover the cost of engineering and additional work, \$832.50 for work by State Forces and \$41,800.00 for Right of Way, making a total of approximately \$128,412.30 chargeable to this project, to be financed with \$68,700.00 State and \$59,712.30 Federal Funds; additional \$45,000.00 required to be provided from the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1381-12 (New 0758-081-012), Route 758, 0.04 Mile S. Int. Route 625 (W. Burks Fork)-Int. Route 221 (W. of Mills), Floyd County, to the low bidder, Thompson-Arthur Paving Company, Inc., Greensboro, N. C., at the bid of \$81,846.58, that 10% additional be set aside to cover the cost of engineering and additional work and \$121.00 for work by State Forces, making a total of approximately \$90,150.00 chargeable to this project, to be financed with \$45,150.00 State and \$45,000.00 Federal Funds; additional \$35,000.00 required to be provided from the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1870-10 (New 0845-070-010), Route 645, Int. Route 666 (Near N.C. Line)-Int. Route 108, Patrick County, to the low bidder, E. R. Short & Sons, Grading Contractors, Mount Airy, N. C., at the bid of \$155,188.57 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$170,700.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional \$72,075.00 required to be provided in the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1954-13, Contract 2; 14 (New 0050-054-013 Contract 2; 014), Route 50, 4.247 Miles W. of WEL Winchester-1.192 Miles W. of WEL Winchester, Frederick County, to the low bidder, Robert T. Main Company, Salem, Va., at the bid of \$518,702.35, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,247.00 for work by State Force and \$25,400.00 for Right of Way, making a total of approximately \$598,200.00 chargeable to this project, to be financed with \$299,700.00 State and \$298,500.00 Federal Funds; additional \$194,745.00 required to be provided from the 1958-59 Construction Allocations. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 1542-20 (New 0608-042-020), Route 608, Int. Route 680-Int. Route 715, Hanover County, to the low bidder, Taylor Construction Company, Kingsale, Va., at the bid of \$22,812.10 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$24,850.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional \$24,850.00 required to be provided in the 1958-59 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Projects 1502-18-22; 1339-14 (New 0804-002-018-022; 0804-089-014); Route 604, Int. Route 664-0.151 Mile N. of Albemarle County Line, Albemarle and Greene Counties, to the low bidder, McDowell & Wood, Inc., Salem, Va., at the bid of \$129,822.80 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$142,800.00 chargeable to this project, to be financed 50/50 with State and Federal Funds; additional funds required to be provided as follows:  
\$ 5,250.00 from future Matched Secondary Federal Aid Funds to Greene Co.  
\$98,989.00 from 1958-59 Matched Secondary Federal Aid Funds to Albemarle County. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 19 for the construction of Project 0001-020-101, Route 1, Drainage on Route 1 at Bellwood and Route 618, Chesterfield County, to the low bidder, Ward & Stencil, Inc., Richmond, Va., at the bid of \$35,446.85, that 10% additional be set aside to cover the cost of engineering and additional work and \$350.00 for work by State Forces, making a total of approximately \$39,500.00 chargeable to this project, to be financed entirely with State Funds from Richmond District Construction Reserve Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 101-58, Bristol District, to the low bidder, Kingsport Paving Company, Inc., Kingsport, Tennessee, at the bid of \$70,920.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$78,000.00 chargeable to this project, to be provided from the 1958-59 Primary Maintenance Replacement and 1958-59 Wise County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 102-58, Bristol District, to the low bidder, R. G. Pope Construction, Bristol, Va., at the bid of \$20,910.75 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$23,000.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 103-58, Bristol District, to the low bidder, Moore Brothers Company, Inc., Verona, Va., at the bid of \$5,775.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$6,350.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 201-58, Salem District, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$18,525.25 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$20,400.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 202-58, Salem District, to the low bidder, Adams Construction Co., Roanoke, Va., at the bid of \$57,034.04 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$62,750.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 203-58, Salem District, to the low bidder, Thompson-Arthur Paving Company, Inc., Greensboro, N. C., at the bid of \$47,299.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$52,050.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement and 1958-59 Henry County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 204-58, Salem District, to the low bidder, Virginia Asphalt Paving Company, Inc., Roanoke, Va., at the bid of \$49,488.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$54,400.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance and 1958-59 Roanoke County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 205-58, Salem District, to the low bidder, Adams Construction Co., Roanoke, Va., at the bid of \$45,514.16 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$50,050.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 301-58, Lynchburg District, to the low bidder, J. R. Ford Company, Inc., Lynchburg, Va., at the bid of \$58,772.04 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$62,450.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 302-58, Lynchburg District, to the low bidder, Thompson-Arthur Paving Company, Inc., Greensboro, N. C., at the bid of \$57,838.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$74,400.00 chargeable to this project, to be provided as follows: \$15,500.00 from Construction Balance, and the remainder from 1958-59 Primary Maintenance Replacement and 1958-59 Pittsylvania County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 505-58, Lynchburg District, to the low bidder, Thompson-Arthur Paving Company, Inc., Greensboro, N. C., at the bid of \$55,108.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$80,600.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement and 1958-59 Halifax County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 401-58, Richmond District, to the low bidder, Asphalt Paving Service, Inc., Richmond, Va., at the bid of \$12,405.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$13,650.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 402-58, Richmond District, to the low bidder, Asphalt Paving Service, Inc., Richmond, Va., at the bid of \$25,218.25 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$27,750.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 403-58, Richmond District, to the low bidder, Atlantic Bitulithic Company, Inc., Richmond, Va., at the bid of \$55,678.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$61,250.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 404-58, Richmond District, to the low bidder, Atlantic Bitulithic Company, Inc., Richmond, Va., at the bid of \$28,174.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$31,000.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 406-58, Richmond District, to the low bidder, Atlantic Bitulithic Company, Inc., Richmond, Va., at the bid of \$28,368.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$31,200.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 501-58, Suffolk District, to the low bidder, John A. Hall & Company, Inc., Roanoke, Va., at the bid of \$108,314.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$118,950.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 502-58, Suffolk District, to the low bidder, Ames and Webb, Inc., Norfolk, Va., at the bid of \$115,551.40 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$127,200.00 chargeable to this project, to be provided as follows: \$10,000.00 from 1958-59 Construction Allocation for Routes 10 and 258, Isle of Wight County, and the remainder from 1958-59 Primary Maintenance Replacement and 1958-59 Nansemond County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 505-58, Suffolk District, to the low bidder, Portsmouth Paving Co., Inc., Portsmouth, Va., at the bid of \$43,986.51 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$48,400.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance and 1958-59 Norfolk County Secondary Budget Funds. Motion carried.



Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 504-58, Suffolk District, to the low bidder, Sam Finley, Inc., Roanoke, Va., at the bid of \$88,291.82 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$94,900.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement and 1958-59 Secondary Budget Funds to Norfolk and Princess Anne Counties. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 505-58, Suffolk District, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$32,124.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$35,350.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 506-58, Suffolk District, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$28,579.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$31,450.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 507-58, Suffolk District, to the low bidder, Virginia Engineering Company, Inc., Newport News, Va., at the bid of \$21,627.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$23,800.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 601-58, Fredericksburg District, to the low bidder, J. R. Ford Company, Inc., Lynchburg, Va., at the bid of \$48,195.40 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$53,000.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 701-58, Culpeper District, to the low bidder, S. L. Williamson Company, Inc., Charlottesville, Va., at the bid of \$48,840.19 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$51,500.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 702-58, Culpeper District, to the low bidder, J. R. Ford Company, Inc., Lynchburg, Va., at the bid of \$96,767.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$106,450.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 703-58, Culpeper District, to the low bidder, J. R. Ford Company, Inc., Lynchburg, Va., at the bid of \$84,258.18 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$70,700.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 704-58, Culpeper District, to the low bidder, Stuart N. Parry, Inc., Winchester, Va., at the bid of \$59,552.80 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$65,250.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 705-58, Culpeper District, to the low bidder, Corson & Gruen Company, Inc., Washington, D. C., at the bid of \$91,901.80 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$101,100.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement and Fairfax County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 70B-58, Culpeper District, to the low bidder, Moore Brothers Company, Inc., Verona, Va., at the bid of \$29,408.10 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$32,350.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 801-58, Staunton District, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$50,256.11 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$55,250.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 802-58, Staunton District, to the low bidder, Virginia Asphalt Paving Company, Inc., Roanoke, Va., at the bid of \$75,180.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$80,500.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 803-58, Staunton District, to the low bidder, M. A. Layman & Sons, Inc., Harrisonburg, Va., at the bid of \$75,514.48 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$80,650.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement and 1958-59 Rockingham County Secondary Budget Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 804-58, Staunton District, to the low bidder, Virginia Asphalt Paving Company, Inc., Roanoke, Va., at the bid of \$29,702.82 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$32,650.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 808-58, Staunton, District, to the low bidder, Stuart M. Perry, Inc., Winchester, Va., at the bid of \$20,872.88 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$22,950.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received April 9 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material, Schedule 808-58, Staunton District, to the low bidder, Stuart M. Perry, Inc., Winchester, Va., at the bid of \$22,215.15 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$24,450.00 chargeable to this project, to be provided from 1958-59 Primary Maintenance Replacement Funds. Motion carried.

