

**Minutes of Meeting of the State Highway Commission
of Virginia
Richmond, Virginia, April 21, 1960**

On call of the Chairman, the Commission met in the Central Highway Office Building, Richmond, Virginia, at 9:00 O'clock, Thursday morning, April 21, 1960. Present - Messrs. H. H. Harris, Chairman, E. P. Barrow, G. Wallace Carper, W. W. Chittm, Jr., S. S. Flythe, Burgess E. Nelson, S. H. Rawls, W. M. Salater, Jr., and Tucker C. Watkins, Jr.

The meeting was called to order by the Chairman, who asked the Commission to stand in a moment of silence in remembrance of the late Samuel D. May, former Chairman.

On motion of Mr. Rawls, seconded by Mr. Carper, the minutes of the meeting of January 7, 1960, as previously mailed to Commission members, were approved.

The following resolution was read by Mr. Barrow and on motion of Mr. Rawls, seconded by Mr. Barrow, was adopted, a copy to be sent to the family of Mr. May:

**RESOLUTION
ON THE DEATH OF SAMUEL DAVIDSON MAY**

WHEREAS, Samuel Davidson May was born on July fourteenth, eighteen hundred and ninety-five, of a highly regarded family, being the son of Samuel Davidson May, an attorney at law of Tazewell, Virginia, and Nellie Leese May, his wife;

WHEREAS, Samuel Davidson May took an active part in the civic, social, business and governmental affairs of the Commonwealth of Virginia;

WHEREAS, his keen sense of humor, quiet demeanor, unassuming nature, sound business judgment and mental acumen won for him the respect and friendship of those who had the good fortune to know him; and

WHEREAS, Samuel Davidson May was appointed to the State Highway Commission in nineteen hundred and fifty-three to fill the unexpired term of the late J. E. Biggs, and was thereafter reappointed for an additional term by Governor Thomas B. Stanley; and

WHEREAS, on August seven, nineteen hundred and fifty-eight, Samuel Davidson May was appointed State Highway Commissioner by Governor J. Lindsay Almond, Jr., at a time when the burdens of that office were unparalleled by any other period in the history of the Virginia Department of Highways; and

WHEREAS, Samuel Davidson May entered upon his assigned task with such humility, devotion to duty, sense of fairness and patience that he soon became recognized as an outstanding administrator and public officer; and

WHEREAS, death came suddenly to Samuel Davidson May during the evening of March third, nineteen hundred and sixty, thereby depriving this Commission of a beloved friend and dedicated fellow public servant;

WHEREAS, it is fitting and proper that the State Highway Commission express its regret upon the untimely death of Samuel Davidson May.

NOW, THEREFORE, BE IT RESOLVED, That the State Highway Commission of Virginia hereby expresses its sincere regrets upon the untimely passing of Samuel Davidson May.

FURTHER, BE IT RESOLVED, That the State Highway Commission of Virginia hereby extends sympathy to the family of Samuel Davidson May upon the loss of this devoted husband and father, in this their hour of grief.

RESOLVED FURTHER, That the Secretary of the State Highway Commission is hereby directed to send a suitably prepared copy of this Resolution to the family of Samuel Davidson May as a token of the love and appreciation with which he was regarded by his fellow members of the State Highway Commission and his many friends and fellow public servants of the Virginia Department of Highways."

A resolution of sympathy forwarded to the Commission by the Board of Supervisors of Buchanan County was read and filed.

On motion of Mr. Sclater, seconded by Mr. Lewis, permits issued from January 7, 1960 to April 20, 1960, inclusive, were approved.