Judge E. H. Williams, Executive Vice-President of the Virginia Highway Users Association presented to the Commission on behalf of his association a portrait of Mr. Burton Marye, Jr., who served the Department of Highways and the people of Virginia for over twenty years. Judge Williams stated that in accepting the honor of presenting the portrait he did so with mingled emotions, his close friendship, admiration and respect being boundless and the thought of his absence saddened him. He further referred to Mr. Marye as a brilliant, shining symbol of all the qualities admired by men, a peerless gentleman, a warm friend and easy diplomat, a meticulous administrator, a brilliant engineer and above all devoted to the service of his fellow men. Further may it hang forever as a constant reminder that the Highway Department and the Trucking Industry are partners in the cause of Good Highways and as a monument to the pledge of this association and the industry it represents to devote its energy, its ability, its resources to make Virginia highways the envy of the world. Mr. Davis, Chairman, accepted the portrait on behalf of the Highway Commission and the Department.

A letter of March 26th to the Commission Members relative to Federal Legislation, S-8414 was referred to, this being the additional Federal Aid money Bill, which eventually passed and was signed by the President on the 16th instant; this being the reason for the meeting today - to revise the allocations.

Moved by Mr. Roels, seconded by Senator Nelson, that the Commission confirm its letter ballot action covering the purchase of Property Damage Insurance on the George P. Colman Memorial Bridge, on bids received April 8th, 1958, for a three (3) year premium amounting to \$19,171.65, effective May 7, 1958; from Boswell & Curtis, Richmond, Va., this being concurred in by the consulting engineers. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission confirm its letter ballot action covering renewal of Use and Occupancy Insurance coverage on the James River Bridge System and the George P. Coleman Memorial Bridge, on bids received April 8th, 1958; from Boswell & Curtis, Richmond, Va., for a three year premium amounting to \$10,848.27, effective May 7, 1958; this being concurred in by the consulting engineers. Motion carried.

Mr. Fugate made a brief report on the claim of Parsons, Brinckerhoff, Hall and Macdonald, Consulting Engineers, for additional compensation in their fee for Stage II (Engineering Design) on Sections B, C, D, M and N of the Hampton Roads project; the claim being in the amount of \$178,847.58. It was moved by Mr. Rawls and seconded by Mr. Barrow, that in considering the claim referred to above the Commission accept the recommendation of its engineers and settle this in the amount of \$145,248.58. Motion carried.

Mr. Fugate made a report on the request of Parsons, Brinckerhoff, Hall and Macdonald, Consulting Engineers, for an adjustment of engineering fee for design work on Section A of the Hampton Roads Bridge-Tunnel Approach; in the amount of \$188,698.69. It was moved by Mr. Rawls and seconded by Mr. Barrow, that the Commission settle the claim in the amount of \$147,777.87 as recommended by the Department's engineers and it being considered a proper amount. Motion carried.

A letter of April 16th to the Commission, relative to Primary Route Classification 1958-75, and a copy of report which was sent to the Members of the Commission was further referred to. On request of Mr. Flythe, Mr. J. P. Mills, Jr., Traffic and Planning Engineer, commented and elaborated on the report as made.

Moved by Mr. Barrow, seconded by Mr. Flythe, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held at the Madison High School Auditorium in Madison on March 18, 1958, concerning the proposed reconstruction of Route 29, Project OQR9-068, from 0.4 Mile South SCL Madison to 0.9 Mile North NCL Madison (Madison Bypass) in Madison County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded and WHEREAS, the economic affects of the location and the proposed improvements have been examined and given proper consideration and this evidence, along with all other, has been carefully reviewed, now therefore BE IT RESOLVED, that the construction of roadway along the location shown and designated on the map of the Department entitled "Alternate Plans for Proposed Highway Improvement, Madison Bypass, Madison County" be approved. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that the Commission rescind its resolution of May 2nd, 1946, as recommended by the Right of Way Engineer and which reads as follows: "...that in securing right of way through towns of 3500 or less that the Right of Way Division make a careful estimate of the fair cost of same, including land, damages, moving building, etc., and then agree to pay the town in question up to the amount of the estimate when the right of way is secured and guaranteed by the said town." Motion carried.

WHEREAS, on March 4, 1958, Samuel Daniel Crute, Secondary Roads Engineer of the Virginia Department of Highways, departed this life, and WHEREAS, for thirty-five years he gave to the Highway Department and to the people of Virginia services of unparalleled merit, and WHEREAS, there were combined in his character the elements of complete integrity, gentleness, courtesy, and unswerving devotion to duty, and WHEREAS, he enjoyed in the fullest measure the warm esteem of his fellow workers, to whom his loss will ever remain an abiding grief; NOW BE IT RESOLVED, that the State Highway Commission express its heartfelt regret at this irreparable loss and its deep and sincere appreciation for the services which were given by this outstanding and selfless gentleman, who in the greatest measure deserves the commendation "Well done, thou good and faithful servant," and BE IT FURTHER RESOLVED, that this resolution be spread on the minutes of the Commission and a copy transmitted to Mrs. Crute and to the family of the late Samuel Daniel Crute as an expression of the sincere sympathy of this Commission in their bereavement.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, at its meeting on March 18, 1958, this Commission did determine that certain articles appurtenant to the Newport News and Pine Beach Terminals of the Chesapeake Ferries were no longer needed and no longer useful in connection with the construction or operation and maintenance of the Revenue Bond Projects, in accordance with the provisions of Section 713 of the Trust Indenture, and authorized the sale and transfer of these articles to the Department of Highways in exchange for certain sums of money; and, WHEREAS, the buildings on the Newport News Terminal were thus to be transferred to the Department of Highways in exchange for payment to the Revenue Bond Fund of \$3500.00; and WHEREAS, the Chesapeake and Ohio Railway Company, lessor of the Newport News Terminal, has alleged certain damages to its properties resulting from the action of hurricane winds upon ferries of the Commonwealth anchored and docked contiguous thereto; and, WHEREAS, the Chesapeake and Ohio Railway Company has agreed to accept a certain metal building, being one of the aforesaid buildings, in full settlement of its claims for such damages; NOW, THEREFORE, that portion of the action of this Commission at its March 18th meeting with respect to the transfer of the said buildings to the Department of Highways is hereby rescinded and the Commissioner is authorized to transfer and sell to the Chesapeake and Ohio Railway the aforementioned building on such terms and conditions as he may deem proper. Motion carried.

Reference was also made to the study on the Natural Bridge area location of the Interstate System, on which project Governor John S. Battle was heard by the Commission on March 18th. Mr. R. B. Matthews, owner of Fancy Hill Motel, Natural Bridge, Va., and three other gentlemen, appeared and requested that the location of the Interstate Route in the area of Natural Bridge follow the line selected by the Department's consultants, being known now as line B (Red Mill Road). Mr. Davis thanked the gentlemen for coming in and giving the Commission the benefit of their opinion.

Following comments by Mr. Hunsberger, it was moved by Mr. Carper, and seconded by Mr. Rawls, that, WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Oakton Elementary School, Oakton, Virginia, on March 11, 1958, concerning the proposed location of Interstate Highway Route 66, Project 0066-029, from intersection Routes 29 and 211, 1.0 mile west intersection Route 29 at Centreville to 0.4 mile east intersection Route 125 at Fairfax, Interstate Route 66, Fairfax County; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled "Proposed Interstate Highway Development, from intersection Routes 29-211, 1.0 mile west intersection Route 29 at Centreville to 0.4 mile east intersection Route 125, Interstate Route 66," is approved. Motion carried.

Following comments by Mr. Hunsberger and a screen showing of the lines it was moved by Mr. Flythe and seconded by Mr. Rawls, that WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1956, a PUBLIC HEARING was held in the Burlington Elementary School on Route 117 near the intersection of Route 11, Roanoke County, on April 15, 1958, concerning the proposed location of Interstate Highway, Route 61, Project 0061-060; 0061-011, from the intersection of Route 11 at Glenvar to 1.0 mile north of Route 606 north of Troutville in Botetourt County, Botetourt and Roanoke Counties; WHEREAS, proper notice was given in advance and all those present were given a full opportunity to express their opinions and recommendations for or against the construction as planned, their statements being duly recorded, and WHEREAS, the economic effects of the location of the proposed improvements have been examined and given proper consideration, and this evidence, along with all other being carefully reviewed; now, therefore, BE IT RESOLVED, that the construction of the roadway along the location shown and designated on the map of the Department entitled, "Proposed Interstate Highway Development, from intersection Route 11 at Glenvar south of Salem to 1.0 mile north Route 606, Interstate Route 61," as Line 1 is approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Flythe, that, WHEREAS, no adequate means of access to and from the new Salem District Office and Shop Lot now exists; and, WHEREAS, the streets leading westwardly to Route 311 will constitute satisfactory entrances for passenger vehicles but will not be adequate for trucks; and, WHEREAS, secondary Route 1438 leading eastwardly from the Lot cannot be improved to serve as access at a reasonable cost; and, WHEREAS, the District Office and Shop will serve all counties and systems within the District so that it should not be the responsibility of any one county or system to bear the costs of providing access to the Lot; NOW, THEREFORE, this Commission does hereby authorize the necessary surveys, the acquisition of rights of way, and the construction of an access road from a point on Route 460 northwardly to the new Salem District Office and Shop Lot, the cost of same to be paid from Capital Outlay Funds, and the access road so located and constructed to be added to and maintained as a part of the Secondary System of State Highways in Roanoke County if such addition and maintenance is approved by the Board of Supervisors. Motion carried.

WHEREAS, the final operating and maintenance budget of the Revenue Bond Facilities for the bond fiscal year ending August 31, 1958, was approved by the State Highway Commission at its meeting on August 23, 1957, the recapitulation of which was as follows:

1. General Administration	\$ 90,000
2. Chesapeake Ferries	488,500
3. Hampton Roads Bridge-Tunnel	951,000
4. James River Bridge System	258,000
5. George P. Coleman Bridge	128,000
6. Rappahannock River Bridge	91,000
7. Federal Transportation Tax	12,000
8. Matching Social Security & State Retirement	45,000
Total	\$2,023,500

and, WHEREAS, salary increases, reduction in working hours per week since opening of the Hampton Roads Tunnel on November 1, 1957, and other expenses difficult to estimate at the beginning of the year have now revealed that the original budget for General Administration and the James River Bridge System was underestimated, while expense for the Chesapeake Ferries was overestimated, now therefore, BE IT RESOLVED by the State Highway Commission that the current budget for the Toll Revenue Bond Facilities be amended as follows:

1. General Administration	\$ 111,000
2. Chesapeake Ferries	429,500
3. Hampton Roads Bridge-Tunnel	951,000
4. James River Bridge	280,000
5. George P. Coleman Bridge	128,000
6. Rappahannock River Bridge	91,000
7. Federal Transportation Tax	8,000
8. Matching Social Security & State Retirement	45,000
Total	\$2,023,500



Moved by Mr. Rawls, seconded by Mr. Barrow, that WHEREAS, the State Highway Commission believes it desirable to construct the northern artery of the approach highway to the Hampton Roads Bridge-Tunnel Crossing north of the interchange at Route 258 and extending to Route 188 as a four lane highway, provided it be constructed as a part of the Interstate System and that all of the engineering fees and expenses and ten per cent of the cost of construction, including the acquisition of the necessary right of way, be borne by the Commission and paid from the Construction Fund created by the Trust Indenture, dated as of September 1, 1954, and WHEREAS, this section of highway has been included in the Interstate System, and WHEREAS, the Consulting Engineers under the Trust Indenture dated as of September 1, 1954, and Bond Counsel have approved the expenditure of Construction Funds created by the Trust Indenture to pay all the engineering fees and expenses and ten per cent of the cost of construction, including the necessary right of way; NOW THEREFORE, BE IT RESOLVED, that the Commission approves this section of highway as an extension of the approach road to the Hampton Roads Bridge-Tunnel Crossing and the expenditure of Construction Funds created by the Trust Indenture aforesaid in the manner approved by the Consulting Engineers and Bond Counsel. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that, as provided under Section 53-76.5 of the 1950 Code of Virginia, as amended, Sections 1 and 5 of the old location of Route 156 in Henrico County be abandoned to the extent of alteration, 0.102 mile as shown in blue on plat dated July 30, 1957, Project 3445-02; further, that as provided under Section 53-76.1 of the 1950 Code, as amended, Section 2 of the old location of Route 156 being no longer necessary for uses of the State Highway System be discontinued as such, 0.581 mile as shown in yellow on plat and project referred to. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that, as provided under Section 53-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following Section of old location of Route 91 in Smyth County be transferred from the Primary System to the Secondary System of Highways: Section 5 shown in red on plat dated August 9, 1957, Project 4486-05-07; further, that as provided under Section 53-76.5 of the 1950 Code of Virginia, as amended, Sections 1 and 2 of old location of Route 91 be abandoned to the extent of alteration, shown in blue on the plat and project referred to. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that, as provided under Section 53-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following sections of old location of Route 55 in Henry County be transferred from the Primary System to the Secondary System of Highways: Sections 1 and 2 shown in red on plat dated May 17, 1957, Project 1744-05. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that, as provided under Section 33-27 of the 1950 Code of Virginia, as amended, and upon recommendation of the Commissioner, the following Section of old location of Route 49 in Lunenburg County be transferred from the Primary System to the Secondary System of Highways: Section 2 shown in red on plat dated December 9, 1957, Project 5455-07; that as provided under Section 33-76.5 of the 1950 Code of Virginia, as amended, Sections 1 and 3 of old location of Route 49 be abandoned to the extent of alteration, shown in blue on the plat and project referred to; further, that as provided under Article 2, Section 33-141 of the 1950 Code of Virginia, as amended, Sections 4 and 5 of new connections be added to the Secondary System of Highways, shown in brown on the plat and project referred to. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that, WHEREAS, under authority of Section 33-113.2 of the 1950 Code of Virginia, as amended, request is made by the City of Winchester for payment at the base rate of \$500 per mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$500 per mile annually be made to the City of Winchester on additional streets totaling 1.208 miles, effective beginning the first quarter, July 1, 1958. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that WHEREAS, a meeting was held in the Commission Room, State Highway Department, Richmond, Virginia, on December 3, 1957, attended by interested citizens of the Broadway area to discuss the improvement of Route 259 between Route 11 and Broadway, and WHEREAS, three schemes of development were discussed at this meeting these being (1) the complete reconstruction of the entire route, (2) the "half soling" of the present road with some minor revisions on extremely sharp curves, and (3) the construction of two major relocations with "half soling" the sections in between the major relocations, and WHEREAS, these proposed methods of development were discussed by representatives of the Highway Department with citizens of Broadway and vicinity at Broadway on March 31, 1958 and again at Mayland on April 15, and WHEREAS, as a result of these meetings it was the consensus (of opinion) that Plan (3) be followed for the development of this route, BE IT RESOLVED THAT the development of Route 259 between Route 11 and Broadway be done in accordance with Plan (3) as presented by the Department's Engineering Staff and approved by interested citizens. Motion carried.

Mr. Francis C. Lee, Assistant Attorney General, commented on the establishment and development of the Interstate System and the necessity for a resolution as recommended. It was moved by Mr. Watkins, seconded by Mr. Ewals, that WHEREAS, there appears to be a lack of general knowledge regarding the selection, establishment and development of the National System of Interstate and Defense Highways it is the desire of the State Highway Commission to outline the facts leading to the presently designated Interstate System in Virginia.

In a report dated January 12, 1944, entitled "Interregional Highways - Message from - The President of the United States - transmitting - A report of the National Committee Outlining and Recommending a National System of Interregional Highways" the system selected by the National Committee is shown. The routes recommended in Virginia by the National Committee follow:

Route 1	D. C. Line to N. C. Line
Route 11	West Virginia Line to Tennessee Line
Route 211	D. C. Line to Route 11 at New Market
Route 60	Lexington to West Virginia Line
Route 250	Staunton to Richmond
Route 60	Richmond to Hampton Roads

From the date of the receipt of the report on January 12, 1944, to June 18, 1945, the System recommended by the National Committee was studied by engineers of the Department. In an analysis of the routes recommended, the Department's engineers found that the mileage included represented only 9.48% of the Primary System, but would serve both of the two Virginia cities having a population in excess of 100,000, both of the two between 50,000 and 100,000, three of the five having between 25,000 and 50,000, and four of the six having between 10,000 and 25,000 population. Of the 24 urban communities classified as independent cities, 18 would be served by the System. The population within the 18 cities represented 96% of the total population of all cities in Virginia. The routes selected would traverse 40 of the 100 counties, within which 48% of the rural population of all counties is found. The only two large cities not directly served would be Danville and Lynchburg. The routes as selected by the Committee would comprise only 9.48% of the Primary route mileage and 1.7% of the total Primary and Secondary mileage, would in 1940, serve 29.7% of all Primary System traffic, and 24.6% of all rural traffic. During the course of the study of the recommended routes, the Department established contact with each of the adjacent States to co-ordinate the selection of routes at State lines.

On February 8, 1945, general administrative memorandum No. 288 was received from Mr. Thomas H. McDonald, Commissioner of Public Roads, which stated "Section 7 of the Federal-Aid Highway Act of 1944 requires that: 'There shall be designated within the Continental United States a National System of Interstate Highways not exceeding 40,000 miles in total extent, so located as to connect by routes as direct as practicable, the principal metropolitan areas, cities, and industrial centers, to serve the National defense, and to connect at suitable border points

with routes of continental importance in the Dominion of Canada and the Republic of Mexico." The Department was requested to proceed with an initial designation of routes for inclusion in the National System of Interstate Highways with particular attention being directed to the Interregional Highway System recommended by the National Interregional Highway Committee. Upon receipt of the systems selected by the various States, the Commissioner of Public Roads arranged a tentatively integrated National System of Interstate Highways, incorporating, so far as possible, the routes tentatively designated by the several States consistent with the following criteria:

1. The legal limitation of 40,000 miles.
2. The necessities of interstate and international connections of routes.
3. The needs of national defense in accordance with recommendations of the War and Navy Departments.
4. A reasonable distribution of the total mileage between States.

In response to the Bureau's memorandum of February 6, 1945, on June 18, 1945, the Department's recommendations were sent to the Bureau of Public Roads. Departmental engineers recommended that Route 55 be designated between Gainesville and Strasburg in lieu of Route 211 between Gainesville and New Market, because of the easier gradients and shorter route. No other recommendations were made for changes in the routes selected by the National Committee.