On motion of Mr. Sclater, seconded by Mr. Lewis, the cancellation of permits from January 6, 1960 to April 20, 1960, inclusive, was approved.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0610-054-019-020, Route 610, Bridge and Approaches South Anna River, Louisa County, to the low bidder, Walder and Flournoy, Inc., Richmond 6, Va., at the bid of \$82,630.35 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$90,900.00 chargeable to this project; to be financed with 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0655-055-020-021, Route 655, Int. Route 635 (S. of Red Level)-0.078 Mile N. of Int. Route 712 (Wattsboro), Lunenburg County, to the low bidder, The Via Company, Inc., Richmond 27, Va., on the ALTERNATE bid of \$162,363.86, that 10% additional be set aside to cover the cost of engineering and additional work, and \$5,560.00 for Utilities, making a total of approximately \$184,150.00 chargeable to this project; to be financed with \$92,050.00 State and \$92,100.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0019-092-002,02-005, Route 19, 0.372 Miles W. of Int. Routes 19 and 460 (Claypool Hill)-2.605 Miles W. of Int. Routes 19 and 460, Tazewell County, to the low bidder, B. G. Young and Sons, Inc., AND Unaka Paving Company, Inc., Johnson City, Tennessee, at the bid of \$360,473.19, that 10% additional be set aside to cover the cost of engineering and additional work and \$495.00 for work by State Forces, making a total of approximately \$397,000.00 chargeable to this project; to be financed with \$198,750.00 State and \$198,250.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0615-012-024-025-026, Route 615, Int. Route 46-Lunenburg County Line, Brunswick County, to the low bidder, Joe E. Taylor, Contractor, Emporia, Virginia, at the bid of \$159,552.78, that 10% additional be set aside to cover the cost of engineering and additional work and \$950.00 for Utilities, making a total of approximately \$176,450.00 chargeable to this project; to be financed with \$88,200.00 State and \$88,250.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0413-029-007,B54,B56,B58,B59,B75, Contract No. 2, Route 413, 1.545 Miles N. Int. Route 123-S. End of Potomac River Bridge Bear Cabin John, Maryland, Fairfax County, to the low bidder, Thorington Construction Co., Inc., Richmond, Va., at the bid of \$930,830.38 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$1,023,900.00 chargeable to this project; to be financed with \$102,400.00 State and \$921,500.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selster, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0354-051-101, C1-102, C1, Route 354, 0.332 Mile E. of N. Int. Route 662 (Near Mollusk)-0.016 Mile W. of S. Terminus Route 354 (Bartrand), Lancaster County, to the low bidder, Taylor Construction Company, Kinsale, Virginia, at the bid of \$127,500.20, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,823.70 for work by State Forces, making a total of approximately \$143,100.00 chargeable to this project; to be financed with \$72,950.00 State and \$70,150.00 Federal Funds. Motion carried.