At the request of the State Highway Department and Public Works Commission of North Carolina, the Department concurred in the addition of Route 501 from Petersburg to the N. C. Line, to the Interstate System on July 5, 1945. On April 5, 1946, the Public Roads Administration (Bureau of Public Roads) transmitted to the Department a map showing the tentative designation of the National System of Interstate Highways, based upon route selections recommended by the National Committee and the several State Highway Departments. The recommendations of the Virginia Department of Highways included the total of 911 miles of principal Interstate routes, all of which were included in the tentatively designated system. On April 11, 1946, the Department advised the Bureau of Public Roads that the tentatively designated system of 911 miles of State Primary highways recommended for inclusion in the National System of Interstate Highways met with the approval of this Department. On August 2, 1947, the National System of Interstate Highways was approved by the Federal Works Administrator. This system in Virginia was comprised of the following routes:

Route 1	D. C. Line to N. C. Line
Route 11	West Virginia Line to Tennessee Line
Route 211	D. C. Line to Gainesville
Route 55	Gainesville to Strasburg
Route 60	Lexington to West Virginia Line
Route 250	Staunton to Richmond
Route 60	Richmond to Hampton Roads
Route 501	Petersburg to North Carolina Line

On December 23, 1954, the Department was informed by the Bureau of Public Roads that the final location of the Interstate System between control areas should be determined prior to programming construction projects for improvement to Interstate standards with Federal-Aid funds. The Bureau requested that control areas to fix the general location of the routes be submitted for approval. All places shown on the map of the Interstate System approved August 2, 1947, regardless of rank, were designated as approved control areas for the system by the Bureau. These control areas consisted of the following places: Washington, D. C., Richmond, Petersburg, Strasburg, Staunton, Lexington, Newport News, and Norfolk.

The States were requested to submit any other places on designated routes which may qualify as principal metropolitan areas, cities, and industrial centers. On March 16, 1955, the Department submitted to the Bureau of Public Roads the following control areas on the various routes for approval:

Route 1	Alexandria, Fredericksburg, South Hill
Route 11	Winchester, Harrisonburg, Roanoke, Salem, Christiansburg, Radford, Wytheville, Marion, Bristol.
Route 211-55	Gainesville, Front Royal
Route 50-250	Covington, Clifton Forge, Waynesboro, Charlottesville, Williamsburg.
Route 301	Esperia

On April 15, 1955, the Bureau of Public Roads advised that in addition to the places previously approved and shown on the map dated August 2, 1947, the City of Roanoke was approved as a control area for Route 11. On March 12, 1955, the Department was requested by the Bureau of Public Roads to make appropriate studies and to submit through the Bureau's District Office requests with substantiating data for adjustments and additions in the vicinity of urban areas. On March 10, 1955, the Bureau's request was complied with at which time the Department requested that 174 miles of circumferential routes, spurs, and connections in urban areas be approved as additions to the Interstate System. In September, 1955, the Bureau approved all requests for urban additions to the Interstate System with the exception of the completion of the circumferential in the Hampton Roads Area, and one urban connection in the Washington Metropolitan Area. In June, 1956, the Congress of the United States passed the Federal-Aid Highway Act of 1956, which was signed by the President of the United States on June 29, 1956, and became law on July 1, 1956. The Federal-Aid Highway Act of 1956 authorized an additional 1,000 miles to the National System of the Interstate and Defense Highways. As a result of requests of several States, the Bureau of Public Roads approved the addition of an Interstate Route between Canton, Ohio, and Charlotte, North Carolina, passing through southwest Virginia. The general location of the traffic corridor through which this latest addition to the Interstate System passes, was fixed by the termini of Charlotte, North Carolina, and Canton, Ohio, defined in the Bureau of Public Roads approval. Detailed location studies are now in progress.

On August 14, 1957, the numbering of the Interstate System was adopted by the American Association of State Highway Officials. WHEREAS, Chapter 589 of the Acts of Assembly of 1958 provides in part as follows: "There is hereby authorized a system of interstate highways to constitute a part of the National System of Interstate and Defense Highways as authorized and designated in accordance with Section 7 of the Federal-Aid Highway Act of 1944 and Section 108(a) of the Federal-Aid Highway Act of 1958, hereinafter referred to as 'Interstate System.' The Interstate System, as used in this article and elsewhere in the Code of Virginia, shall be those highways, or sections thereof, declared by resolution of the State Highway Commission to be portions of the Interstate System, and may include existing highways and streets, even though established as turnpikes, toll projects, revenue bond projects, or streets of cities and towns."

NOW, THEREFORE, BE IT RESOLVED, that this Commission does hereby confirm the designation of the Interstate routes in Virginia as approved by the State Highway Commissioner in his letter of April 11, 1948, and doth hereby proclaim that these routes as presently designated and as approved by the Federal Works Administrator August 2, 1947, together with the additional routes, circumferentials, spurs, and connections as have been subsequently approved by the Federal Bureau of Public Roads are hereby designated as the system of Interstate Highways in Virginia in accordance with the Act of the General Assembly of Virginia of 1958. AND BE IT FURTHER RESOLVED THAT the official designation and description of said routes, connections, spurs and circumferentials shall be as follows:

Interstate Route Number	General Routing
64	From Norfolk (vicinity of Bowers Hill) via Newport News, Richmond, Staunton, Lexington to the West Virginia State Line east of White Sulphur Springs, West Virginia. (Subject to additional study which will be undertaken.)
66	From the District of Columbia Line to Interstate Route 81 near Strasburg.
79	From the West Virginia State Line to the North Carolina State Line conforming generally to a projection between Canton, Ohio, and Charlotte, North Carolina, as will be determined by studies now in progress.
81	From the West Virginia State Line northeast of Winchester via Strasburg, Staunton, Lexington, Roanoke to the Tennessee State Line near Bristol.
85	From Petersburg to the North Carolina State Line northeast of Henderson, North Carolina.
95	From the District of Columbia Line via Richmond, Petersburg to the North Carolina State Line south of Saporia.

Interstate Route Number	General Routing
Not Assigned -	Washington Circumferential - a route forming an arc connecting with a similar arc in Maryland from Jones Point on the Potomac River near Alexandria and running west - northwesterly to the Potomac River near Cabin John, Maryland.
	Bristol Spur - from Interstate Route 81 to Commonwealth Avenue.
	Roanoke Spur - from Interstate Route 81 to the Central Business District of Roanoke.
	Norfolk, South Norfolk Spur - from Interstate Route 64 through South Norfolk to Elizabeth River Tunnel.
	Norfolk Spur - from Interstate Route 64 near Kespeville to Elizabeth River Tunnel.
	Norfolk Spur - from Interstate Route 64 to Naval Operating Base.
	Portsmouth Spur - from Route 64 near Bowers Hill to Elizabeth River Tunnel.
	Richmond Semi-circumferential - from Interstate Route 64 easterly-southeasterly to Interstate Route 95.
	Key Bridge connection - from Interstate Route 66 to the Virginia-D. C. Line near Key Bridge.

Motion carried.

Mr. Fugate presented a proposal which was recently made by a group of interested citizens for the relocation of the proposed Interstate Highway west of Richmond. The suggested Route would run by way of Routes 380, 307 and 460 and on to Farmville; thence over 480 through Lynchburg to the vicinity of Roanoke; thence north to the vicinity of Gloverdale and along Route 220 to Clifton Forge. This Route to be in lieu of the presently designated Route running along Route 250 to Staunton, thence to Lexington and west on Route 60. After considerable discussion it was moved by Mr. Flythe and seconded by Mr. Watkins that the study requested by the group be made by the Department's engineers and a report made to the Commission. Motion carried.

It was decided to proceed with the proposed hearing on the section of Route 250 from Richmond to Short Pump, as this relocation will be necessary in any event. Whether or not the project will be constructed with Interstate funds will be dependent upon the result of the studies to be made on the newly proposed route, and subsequent action by the Commission.

**ESTIMATE OF REVENUES AND APPROPRIATIONS  
FISCAL YEAR 1958-59**

**ESTIMATED STATE REVENUE**

Gross Motor Fuel Tax	\$80,000,000	
Less Estimated Refunds:		
Motor Fuel Tax	5,580,000	
2 Counties Not Under Secondary Road Law	<u>1,498,000</u>	
Net Motor Fuel Tax		\$ 72,944,000
Registration of Titles		755,000
M.V. and Bus Line Licenses		22,500,000
Motor Vehicle Carriers Road Tax		400,000
M.V. Operators' License Fees		670,000
M.V. Miscellaneous Revenues		298,800
Fines from Overweight Trucks		250,000
Outdoor Advertising		40,000
State Owned Toll Ferries:		
Hopewell		40,000
Jamestown		<u>122,000</u>
Total Revenue from State Sources		<u>98,019,800</u>

**LESS APPROPRIATIONS FOR OTHER STATE AGENCIES**

Division of Motor Vehicles:			
1957-58 Operations Deficit	\$ 275,286		
1958-59 Operations	3,845,844		
1958-60 Capital Outlay	72,857		
Total	<u>4,193,987</u>		
1958-59 Motor Vehicle Tags	<u>260,000</u>	4,453,987	
Department of State Police:			
1958-59 Operations	5,624,100		
1958-60 Capital Outlay	<u>498,050</u>	7,122,150	
Department of Agriculture & Immigration:			
Inspection of Gasoline & Motor Oils		39,055	
State Corporation Commission:			
Regulating and Taxing M.V. Carriers		<u>429,500</u>	
Total for Other State Agencies			<u>12,044,542</u>
State Funds Available for Highways			<u>85,975,258</u>

**ADD FEDERAL GRANTS**

1958 Federal Aid Act:			
Primary Federal Aid		7,450,792	
Secondary Federal Aid		6,808,254	
Urban Federal Aid		3,415,957	
Interstate Federal Aid		40,084,556	
1958 Act Supplement:			
ABC Federal Aid		7,658,000	
ABC Advance Fed. Aid State Matching Fund		2,297,000	
Interstate Federal Aid		<u>4,000,000</u>	
Total Federal Aid			<u>70,667,559</u>
<b>TOTAL STATE AND FEDERAL FUNDS AVAILABLE FOR HIGHWAYS</b>			<b><u>\$156,642,817</u></b>



APPROPRIATIONS FOR HIGHWAY DEPARTMENT  
FISCAL YEAR 1968-69

OVERHEAD EXPENSES (State Funds)

Highway Commission	\$ 18,900
Administration and Engineering	4,787,000
Traffic and Planning-Routine Operations & Truck Weighing	278,000
Highway Grounds and Buildings - Capital Outlay	1,500,000
Highway Grounds and Buildings - Maint. & Operations	155,000
Matching Employees' State Retirement System	500,000
Matching Employees' Federal Social Security	575,000
Surveys, Maps and Plans	1,000,000
Virginia Council of Highway Investigations and Research	200,000
Accident Prevention, Compensation Awards and Medical	120,000
Two-Way Radio System	25,000
Joint Hydraulic Study	4,000
Regulation of Outdoor Advertising	40,000
General Liability and Property Damage Insurance	15,000
	<hr/>
Total Overhead Carried Forward	\$9,211,900

Overhead - brought forward			\$ 9,211,800
<u>ROAD FUNDS</u>			
<u>PRIMARY SYSTEM MAINTENANCE &amp; REPLACEMENTS</u>			
State Funds			13,000,000
<u>PRIMARY SYSTEM CONSTRUCTION</u>			
Primary Federal Aid	\$13,988,292		
State Matching Fund	8,453,201	\$22,458,493	
50% of Secondary Fed. Aid	2,858,970		
State Matching Fund	1,878,420	4,515,590	
Total Matched Federal Aid		26,953,883	
State Funds		8,575,896	
Total Primary Construction			35,629,579
<u>INTERSTATE SYSTEM CONSTRUCTION</u>			
Interstate Federal Aid	44,084,556		
State Matching Fund	4,896,062	48,960,618	
State Funds		1,115,000	
Total Interstate Construction			50,075,618
<u>URBAN SYSTEM CONSTRUCTION AND STREET FUNDS</u>			
Urban Federal Aid	3,847,457		
State Matching Fund	1,920,595	5,768,050	
State Funds for Streets (Municipalities-3,500 pop. or more):			
Primary - 350 miles @ \$8,160	4,488,000		
Secondary-2,590 " @ 612	1,589,880	6,517,880	
Total Urban System			12,085,930
<u>SECONDARY SYSTEM MAINTENANCE, REPLACEMENTS &amp; CONSTRUCTION</u>			
70% of Secondary Federal Aid	8,158,264		
State Matching Fund	4,382,054	10,556,298	
State Funds		25,125,472	
Total Secondary System			35,681,770
<u>ACCESS ROADS TO INDUSTRIAL SITES</u>			
State Funds			1,000,000
Total Appropriation - Fiscal Year 1958-59			\$156,662,797

**INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FEDERAL AID, 1958-1959**

Revised		
Constitutive		
State		
1959 Federal-aid Primary Funds		\$33,234,832
1959 Federal-aid Secondary Funds (30% of apportionment)		13,985,292
1959 Federal-aid Interstate Funds		2,636,970
1959 Federal-aid Urban Funds		44,064,536
Total Funds		\$97,789,127

**APPORTIONMENT TO DISTRICTS OF AID IN CONSTRUCTION FUNDS - FISCAL YEAR 1958-59**

District	Appropriation of \$2,000,000 Fund	Appropriation of \$44,064,536 Federal-aid Interstate Funds	Appropriation of \$3,847,457 Federal-aid Urban Funds	Total of Combined Funds					
Bristol	13.31	\$ 152,400	7.58	\$ 3,940,093	2.61	\$ 100,419	\$10,166,356		
Salem	12.75	6,104,382	14.13	282,400	6.56	3,771,926	578,590	10,537,446	
Lynchburg	11.49	5,501,680	12.59	247,000	0.16	70,503	245,852	6,065,235	
Richmond	14.57	6,775,696	10.21	204,200	18.22	8,028,562	20,25	779,110	15,987,568
Suffolk	15.19	7,267,746	13.85	277,000	17.39	7,662,826	37.13	1,428,561	16,636,139
Fred'sburg	7.46	3,571,633	6.61	136,200	3.49	1,837,653	0.87	53,473	5,279,199
Calhoun	13.69	6,564,377	10.42	208,400	23.08	10,170,100	16.59	658,293	17,571,170
Staunton	11.55	5,589,806	14.56	291,200	21.82	9,483,693	6.32	243,152	15,546,959
TOTAL	100.00	\$47,677,114	100.00	\$2,000,000	100.00	\$44,064,536	100.00	\$3,847,457	\$97,789,127

Appropriation of \$2,000,000 Fund based on the basis of Population and Mileage. See 33-52, The Code of Virginia. need.

Appropriation of \$44,064,536 Federal-aid Interstate Funds and Urban Funds Based on Factor of Population of Cities of 3,000 or more in accordance with Federal-aid Interstate Act of 1956.

**PERCENT**

**SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS**

**FISCAL YEAR 1958-1959**

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 6,517,580
Urban Federal-aid (Excluding \$57,721 for Planning)	3,789,748
Matching Urban Federal-aid (Including Arlington County's 50%)	1,685,990
Preliminary Engineering (Rural Primary-\$1,586,000) (Interstate - 6,688,000)	8,374,000
Rights of Way (Rural Primary-\$4,641,400) (Interstate - 9,969,600)	14,610,000
New Signs and Signals	350,000
Planning (Urban - \$ 84,514) (Rural Primary - 404,808) (Interstate - 734,409)	1,223,081
Landscaping	305,000
Construction (Rural Primary - \$28,242,671) (Interstate - 52,682,609)	80,925,480
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TOTAL	\$97,789,127
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Moved by Mr. Rawls and seconded by Mr. May that the  
R E V I S E D tentative allocations for 1958-59 be as follows:

WISCONSIN DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) *	\$ 400,373.
Urban Federal-aid (Exclusive of Planning) *	98,912.
Matching Urban Federal-aid *	45,594
Preliminary Engineering (Rural Primary, \$ 230,000) = (Interstate = \$1,217,000)	1,447,000.
Rights of Way (Rural Primary, \$768,000) = (Interstate = \$578,000)	1,346,000.
New Signs and Signals *	37,000.
Planning (Urban = \$ 2,202) (Rural Primary = 53,813) = (Interstate = 55,668)	111,683.
Landscaping =	<u>35,000.</u>
Total =	<u>\$3,521,562.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
81 (11)	Washington, Smyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	\$1,944,911.
Total, Interstate System Construction			<u>\$1,944,911.</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
11	Smyth	W.C.L. Marion - West (Asphaltic Concrete Surfacing)	\$ 12,500.
11	Smyth	Town of Chilhowie (Sidewalks)	12,000.
11	Wythe	E.C.L. Wytheville - East (Asphaltic Concrete Surfacing)	25,000.
16	Tazewell	Village of Bishop (Supplemental Allocation for Sidewalks)	12,000.
19	Russell	West Int. Rt. 80 - Belfast Mills (Asphaltic Concrete Surfacing)	71,000.
19 & 460	Tazewell & Russell	West Tazewell - West (Supplemental Allocation for Reconstruction)	500,000.

MIXED DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
21	Blair	South Gap - South (Asphaltic Concrete Surfacing)	\$ 51,000.
21	Blair	North Side Brushy Mountain (Supplemental Allocation for Reconstruction)	200,000.
21	Grayson	Independence - South (Reconstruction)	200,000.
23	Wise	Between Appalachia and Norton (Asphaltic Concrete Surfacing)	100,000.
23	Wise	Between Appalachia and Norton (Supplemental Allocation for Reconstruction)	300,000.
58	Washington	Rt. 11 (East of Abingdon) - South (Asphaltic Concrete Surfacing)	19,000.
58	Washington	West Damascus - West (Asphaltic Concrete Surfacing)	35,770.
58	Washington	West Bristol - West (Supplemental Allocation for Reconstruction)	100,000.
58	Scott	Duffield - West (Supplemental Allocation for Bridge over North Fork Clinch River)	100,000.
58	Lee	East Rose Hill - East (Asphaltic Concrete Surfacing)	38,000.
58	Lee	Between Rose Hill and Jonesville (Continuous Reconstruction of Sections)	200,000.
Alt. 58	Wise	East Norton - East (Continuous Reconstruction)	450,000.
61	Tazewell	West Blair County Line - West (Continuous Reconstruction)	175,000.
63 (Old 64)	Russell	Between St. Paul and Hamlin (Supplemental Allocation for Reconstruction)	250,000.
65 (Old 66)	Russell	Barners Corner - West (To Complete the Reconstruction)	60,000.