Moved by Mr. Barrow seconded by Mr. Selster, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0639-024-013, Route 639, 2.247 Miles S. Int. Route 631-Int. Route 631, Cumberland County, to the low bidder, D. E. Worley Constr. Company, Rocky Mount, Va., at the ALTERNATE bid of \$32,456.97, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,528.00 for Utilities, making a total of approximately \$37,250.00 chargeable to this project; to be financed with \$18,600.00 State and \$18,650.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selster, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0617-090-102, C1, Route 617, 0.183 Mile W. of Route 629-0.137 Mile E. of Route 629, Surry County, to the low bidder, M. E. Howard Construction Company, Richmond, Va. at the bid of \$27,771.60, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,000.00 for Utilities, making a total of approximately \$32,550.00 chargeable to this project; to be financed with \$16,250.00 State and \$16,300.00 Federal Funds. Additional \$32,550.00 required to be provided in the 1960-61 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selster, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0081-077-004; 0081-098-007; Contract No. 2, Route 81, 0.854 Mile W. Int. Routes 11 and 100-1.718 Mile W. Wythe-Pulaski C. L., Pulaski and Wythe Counties, to the low bidder, Dickerson, Inc., Monroe, N. C., at the bid of \$106,705.25 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$117,400.00 chargeable to this project; to be financed with \$11,750.00 State and \$105,650.00 Federal Funds. Additional \$57,150.00 required to be provided in the 1960-61 Interstate Construction Allocation to Wythe County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selster, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0738-088-101, B1, Route 738, 0.167 Mile W. of W. End Bridge over Ta River-0.248 Mile E. of E. End of Bridge over Ta River, Spotsylvania County, to the low bidder, Donald H. Salvage, Inc., Ashurst, Virginia, at the bid of \$62,218.35 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$68,450.00 chargeable to this project; to be financed with \$34,200.00 State and \$34,250.00 Federal Funds. Additional \$15,645.00 required to be provided in the 1960-61 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0657-024-101, Route 657, 0.10 Mile E. Int. Route 658-Int. Route 600, Cumberland County, to the low bidder, Thompson-Arthur Paving Company, Inc., Greensboro, N. C., at the LOW ALTERNATE bid of \$56,969.70, that 10% additional be set aside to cover the cost of engineering and additional work and \$508.00 for Utilities, making a total of approximately \$63,200.00 chargeable to this project; to be financed with 50/50 State and Federal Funds. Additional \$42,074.00 to be provided in the 1960-61 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0609-090-101,01, Route 609, Bridge and Approaches Sunken Meadow Creek, Surry County, to the low bidder, M. E. Howard, Construction Company, Richmond, Va., at the bid of \$42,677.88, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,200.00 for Utilities, making a total of approximately \$48,145.66 chargeable to this project; to be financed with \$28,050.00 State and \$24,100.00 Federal Funds. Additional \$3,624.00 required to be provided in the 1960-61 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0615-075-010-011, Route 615, Int. Route 60-1.190 Miles S. Int. Route 60, Princess Anne County, to the low bidder, Sanford Construction Company, Inc., Sanford, N. C., at the bid of \$658,403.46, that 10% additional be set aside to cover the cost of engineering and additional work, \$35,000.00 for Utilities, \$550.00 for work by State Forces, and \$85,033.00 for Right of Way, making a total of approximately \$844,850.00 chargeable to this project; to be financed with \$422,700.00 State and \$422,150.00 Federal Funds. Additional \$697,904.00 required to be provided in the Matched Secondary Federal Aid Funds to the County in the next seven years. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0646-081-105, Route 646, Int. Route 647 (N. of Alpin)-Int. Route 637 (S. of Denmark), Rockbridge County, to the low bidder, Echols Bros., Inc., Staunton, Virginia, at the bid of \$197,991.28, that 10% additional be set aside to cover the cost of engineering and additional work, \$155.10 for Right of Way and \$1,409.00 for Utilities, making a total of approximately \$219,350.00 chargeable to this project; to be financed with \$109,650.00 State and \$109,700.00 Federal Funds. Additional \$188,646.00 required to be provided in the 1960-61 and 1961-62 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0649-093-007, Route 649, 0.038 Mile S. Int. Route 622 (Near Boyds Mill)-0.245 Mile E. Int. Route 605 (Near Skyline Drive), Warren County, to the low bidder, A. B. Torrance and Company, Elkton, Va., at the bid of \$134,797.22, that 10% additional be set aside to cover the cost of engineering and additional work, and \$2,664.00 for Utilities, making a total of approximately \$150,950.00 chargeable to this project; to be financed with \$75,450.00 State and \$75,500.00 Federal Funds. Additional \$96,676.00 required to be provided in the Matched Secondary Federal Aid Funds to the County in the next three years. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0360-042-003, C1, B2; 0360-050-101, C2, Route 360, 0.406 Mile W. of Hanover-King William County Line-0.295 Mile E. of Hanover-King William County Line, Hanover and King William Counties, to the low bidder, L. S. Abernathy and Company, Glen Allen, Virginia, at the bid of \$241,810.19, that 10% additional be set aside to cover the cost of engineering and additional work, \$880.00 for work by State Forces, \$5,000.00 for Utilities, and \$1,100.00 for Right of Way, making a total of approximately \$272,950.00 chargeable to this project; to be financed with \$136,900.00 State and \$136,050.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0029-000-006, C1, Routes 29 and 211, 0.053 Mile W. Int. Route 120-0.296 Mile E. Int. Route 237 (N. Washington Boulevard), Arlington County, to the low bidder, Arlington Asphalt Company, Arlington, Virginia, at the bid of \$481,888.63, that 10% additional be set aside to cover the cost of engineering and additional work, \$5,500.00 for Right of Way, and \$770.00 for work by State Forces, making a total of approximately \$536,350.00 chargeable to this project; to be financed with \$262,150.00 State and \$261,400.00 Federal Funds, and \$12,800.00 Arlington County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0460-035-101, 01, 02, Route 460, 0.284 Mile W. Hoges Store-1.004 Miles E. of Hoges Store, Giles County, to the low bidder, D. E. Worley Construction Company, Rocky Mount, Virginia, at the ALTERNATE bid of \$155,254.23, that 10% additional be set aside to cover the cost of engineering and additional work, \$133,804.40 for Right of Way, \$604.00 for work by State Forces, and \$13,400.00 for Utilities, making a total of approximately \$318,600.00 chargeable to this project; to be financed with \$600.00 State and \$318,000.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0413-029-006, C5A, B35, B39, B40, Route 413, 0.851 Mile N. of Route 236-0.260 Mile N. of Route 50, Fairfax County, to the low bidder, Richard F. Kline, Inc., Frederick, Maryland, at the bid of \$1,906,350.73, ALTERNATE, that 10% additional be set aside to cover the cost of engineering and additional work, \$82.00 for Right of Way, \$2,739.00 for work by State Forces, and \$57,407.00 for Utilities, making a total of approximately \$2,157,157.00 chargeable to this project; to be financed with \$218,200.00 State and \$1,938,957.00 Federal Funds. Additional \$1,511,487.00 required to be provided in the 1960-61 Interstate Construction Allocation. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solstar, that the Commission confirm award of contract on bids received February 3 for the construction of project 0117-080-002,C1, Route 117, Int. Route 11 (N. of Roanoke)-2.664 Miles N. of WCL Roanoke, Roanoke County, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$583,933.07, that 10% additional be set aside to cover the cost of engineering and additional work, \$680.00 for Right of Way, and \$6,820.00 for work by State Forces, making a total of approximately \$649,450.00 chargeable to this project; to be financed with \$328,100.00 State and \$321,350.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solstar, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0091-086-004,C1-006,C2, Route 91, 0.407 Mile N. of WCL Saltville-0.736 Mile S. of Tazewell County Line, Smyth County, to the low bidder, Adams Construction Company, Roanoke, Va., at the bid of \$212,878.62, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,520.00 for Right of Way, and \$990.00 for work by State Forces, making a total of approximately \$235,950.00 chargeable to this project; to be financed with \$118,450.00 State and \$117,500.00 Federal Funds. Additional \$10,200.00 required to be provided from the Bristol District Construction Reserve. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solstar, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0081-077-011,C1; 0081-098-008,C2-009, Route 81, 0.854 Mile W. Int. Routes 11 and 100-1.718 Miles N. Wythe-Pulaski County Line, Pulaski and Wythe Counties, to the low bidder, A. B. Burton Company, Inc., Lynchburg, Va. at the bid of \$793,196.53, that 10% additional be set aside to cover the cost of engineering and additional work, \$2,066.00 for work by State Forces, and \$5,670.00 for Utilities including Right of Way, making a total of approximately \$880,470.00 chargeable to this project; to be financed with additional \$466,350.00 required to be provided in the 1960-61 Interstate Construction Allocation to Wythe County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solstar, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0015-019-101,C2, Route 15, 4.546 Miles N. Mecklenburg County Line-0.468 Mile N. Int. Routes 47 and 360 at Barnes Junction, Charlotte County, to the low bidder, King-Bee Construction Inc., Annandale, Va., at the bid of \$337,628.00, that 10% additional be set aside to cover the cost of engineering and additional work, \$165.00 for Right of Way, and \$550.00 for work by State Forces, making a total of approximately \$372,100.00 chargeable to this project. Additional \$21,935.00 required to be provided in the 1960-61 Matched Primary Construction Allocations. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0023-097-013, 01-015-016-102, 01; 0023-116-072, 01, Route 23, 0.865 Mile W. of WCL Norton-0.49 1/2 Mile E. of WCL Norton, Wise County and City of Norton, to the low bidder, Southwest Paving Corporation, Cosburn, Va., at the bid of \$350,357.25, that 10% additional be set aside to cover the cost of engineering and additional work, \$82.50 for Right of Way, and \$990.00 for work by State Forces and Railroad work, making a total of approximately \$386,450.00 chargeable to this project; to be financed with \$50,463.75 State, \$302,672.50 Federal Funds and \$29,313.75 City of Norton. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received February 3 for the construction of Project 0023-097-101, 01, Route 23, 6.823 Miles E. of EUL Appalachia-0.865 Mile W. of WCL Norton, Wise County, to the low bidder, Southwest Paving Company, Cosburn, Va., at the bid of \$64,770.01, that 10% additional be set aside to cover the cost of engineering and additional work, and \$385.00 for work by State Forces, making a total of approximately \$71,650.00 chargeable to this project; to be financed with \$36,000.00 State and \$35,650.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received February 10 for the construction of Project 0017-036-015, 01, Route 17, 0.770 Mile N. of Geo. P. Coleman Bridge Toll House Plaza-0.138 Mile N. of Int. Route 667, Gloucester County, to the low bidder, Moore Bros. Company, Inc., Verona, Va., at the bid of \$478,659.30, that 10% additional be set aside to cover the cost of engineering and additional work, \$130.00 for Right of Way and \$1,100.00 for work by State Forces, making a total of approximately \$527,950.00 chargeable to this project; to be financed with \$264,525.00 State and \$263,425.00 Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 16 for the construction of Project 7060-121-101, 01, 01, Alt. Route 60, 0.026 Mile W. of Virginia Ave.-0.07 Mile E. of Warwick Ave. (Int. 26th St.), City of Newport News, to the low bidder, McLean Contracting Co., Baltimore 1, Maryland, at the bid of \$329,481.36, that 10% additional be set aside to cover the cost of engineering and additional work, \$39,194.00 for work by R. R., and \$275.00 for work by State Forces, making a total of approximately \$401,900.00 chargeable to this project; to be financed with \$48,401.00 State, \$296,600.00 Federal Funds, and \$56,900.00 City of Newport News. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 16 for the construction of Project 0064-135-070-071; 0064-114-070, Route 64, 0.023 Mi. W. Int. Route 168-0.322 Mile N. Int. Route 258, Cities of Newport News and Hampton, to the low bidder, General Outdoor Advertising Co., Inc., Chicago 7, Ill., at the bid of \$75,198.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$82,700.00 chargeable to this project; to be financed with \$8,270.00 State and \$74,430.00 Federal Funds. Motion carried.