Specific project location shown may be shifted, depending upon location of Interstate System.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
67	Tazewell	Richlands - North (To Continue Spot Improvement)	\$ 65,000.
71	Russell	East Scott County Line - East (Continue Reconstruction)	150,000.
72	Wise	Bridge over Guest River South of Coeburn	150,000.
80	Russell	Town of Honaker (Widen Present Street)	50,000.
80	Dickenson	Between Kentucky State Line and Route 89 (Continue Improvement Through the Breaks)	60,000.
80	Dickenson	Bridge and Approaches Russell Fork South of Haysi (Supplemental Allocation)	15,000.
83	Dickenson	Haysi - Clinchco (Reconstruction)	137,813.
83	Dickenson	Construct New Bridge over Russell Fork at Haysi	150,000.
91	Washington	Southern and Western Railway Over- pass at Glade Springs and New Connection to Route 11 (Supplemental Allocation)	150,000.
91	Washington	Bridge and Approaches over Middle Fork Holston River North of Damascus	165,000.
91	Smyth	Saltville - Broadford (Reconstruction of Sections)	200,000.
121	Wythe	Bridge over Need Creek at Max Meadows	50,000.
460	Buchanan	Town of Grundy (Supplemental Allocation for Curb and Gutter and Sidewalk)	85,000.
460	Buchanan	East Vansant - East (Widen to Four Lanes)	275,000.
460	Buchanan	West Grundy - West (Asphaltic Concrete Surfacing between Rt. 609 and Rt. 645)	55,000.
		Reserve	<u>30,000.</u>
		Total, Rural Primary System Construction	<u>\$4,699,083.</u>
		1958-59 Bristol District Total	<u>\$10,163,556.</u>

SALEM DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 795,153.
Urban Federal-aid (Exclusive of Planning)*	372,911.
Matching Urban Federal-aid =	171,892.
Preliminary Engineering (Rural Primary=\$220,000)= (Interstate = 559,000)	779,000.
Rights of Way (Rural Primary=\$637,700)2 (Interstate = 856,300)	1,494,000.
New Signs and Signals =	50,000.
Planning (Urban = \$ 8,297) (Rural Primary* 51,549) = (Interstate = 62,865)	122,711.
Landscaping =	45,000.
Total =	<u>\$3,830,667.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
81 (11)	Hotelcourt	South Rockbridge County Line-South (Supplemental Allocation)	\$2,808,137.
Total, Interstate System Construction			<u>\$2,808,137.</u>
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
8	Floyd	Town of Floyd (Widen, Curb and Gutter from Route 221 - North)	\$ 30,000.
8	Montgomery	Christiansburg - Riner (Asphaltic Concrete Surfacing)	50,000.
43	Bedford	North Bedford - North (Supplemental Allocation to Widen and Base Curves)	50,000.
43	Bedford	Campbell County Line - West (Reconstruction)	40,000.
1/ 52	Carroll	Fancy Gap - South (Supplemental Allocation for Reconstruction)	200,000.

1/ Specific project location shown may be shifted, depending upon location of Interstate System.



SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
52	Carroll	Town of Hillsville (Widen, Curb and Gutter from Route 58 - North)	\$ 50,000.
57	Henry	Bassett - West (Supplemental Allocation for Reconstruction)	100,000.
57	Henry	Bridges over Leatherwood Creek (East of Martinsville)	35,000.
lt.57	Henry	Stanleytown - Bassett (To Start Reconstruction)	200,000.
58	Carroll	Woodlawn By-pass (Asphaltic Concrete Surfacing)	28,000.
58	Carroll	Hillsville - Woodlawn (Reconstruction)	100,000.
58	Patrick	West Henry County Line - West (Continuous Reconstruction)	300,000.
58	Henry	East Martinsville - East (Dual-laning)	176,781
61	Giles	Narrows - West (Supplemental Allocation for Reconstruction)	100,000.
97	Carroll	Grayson County Line - East (Widen and Base Curves)	75,000.
99	Pulaski	Pulaski - South (Reconstruction)	250,000.
100	Pulaski	Dublin - North (Asphaltic Concrete Surfacing)	11,000.
100	Carroll	Wythe County Line - South (Asphaltic Concrete Surfacing)	75,000.
116	Roanoke	Roanoke - East (Reconstruction)	100,000.
117	Roanoke	Route 11 - WCI, Roanoke (Reconstruction)	400,000.
220	Franklin	Relocation at Rocky Mount (Supplemental Allocation)	400,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Henry	Town of Ridgeway (Curb and Gutter and Street Widening)	\$ 50,000.
220	Henry	Between Martinsville and Bassett Fork (Supplemental Allocation)	250,000.
220	Roanoke	Franklin County Line - North Asphaltic Concrete Surfacing on South Bound Lane)	45,000.
220 & 58	Henry	New Bridge over Smith River (Supplemental Allocation)	288,646.
311	Roanoke	North Salem - North (Asphaltic Concrete Surfacing)	45,000.
314	Montgomery	Improvement in Grounds of Virginia Polytechnic Institute (Continue Improvement)	50,000.
460	Bedford	Campbell County Line - West (Asphaltic Concrete Surfacing)	77,000.
460	Giles	Hogee Store - East (Continue Reconstruction)	100,000.
501	Bedford	Between Lynchburg and Big Island (Continue Improvement)	203,013.
		Reserve	<u>19,204.</u>
		Total, Rural Primary System Construction	<u>\$3,898,644.</u>
		1958-59 Salem District Total	<u>\$10,537,448.</u>

LYNCHBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 599,762.
Urban Federal-aid (Exclusive of Planning) =	242,166.
Matching Urban Federal-aid =	111,625.
Preliminary Engineering (Rural Primary=\$169,000.) = (Interstate = 4,000.)	173,000.
Rights of Way (Rural Primary=\$668,000.) = (Interstate = 18,000.)	686,000.
New Signs and Signals =	27,500.
Planning (Urban = \$ 3,368.) (Rural Primary = 45,455.) = (Interstate = 1,175.)	53,018.
Landscaping =	40,000.
Total =	<u>\$ 1,933,071.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
64 (250)	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 56,943.
Total, Interstate System Construction			<u>\$ 56,943.</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
6	Nelson	North Woods Mill - Martins Store (Continue Reconstruction)	\$ 165,000.
15	Buckingham	Sprouses Corner - Sheppards (Supplemental Allocation for Reconstruction)	200,000.
15	Charlotte	Between Barnes Junction and Mecklenburg County Line (Supplemental Allocation for Reconstruction)	100,000.
24	Campbell	Concord - Rustburg (Reconstruction)	250,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Pittsylvania	South Gretna - South (Continue Reconstruction)	\$ 350,000.
29	Amherst	Town of Amherst (Widen, Curb and Gutter, from Route 60 - North)	250,000.
29	Amherst & Nelson	Route 151 - Route 158 (Asphaltic Concrete Surfacing)	95,000.
40	Pittsylvania	Town of Gretna (Supplemental Allocation for Widening, Curb and Gutter, from Route 29 - West)	60,000.
41	Pittsylvania	Danville - Northwest (Continue Reconstruction)	75,000.
43	Campbell	Bedford County Line - East (Continue Improvement)	75,000.
43	Campbell	In Altavista - West (Continue Sidewalk on North Side in Town and Reconstruction from W.C.L. - West)	70,000.
45	Prince Edward & Cumberland	New Bridge over Appomattox River at Paraville (Partial Allocation)	250,000.
47	Charlotte	Between Drakes Branch and Route 360 (Continue Reconstruction)	75,000.
47	Charlotte	Charlotte Court House (Continue Curb and Gutter South of Route 40)	25,000.
49 & 96	Halifax	Overpass and Approaches Atlantic and Danville Railroad at Virgilina (Supplemental Allocation for New Overpass)	100,000.
58	Pittsylvania	West Danville - West (Supplemental Allocation for Dual-laning)	200,000.
58	Pittsylvania	Halifax County Line - West (Asphaltic Concrete Surfacing on West Bound Lane)	20,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Pittsylvania	Danville - West (Asphaltic Concrete Surfacing)	\$ 50,000.
59	Charlotte	Keysville - Drakes Branch (Reconstruction)	100,000.
60	Cumberland	Improvement in Cumberland Court House (Supplemental Allocation)	25,000.
86	Pittsylvania	Connection to North Carolina Line (Reconstruction)	40,000.
96	Halifax	Between Mayo and Virgilina (Reconstruction)	110,221.
151	Nelson	Bridge and Relocation at Williams Creek near Avon	120,000.
304	Halifax	East of Route 58 - East (Dual-lane Construction)	300,000.
304	Halifax	Route 360 - West (Asphaltic Concrete Surfacing)	95,000.
360	Prince Edward & Charlotte	West Meherrin - West (Continue Reconstruction)	420,000.
460	Appomattox	Town of Appomattox (Supplemental Allocation for Curb and Gutter and Street Widening from Route T-1004 to Route 727)	20,000.
460	Prince Edward	West Farnville - West (Asphaltic Concrete Surfacing)	135,000.
460	Prince Edward	Route 307 - East (Reconstruction)	300,000.
Total, Rural Primary System Construction			\$ 4,075,221.
1958-59 Lynchburg District Total			\$ 6,065,235.

RICHMOND DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) :	\$ 1,012,838.
Urban Federal-aid (Exclusive of Planning) :	767,423.
Matching Urban Federal-aid :	353,742.
Preliminary Engineering (Rural Primary=\$252,000.) (Interstate= 880,000.)	1,132,000.
Rights of Way (Rural Primary=\$ 612,000.) (Interstate= 1,901,000.)	2,513,000.
New Signs and Signals :	31,500.
Planning (Urban = \$ 17,073.) (Rural Primary = 58,908.) (Interstate = 133,809.)	209,790.
Landscaping :	<u>30,000.</u>
Total :	<u>\$ 6,050,293.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
95 (301)	City of Petersburg and Prince George	Petersburg - South (Supplemental Allocation)	\$3,500,000.
95 (1)	Henrico and Hanover	Between Richmond and Ashland (Supplemental Allocation)	2,708,604.
Total, Interstate System Construction			<u>\$6,208,604.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

1	Dinwiddie	Between Route 460 and Dinwiddie Court House (Asphaltic Concrete Surfacing)	\$ 100,000.
5	Charles City	East Charles City Court House - East (Continue Reconstruction)	\$15,000.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Goochland	West Goochland Court House - West (Scarify, Strengthen Pavement and Widen Shoulders)	\$ 72,956
6	Henrico	W.C.L. Richmond - Goochland County Line (Asphaltic Concrete Surfacing)	50,000
10	Chesterfield	Route 1 - East (Supplemental Allocation)	212,000
10	Chesterfield	South Cosbys Lake - South (Continue Reconstruction)	200,000
15	Mecklenburg	North Clarksville - North (Reconstruction)	100,000.
15	Mecklenburg	Clarksville - North Carolina Line (Asphaltic Concrete Surfacing)	65,000
36	Prince George	Between Petersburg and Henwell (Begin Four-lane Construction)	250,000
40	Lunenburg	Town of Kenbridge (Curb and Gutter and Sidewalk between Route 637 and W.C.L.)	75,000.
40	Dinwiddie	McKenney - East (Recondition)	40,000.
40	Dinwiddie	Town of McKenney (Curb and Gutter and Sidewalk on North Side from Route 1 - West)	35,000.
40	Hottoway & Lunenburg	Between Blackstone and Kenbridge (Asphaltic Concrete Surfacing)	106,000.
47	Mecklenburg	Town of South Hill (Extend Curb and Gutter and Sidewalk Along Atlantic Street)	30,000
49	Mecklenburg	South Chase City - South (Continue Reconstruction)	290,000.
58	Brunswick	Lawrenceville By-Pass (Supplemental Allocation)	390,000
58	Mecklenburg	Clarksville - West (Asphaltic Concrete Surfacing)	53,715

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
50	Chesterfield	West Richmond - West (Continue Dual-laning)	\$ 350,000.
109	Prince George	Route 460 - Fort Lee (Supplemental Allocation for Reconstruction)	60,000.
137	Lunenburg	Town of Kenbridge (Curb and Gutter and Sidewalk on North Side from High School - East)	25,000.
154	Prince George	Route 301 - East (Reconstruction)	125,000.
156 Old 36)	Charles City & Prince George	Bridge over James River near Hopewell (Supplemental Allocation)	250,000.
161	Chesterfield	S.C.L. Richmond - Route 60 (Reconstruction)	40,000.
160	Chesterfield	West Richmond - West (Continue Dual-laning)	400,000.
160	Dinwiddie	West Ford - West (Continue Reconstruction)	150,000.
160	Dinwiddie	Hebron East and West (Asphaltic Concrete Surfacing)	24,000.
160	Prince George	Accident Prone Location between Int. of Routes 106 & 652 (Resurfacing and Additional Superelevation on Curve)	20,000.
Total, Rural Primary System Construction - \$			3,722,671.
1958-59 Richmond District Total			\$ 15,987,568.



SUFFOLK DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) :	\$ 2,402,119.
Urban Federal-aid (Exclusive of Planning) :	1,407,132.
Matching Urban Federal-aid :	648,615.
Preliminary Engineering (Rural Primary=\$262,000.) (Interstate = 428,000.) :	690,000.
Rights of Way (Rural Primary=\$ 427,500.) (Interstate= 1,917,500.) :	2,345,000.
New Signs and Signals :	65,000.
Planning (Urban = \$ 31,306.) (Rural Primary= 61,374.) (Interstate = 127,714.) :	220,394.
Landscaping :	30,000.
<b>Total</b>	<b>\$ 7,808,260.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>INTERSTATE SYSTEM</u>			
95 301)	Greenville	Emporia By-pass - North Carolina State Line (Supplemental Allocation)	\$ 360,000.
64	Cities of Warwick & Hampton	Between Route 168 (West of Oyster Point Road) and Route 258 (Supplemental Allocation)	3,874,588.
Total, Interstate System Construction			<u>\$ 6,234,588.</u>

PRIMARY SYSTEM

<u>RURAL CONSTRUCTION</u>			
5	James City	Between Route 31 and Barrets Ferry (Asphaltic Concrete Surfacing)	\$ 74,262.
10	Isle of Wight	Pagan River Bridge at Smithfield (Supplemental Allocation to Replace Piers)	73,650.
13	Northampton	Bayview - South (Supplemental Allocation for Dual-laning)	225,000.

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13 & 17	Norfolk	Interchange Channelisation	\$ 50,000.
13	Norfolk & Princess Anne	Frontage Roads on Military By-Pass	50,000.
17	Norfolk	Churchland By-Pass (Reconstruction)	385,000.
31	James City	Between Williamsburg and Glass House Point (Asphaltic Concrete Surfacing)	27,000.
35	Southampton	Route 58 - Boykins (Continue Reconstruction of Sections)	300,000.
58	Southampton	Town of Courtland (Supplemental Allocation for Curb and Gutter)	35,000.
60	Princess Anne	Route 166 - Route 13, Little Creek (Supplemental Allocation to Match Defense Access Funds)	189,701.
60	Princess Anne	Route 166 - East (Continue Dual-laning)	200,000.
60	James City & York	West Williamsburg - West (Continue Reconstruction)	125,000.
166	Norfolk	Bridge over Southern Branch Elizabeth River (Supplemental Allocation)	275,000.
258	Iale of Wight	South Isle of Wight Court House - South (Continue Reconstruction)	30,000.
258	Southampton	Bridge and Approaches Nottoway River (Supplemental Allocation)	250,000.
258	Southampton	Franklin - South (Reconstruction)	303,672.
Total, Rural Primary System Construction			\$ 2,593,285.
1958-59 Suffolk District Total			\$ 16,636,133.

FREDERICKSBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 105,974.
Urban Federal-aid (Exclusive of Planning) =	32,972.
Matching Urban Federal-aid =	15,198.
Preliminary Engineering (Rural Primary=\$116,000.) (Interstate = 83,000.)	199,000.
Rights of Way (Rural Primary=\$445,200.) (Interstate = 385,800.) =	831,000.
New Signs and Signals =	28,000.
(Urban = \$ 732.)	
Planning (Rural Primary = 30,161.) =	56,524.
(Interstate = 25,631.)	
Landscaping =	40,000.
<b>Total</b>	<b>\$ 1,308,668.</b>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
95 (1)	Stafford, Spotsylvania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 1,253,139.
<b>Total, Interstate System Construction</b>			<b>\$ 1,253,139.</b>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
			\$
1	Stafford	Granea Corner-North Accokeek Creek (Asphaltic Concrete Surfacing)	50,000.
3	King George	Route 301 - West (Reconstruction)	150,000.
3	Richmond	Relocation at Farnham (Asphaltic Concrete Surfacing)	13,500.
3	Lancaster	Between Kilmarnock and White Stone (Asphaltic Concrete Surfacing)	45,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Lancaster	Richmond County Line - Lively (Asphaltic Concrete Surfacing)	\$ 45,000.
14	Mathews	South Mathews Court House - Bayside (Continue Improvement)	159,505.
14	King & Queen	South King & Queen Court House - South (Continue Reconstruction)	55,000.
14	Mathews	Route 198 - East Gloucester County Line (Asphaltic Concrete Surfacing)	36,000.
17	Gloucester	Between Gloucester Court House and Gloucester Point (Asphaltic Concrete Surfacing)	50,000.
17	Gloucester	Gloucester Point - North (Supplemental Allocation for Dual-laning)	300,000.
17	Essex	Center Cross - North (Continue Reconstruction)	450,000.
17	Essex	In Tappahannock - North (Dual-laning)	100,000.
30	King William	Route 360 - North (Reconstruction)	125,000.
30	King William	Between Central Garage and Port Richmond (Recondition Sections)	60,000.
201	Northumberland	Town of Heathsville (Widen, Curb and Gutter from Route 360 - South)	25,000.
205	King George	Between Route 301 and Westmoreland County Line (Asphaltic Concrete Surfacing)	35,000.
218	Stafford & King George	East Fredericksburg - East (Recondition Sections)	45,000.
227	Middlesex	Approaches to Urbanna Bridge (Asphaltic Concrete Surfacing)	12,000