Moved by Mr. Barrow seconded by Mr. Selater, that the Commission confirm award of contract on bids received March 16 for the construction of Project 0605-001-019, Route 605, Int. Route 600 (S. of Locustville)-Int. Route 648 (Daugherty), Accomack County, to the low bidder, W. H. Scott, Inc., Franklin, Virginia, at the alternate bid of \$135,386.48, that 10% additional be set aside to cover the cost of engineering and additional work, and \$46,456.24 for Utilities, making a total of approximately \$195,400.00 chargeable to this project; to be financed with 50/50 State and Federal Funds. Additional \$98,695.00 required to be provided for in the 1960-61 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow seconded by Mr. Selater, that the Commission confirm award of contract on bids received March 16 for the construction of Project 0627-005-101, C1, Routes 627 & 633, 0.016 Mile E. Int. Route 619-0.072 Mile E. Int. Route 601, Appomattox County, to the low bidder, J. E. Ford Co., Inc., Lynchburg, Virginia, at the bid of \$79,686.01, that 10% additional be set aside to cover the cost of engineering and additional work, and \$3,034.34 for Utilities, making a total of approximately \$90,700.00 chargeable to this project; to be financed with 50/50 State and Federal Funds. Additional \$35,354.00 required to be provided for in the 1960-61 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm award of contract on bids received March 16 for the construction of Project 0658-001-020, Routes 658 & 690, 2.079 Miles S. Int. Route 692 (N. Int. Route 688)-Int. Route 692, Accomack County, to the low bidder, Scott & Winbrow, Berlin, Maryland, at the regular bid of \$77,690.66, that 10% additional be set aside to cover the cost of engineering and additional work, and \$2,226.47 for Utilities, making a total of approximately \$87,700.00 chargeable to this project; to be financed with 50/50 State and Federal Funds. Additional \$87,700.00 required to be provided for in the 1960-61 & 1961-62 Matched Secondary Federal Aid Funds to the County. Motion carried.

Moved by Mr. Barrow seconded by Mr. Selater that the Commission confirm award of contract on bids received March 16 for the construction of Project 0670-015-102, C1, Route 670, Int. Route 738-0.148 Mile E. of E. Int. Route 669, Campbell County, to the low bidder, J. E. Ford Co., Inc., Lynchburg, Virginia, at the bid of \$99,389.24, that 10% additional be set aside to cover the cost of engineering and additional work, and \$2,372.00 for Utilities, making a total of approximately \$111,700.00 chargeable to this project; to be financed with 50/50 State and Federal Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Application of State-owned Covering Material, Fredericksburg District - Schedule No. 1 - Class "B", to the low bidder, Alfred H. Smith, Branchville, Maryland, at the bid of \$75,861.60, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$83,450.00 chargeable to this work, to be financed with State Funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Application of State-owned Covering Material, Fredericksburg District - Schedule No. 2 - Class "B", to the low bidder, Alfred H. Smith, Branchville, Maryland, at the bid of \$95,971.96, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$106,650.00 chargeable to this work, to be financed with State Funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Application of State-owned Covering Material, Culpeper District - Schedule No. 1 - Class "B", to the low bidder, Alfred H. Smith, Branchville, Maryland, at the bid of \$27,033.18, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$29,750.00 chargeable to this work, to be financed with State Funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Application of State-owned Covering Material, Staunton District - Schedule No. 1 - Class "B", to the low bidder, Adams Construction Co., Inc., Roanoke, Va., at the bid of \$24,382.52, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$27,050.00 chargeable to this work, to be financed with State Funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Bristol District - Schedule No. 1 - Class "C", to the low bidder, Holston River Paving Corp., Marion, Va., at the bid of \$90,964.84, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$100,050.00 chargeable to this work, to be financed with State Funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for the Furnishing and Application of Bituminous Material and Furnishing and Application of covering material, Bristol District - Schedule No. 2 - Class "C", to the low bidder, Adams Construction Co., Inc., Roanoke, Virginia, at the bid of \$130,552.46, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$143,600.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for the Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Salem District - Schedule No. 1 - Class "C", to the low bidder, Sam Finley, Inc., Roanoke, Virginia, at the bid of \$150,189.62, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$165,200.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for the Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Salem District - Schedule No. 2 - Class "C", to the low bidder, Adams Construction Co., Inc., Roanoke, Virginia, at the bid of \$261,782.88, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$287,950.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for the Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Lynchburg District - Schedule No. 1 - Class "C", to the low bidder, Payne Paving Co., Inc., Scottsville, Virginia, at the bid of \$59,767.89, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$65,750.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for the Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Lynchburg District - Schedule No. 2 - Class "C", to the low bidder, Thompson-Arthur Paving Co., Inc., Greensboro, N. C., at the bid of \$96,468.00, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$106,100.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Richmond District - Schedule No. 1 - Class "C", to the low bidder, Burton P. Short & Son, Inc., Petersburg, Virginia, at the bid of \$212,098.45, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$233,300.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Richmond District - Schedule No. 2 - Class "C", to the low bidder, Whitehurst Paving Co., Inc., Richmond, Va., at the bid of \$183,348.54, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$201,600.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary Maintenance and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Suffolk District - Schedule No. 1 - Class "C", to the low bidder, Whitehurst Paving Co., Inc., Richmond, Va., at the bid of \$156,796.11, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$172,500.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Suffolk District - Schedule No. 2 - Class "C", to the low bidder, Burton P. Short & Son, Inc., Petersburg, Va., at the bid of \$120,932.40, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$133,050.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Suffolk District - Schedule No. 3 - Class "C", to the low bidder, Adams Construction Co., Inc., Manassas, Virginia, at the bid of \$150,561.59, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$150,550.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Suffolk District - Schedule 4 - Class "C", to the low bidder, Ames & Webb, Inc., Norfolk, Virginia, at the bid of \$177,748.60, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$193,500.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Sclater, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Culpeper District - Schedule No. 1 - Class "C", to the low bidder, Payne Paving Co., Inc., Scottsville, Va., at the bid of \$98,820.32, that 10% additional be set aside for engineering and additional work, making a total of approximately \$108,700.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Sclater, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Culpeper District - Schedule No. 2 - Class "C", to the low bidder, Whitehurst Paving Co., Inc., Richmond, Va., at the bid of \$121,954.36, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$134,150.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Sclater, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received March 22 for Furnishing and Application of Bituminous Material and Furnishing and Application of Covering Material, Staunton District - Schedule No. 1 - Class "C", to the low bidder, Adams Construction Co., Inc., Roanoke, Va., at the bid of \$110,994.83, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$122,100.00 chargeable to this work, to be financed with State funds, from 1960-61 Primary and Secondary Maintenance Funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater that the Commission confirm award of contract on bids received March 22 for the construction of Project for Additional Slope Protection on Fortal Islands, Revenue Road - Hampton Roads Tunnel, to the low bidder, W. F. Nagam Corp., Portsmouth, Virginia, at the bid of \$51,120.00. This work to be financed under Revenue Road Act. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 23 for the construction of Project 0081-077-010, P1, Route 81, 2,202 Miles E. of Int. Route 99-0.487 Mi. W. Int. Route 99, Pulaski County, to the low bidder, Unaka Paving Co., Inc., Johnson City, Tenn., at the bid of \$391,653.56 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$606,800.00 chargeable to this project; to be financed with \$40,700.00 State and \$546,100.00 Federal funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater that the Commission confirm award of contract on bids received March 23 for the construction of Project 0081-095-010-01; 0081-086-003, 01-R37, R38, R39, Contract No. 1, 0.800 mile east Int. Route 751-0.180 mile W. Int. Route 645 (Seven Mile Ford), Washington and Smyth Counties, to the low bidder, Haynes Construction Co., Inc., Bluefield, W. Va., at the bid of \$1,942,807.25, that 10% additional be set aside to cover the cost of engineering and additional work, and \$11,550.00 for work by State Forces, making a total of approximately \$2,148,637.97 chargeable to this project; to be financed with \$225,250.00 State and \$1,923,400.00 Federal funds. Additional \$2,148,650.00 to be provided for in the 1960-61 and 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 23 for the construction of Project 0081-011-008, 01, Contract No. 1, 0.691 mile W. Int. Route 636-0.843 mile N. of NGL Buchanan, Botetourt County, to the low bidder, Albert Bros., Contractors, Inc., Salem, Virginia, at the bid of \$2,231,353.58, that 10% additional be set aside to cover the cost of engineering and additional work, \$517.00 for right of way, including 10%, \$2,200.00 for work by State forces, and \$500.00 for Contr. R/W, making a total of approximately \$2,485,700.00 chargeable to this project; to be financed with \$250,550.00 State and \$2,235,150.00 Federal funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received March 23 for the construction of Project 0081-003-B1, B2, B3, Contract No. 2, Washington-Smyth County Line-0.180 Mile W. Int. Route 645 (Seven Mile Ford), Smyth County, to the low bidder, Crowder Construction Co., Inc., Charlotte, N.C., at the bid of \$323,247.76, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$355,550.00 chargeable to this project; to be financed with \$35,550.00 State and \$320,000.00 Federal funds. Additional \$355,500.00 to be provided for in the 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater that the Commission confirm award of contract on bids received March 23 for the construction of Project 0081-011-008, B4, B5, B6, B7, B8, B26, B27, B28, B29, B30, Contract 2; 0.691 Mile N. of Int. Route 636 (S. of Buchanan)-D. 843 mile N. of WCL Buchanan, Botetourt County, to the low bidder, T. A. Loving & Co., Inc., Goldsboro, N.C., at the bid of \$1,174,687.60, that 10% additional be set aside to cover the cost of engineering and additional work, and \$21,555.00 for railroad work, making a total of approximately \$1,313,700.00 chargeable to the project; to be financed with \$97,900.00 State and \$1,215,800.00 Federal funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 23 for the construction of Project 0413-029-002-B14, B15, B16, B17, B18, B19, Contract No. 3, 0.757 Mile W. Route 241 (Telegraph Rd.)-R.F. & F. R. E., Fairfax County, to the low bidder, Talbott-Marks & Bunions Co., Inc., Clarksville, Virginia, at the bid of \$1,202,720.90, that 10% additional be set aside to cover the cost of engineering and additional work, and \$17,217.00 for Railroad Work, making a total of approximately \$1,340,200.00 chargeable to this project; to be financed with \$85,500.00 State and \$1,254,700.00 Federal funds. Additional \$1,340,200.00 to be provided for in 1960-61 and 1961-62 Interstate Construction Allocations. Motion carried.