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
301 & Caroline 2		Town of Bowling Green (Curb and Gutter, Sidewalk and Widening)	\$ 47,247.
354	Lancaster	Litwalton - South (Supplemental Allocation for Reconstruction of Sections)	100,000.
360	King William	Manquin - East (Asphaltic Concrete Surfacing)	38,500.
360	King William	Manquin - West (Continue Reconstruction)	275,000.
360	Essex & Richmond	Downing Bridge at Tappahennook (Partial Allocation toward New Bridge)	500,000.
Total, Rural Primary System Construction			<hr/> \$ 2,717,352.
1958-59 Fredericksburg District Total			<hr/> \$ 5,279,159. <hr/>

CULPEPER DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 399,679.
Urban Federal-aid (Exclusive of Planning) =	628,718.
Matching Urban Federal-aid = (Including Arlington County's 50%)	436,921.
Preliminary Engineering (Rural Primary=\$ 237,000.) = (Interstate= 2,890,000.)	3,127,000.
Rights of Way (Rural Primary=\$ 585,000.) = (Interstate= 1,964,000.)	2,549,000.
New Signs and Signals =	80,000.
Planning (Urban= \$13,988.) = (Rural Primary= 55,350.) (Interstate= 169,502.)	238,840.
Landscaping =	40,000.
Total	<u>\$7,500,158.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
66 (55 & 17)	Fauquier	West Marshall - West (Supplemental Allocation)	\$1,000,000.
413 (88)	Fairfax	Washington Circumferential Route	5,533,489.
Total, Interstate System Construction			<u>\$6,533,489.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

1	Fairfax & Prince William	Occoquan Creek Bridge (Supplemental Allocation to Replace Pier)	\$ 24,300.
3	Culpeper	East Culpeper - East (Asphaltic Concrete Surfacing)	100,000.
3	Culpeper	Between Orange County Line and Lignum (Scarify, Strengthen and Resurface)	74,917.

COLPEPER DISTRICT ( CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
7	Loudoun	Town of Leesburg (Improvement on One-Way Street System)	\$ 25,000.
7	Loudoun	Town of Purcellville (Continue Improvement)	40,000.
15	Fluvanna	North Dixie - North (Supplemental Allocation for Reconstruction)	100,000.
15 & 29	Culpeper	Brandy North and South (Supplemental Allocation)	92,513.
15 & 33	Orange	Town of Gordonsville (Reconstruction from North of S.C.L. - North)	35,000.
15	Loudoun	South Leesburg - South (Asphaltic Concrete Surfacing)	67,000.
15	Loudoun	Leesburg - North (Supplemental Allocation)	66,763.
17	Fauquier	North Delaplace - North (Supplemental Allocation)	352,578.
17	Fauquier	North Stafford County Line - North (Reconstruction)	350,000.
20	Albemarle	Route 250 toward Barhourseville (Supplemental Allocation to Ease Curves and Widen Bridges)	50,000.
20	Orange	East Orange - East (Widen and Strengthen Surface)	100,000.
28	Prince William	Nokesville North and South (Supplemental Allocation for Reconstruction)	100,000.
29 & 211	Fairfax	Sidewalk on one side from Route 50 to Fairfax High School (Joint Project with Town of Fairfax)	5,000.
29 & 211	Arlington	Off Ramp from Key Bridge to George Washington Parkway (Supplemental Allocation for 50-50 Project with National Park Service)	45,000..

GULPEFER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
29	Madison	Madison By-Pass (Reconstruction)	\$ 255,111.
29	Fauquier	Opal - Warrenton (Asphaltic Concrete Surfacing)	62,000.
50	Loudoun & Fauquier	Middleburg - West (Supplemental Allocation for Reconstruction)	123,000.
53	Fluvanna	Relocate Two Curves Near Route 15 (Supplemental Allocation)	26,000.
120	Arlington	Remodel Pimmett Run Bridge and Intersection (Supplemental Allocation)	40,000.
123	Fairfax & Arlington	Langley - East and West (Supplemental Allocation for Dual-lane Construction)	100,000.
211	Rappahannock	Page County Line - East (Continues Construction of Climbing Lane)	100,000.
231	Orange	Between Route 33 and Somerset (Continues Improvement)	25,000.
236	Fairfax	Annandale East and West (Supplemental Allocation for Dual-laning)	468,990.
244	Fairfax	Bridge and Approaches over Holmes Run (Supplemental Allocation)	100,000.
250	Albemarle	Route 29 - Route 250 (Supplemental Allocation to Extend Charlottesville By-Pass)	500,000.



CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
309	Arlington	Between Glebe Road and Fairfax County Line (Widen Culvert)	\$ 10,000.
		Reserve	<u>99,351.</u>
		Total, Rural Primary System Construction	\$ 3,537,523.
		1958-59 Culpeper District Total	<u>\$ 17,571,170.</u>

URBAN FEDERAL-AID PROJECTS

Not included in above Rural Allocations  
(To be financed 50% Urban Federal-aid  
and 50% State Matching)

29 & 211	Arlington	Key Bridge - West (Supplemental Allocation to Construct 4 Lanes Divided)	\$288,456
120	Arlington	Between South Wayne Street and South Lang Street (Supplemental Allocation)	280,000.
120	Arlington	Route 29 & 211 - Route 309 (Supplemental Allocation to Construct 4 Lanes Divided)	100,000.
		Total	<u>\$668,456.</u>

STAUNTON DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 601,982.
Urban Federal-aid (Exclusive of Planning) =	239,512.
Matching Urban Federal-aid =	110,403.
Preliminary Engineering (Rural Primary=\$200,000.) (Interstate = 627,000.) =	827,000.
Rights of Way (Rural Primary=\$ 498,000.) (Interstate =2,348,000.) =	2,846,000.
New Signs and Signals =	31,000.
Planning (Urban = \$ 5,328.) (Rural Primary= 46,698.) = (Interstate =158,045.)	210,071.
Landscaping =	45,000.
	<hr/> <u>\$ 4,910,968.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
64 (60)	Alleghany	West Clifton Forge - West (Supplemental Allocation)	\$ 3,261,098.
81 (11)	Rockbridge	Hotsourt County Line - North (Supplemental Allocation)	1,000,000.
81 (11)	Frederick	Winchester By-Pass	3,381,700.
Total, Interstate System Construction			<hr/> <u>\$ 7,642,798.</u>

PRIMARY SYSTEM

RURAL CONSTRUCTION

7	Clarke	Town of Berryville (Curb and Gutter and Sidewalk)	\$ 20,000.
33	Rockingham	Harrisonburg - East (Dual-laning)	451,476.

STAUNTON DISTRICT

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
39	Bath	Foot of Warm Springs Mountain - East (Continue Reconstruction)	\$ 150,000.
39	Rockbridge	Rockbridge Baths toward Lexington (Supplemental Allocation for Reconstruction)	100,000.
42	Bath & Alleghany	Millboro Springs - South (Asphaltic Concrete Surfacing)	142,000.
42	Shenandoah	Route 11 toward Columbia Furnace (Continue Reconstruction)	90,000.
50 & 17	Frederick	Route 522 (East Winchester) - East (Asphaltic Concrete Surfacing)	25,000.
50	Frederick	East Winchester - West (Continue Reconstruction)	500,000.
60	Rockbridge	Between Buena Vista and Lexington (Supplemental Allocation)	87,000.
60	Alleghany	West Virginia Line - East (Asphaltic Concrete Surfacing)	25,000.
211	Page	East Shenandoah County Line - East (Continue Construction of Climbing Lane on Massanutten Mountain)	300,000.
220	Alleghany & Bath	North Covington - North (Asphaltic Concrete Surfacing)	62,616.
257	Rockingham	West Dayton - West (Widen and Ease Curves)	75,000.
259 & Alt. 259	Rockingham	Broadway - Route 11 (Supplemental Allocation)	100,000.
260	Rockingham & Shenandoah	Timberville - New Market (Asphaltic Concrete Surfacing)	50,000.
263	Shenandoah	Between Route 42 and Mt. Jackson (Improvement of Sections)	100,000.
276	Rockingham	South Route 33 - South (Continue Improvement)	100,000.

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Page	South Warren County Line - Int. Route 211 in Luray (Asphaltic Concrete Surfacing)	\$ 90,000.
340	Page	Town of Stanley (Supplemental Allocation for Curb and Gutter and Sidewalks)	20,000.
340	Page	Town of Shenandoah (Curb and Gutter, Widening, and Sidewalk on One Side from Maryland Street - South)	100,000.
340	Augusta	Waynesboro - West (Asphaltic Concrete Surfacing)	105,000.
340	Clarke	Berryville - Route 50 (Asphaltic Concrete Surfacing)	60,000.
340	Warren	S.G.L. Front Royal -Bentonville (Route 613) (Asphaltic Concrete Surfacing)	55,000.
522 & 340	Warren & Frederick	Nineveh North and South (Reconstruct Section of Southbound Lane)	125,000.
Total, Rural Primary System Construction			\$ 2,963,092.

URBAN CONSTRUCTION  
(Exclusive of Urban Federal-aid)  
To be Matched by Town

522	Warren	Town of Front Royal (Replace Bridge over Happy Creek)	\$ 30,000.
1958-59 Staunton District Total			\$15,546,858.

Motion carried.

There being no further business the Commission adjourned at 11:45 and proceeded to Byram's for lunch.

Approved -

  
Chairman

Attested -

  
Secretary