Moved by Mr. Barrow, Seconded by Mr. Sclater, that the Commission confirm award of contract on bids received March 23 for the construction of Project 0413-100-071-C1, B1, B2, B3, B4, B5, B6, B12; 0413-029-002, C1; 0413-029-002, C3-B-45, B51, B55, B78, B81; 0413-029-002, G1-B48, B49, G2; 0.446 Mile E. Route 1-0.257 Mile E. Route 241; 0.257 Mile E. Route 241-0.756 Mile W. Route 241; 0.756 Mile W. Route 241-1.214 Mile E. Route 350; City of Alexandria and Fairfax County; to the low bidder, Halls L. Taer Co., Inc., Durham, North Carolina, and Howars Constr. Co., Raleigh, N.C., at the regular bid of \$11,068,027.23, that 10% additional be set aside to cover the cost of engineering and additional work, and \$74.80 for Right of Way, including 10%; \$6,495.00 for work by State Forces; \$100.00 for Contr. B/W; work by BPR Region 15, \$23,200.00; and \$658,850.00 for Utilities; making a total of approximately \$12,863,500.00, to be financed with \$1,292,160.00 State and \$11,571,340.00 Federal Funds. Additional \$12,181,350.00 to be provided for in 1960-61 and 1961-62 Interstate Construction Allocations. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm award of contract on bids received April 12 for the construction of Project 0036-034-101, C1; 0.004 Mi. E. of WCL Petersburg-0.005 Mile W. of WCL Hopewell; Prince George County, to the low bidder, Easter-Garrison, Inc., Petersburg, Va., at the bid of \$480,659.33; that 10% additional be set aside to cover the cost of engineering and additional work, \$2,850.00 for right of way (including 10%), and \$8,470.00 for work by State forces; making a total of approximately \$540,050.00 chargeable to this project; to be financed with \$274,200.00 State and \$265,850.00 Federal funds. Additional \$87,200.00 to be provided from Richmond District Construction Reserve. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received April 12, 1960 for the construction of Project 0017-028-018, C1-019; 4.381 Miles N. Int. Rt. 684 (Center Cross)-6.533 Miles N. Int. Rt. 684 (Center Cross), Route 17, Essex County, to the low bidder, L. S. Abernathy & Co., Glen Allen, Virginia, at the bid of \$313,101.69, that 10% additional be set aside to cover the cost of engineering and additional work, and \$522.00 for work by State forces, making a total of approximately \$344,930.00 chargeable to this project; to be financed with \$172,750.00 State and \$172,200.00 Federal funds. Additional \$18,447.00 to be provided for in 1960-61 Primary Construction Allocation. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received April 12, 1960 for the construction of Project 0081-093-013, P1; Tennessee State Line-3.729 miles E. Tennessee State Line; Route 81, Washington County, to the low bidder, R. G. Pope Construction, Bristol, Virginia, at the bid of \$688,923.44, that 10% additional be set aside to cover the cost of engineering and additional work, and \$488.00 for work by State forces; making a total of approximately \$758,300.00 chargeable to this project; to be financed with \$76,300.00 State and \$682,000.00 Federal funds. Additional \$758,300.00 to be provided for in 1961-62 Interstate Construction Allocation. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received April 12, 1960 for the construction of Project 0611-069-102, B2; Bridge and Approaches over Jeremiah's Run (near Rileyville); Route 611, Page County; to the low bidder, F. W. Dotson, Fishersville, Virginia, at the bid of \$68,579.60, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$75,450.00 chargeable to this project, to be financed with \$37,700 State and \$37,750.00 Federal funds. Additional \$41,200.00 required to be provided for in 1960-61 Matched Secondary Federal Aid to the county. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received April 12, 1960, for construction of Project 0641-084-108, C1, Drainage structure and Approaches near Route 605; Route 641, Norfolk County, to the low bidder, Sanford Construction Co., Inc., Sanford, N.C., at the bid of \$7,759.33, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$8,550.00 chargeable to this project. To be financed with \$4,250.00 State and \$4,300.00 Federal funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Solater, that the Commission confirm award of contract on bids received April 12, 1960 for the construction of Project 0611-042-102, C1, Int. Route 691-1.0 mile south of Int. Route 33, Route 611, Hanover County, to the low bidder, Bishop & Sattie Constr. Co., Albemarle, Virginia, at the REGULAR bid of \$39,600.27, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$43,550.00 chargeable to this project, to be financed with \$21,750.00 State and \$21,800.00 Federal funds. Additional \$30,370.00 to be provided for in 1960-61 Matched Secondary Federal Aid funds to the county. Motion carried.

Moved by Mr. Barrow, Seconded by Mr. Selater, that the Commission confirm award of contract on bids received April 12, 1960 for the construction of Project 0611-069-101, B1, Bridges and Approaches over Jeremiah's Run between Route 661 and Route 654, Route 611, Page County, to the low bidder, A. B. Torrence & Co., Inc., Elkton, Virginia, at the bid of \$54,944.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$60,450.00 chargeable to this project, to be financed with \$30,250.00 State and \$30,200.00 Federal funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm rejection of bids received April 12, 1960 for the construction of Project 0606-073-023, C1-024; 2.957 miles N. E. Int. Route 612-3.521 MI. N. E. Int. Route 612, Route 606, Prince Edward County, the low bid being 15.6% over estimate, project to be readvertised. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Selater, that the Commission confirm the following letter ballot resolution:

WHEREAS, on or about the 19th day of February, 1959, Barnhill Contracting Company, Inc., and L.A. Reynolds Company, Inc., entered into a contract with the State Highway Commission for construction in connection with Projects No. 0099-042-101, C1 and 0099-043, 101, C2 on Interstate Route 95 in Henrico and Hanover Counties, and

WHEREAS, it has now been determined that on these projects a large amount of the excavation material which was previously considered as satisfactory for use in the construction is unsuitable for such use and will have to be wasted and additional borrow material obtained, and

WHEREAS, work orders have been issued to cover additional borrow material which increases the scope of the contract by an amount approximately equal to twenty-five percent (25%) of the original contract, and

WHEREAS, Section 104.03 of the Virginia Department of Highways Road and Bridge Specifications requires a supplemental agreement when the original contract is increased by more than twenty-five percent (25%), and

WHEREAS, the above-mentioned contractors have indicated that they are willing to furnish the additional borrow in excess of the contract and work order quantities at a price of \$1.10 per cubic yard for a maximum of 500,000 cubic yards and a minimum as determined by the amount of excavation material which is wasted;

NOW, THEREFORE, BE IT RESOLVED: That the State Highway Commissioner is hereby authorized to enter into, on behalf of this Commission, a supplemental agreement with Barnhill Contracting Company, Inc., and L. A. Reynolds Company, Inc., on the above-mentioned projects for the necessary additional borrow material up to a maximum of 500,000 cubic yards at a unit price of \$1.10 per cubic yard.

BE IT FURTHER RESOLVED: That the State Highway Commissioner is authorized to make provision in the above-mentioned supplemental agreement for the issuance of additional work orders to cover any increase in quantities and normal overrun, but not to exceed a maximum of \$30,000.00. Motion carried.

Moved by Mr. Jarow, seconded by Mr. Schloter, that the Commission confirm letter ballot resolution as follows:

WHEREAS, County Boards of Supervisors have approved certain additions to and abandonments from the Secondary System; and

WHEREAS, the State Highway Commissioner of the State Highway Commission must approve or reject these additions and abandonments; now, therefore,

BE IT RESOLVED, That the following changes in the Secondary System be approved:

FRANKLIN COUNTY

<u>Abandonments</u>	<u>Length</u>
Route 649, from East of Route 220 By-pass to Int. of new Secondary Route 649	0.31 mile
Sections 1 and 2 of old location Route 619, from Sta. 15+60 to Sta. 27+90, Project 0619-033-022-023	0.26 mile
Total abandoned	0.53 mile
<u>Addition</u>	
Sections 3 and 4 of new location Route 619 from Sta. 15+60 to Sta. 27+90, Project 0619-033-022-023	0.23 mile

LOUISBURG COUNTY

<u>Addition</u>	
From the old location Route 638 (Project 0638-053-018-019) Sta. 84+80 to Sta. 93+15, Section 3, a distance of 0.16 mile	0.16 mile
<u>Abandonment</u>	
Section 1 and Section 2 of old location Route 638 from Sta. 84+80 to Sta. 93+15	0.23 mile

WELSON COUNTY

<u>Addition</u>	
Section of new location Route 603 between Route 56 and Blue Ridge Parkway	0.23 mile
<u>Abandonment</u>	
Section of old location Route 603 between Route 56 and Blue Ridge Parkway	0.23 mile

NORFOLK COUNTY

<u>Additions</u>	
Bingham Drive (Pride Homes Subdivision) running from Stamford Road northwest and east to 0.04 mile east of Stamford Road	0.21 mile
Stamford Road (Pride Homes Subdivision) running north from Route 17 to Bingham Drive	0.29 mile
Danvers Road (Pride Homes Subdivision) running east from Stamford Road to 0.05 Mile East of Danvers Court	0.10 mile
Danvers Court (Pride Homes Subdivision) running northeast from Danvers Road to cul-de-sac	0.03 mile
Total Mileage Pride Homes Subdivision	0.63 mile

Norfolk County (Continued)

<u>Additions - Indian River Estates Subdivision</u>	<u>Length</u>
Crosswell Avenue, running east from Route 2810, Sparrow Road, to Fontana Avenue	0.32 mile
Towanda Road, running East from Route 2810 to 200' East of Crosswell Road	0.17 mile
Crosswell Court, running north from Crosswell Avenue to cul-de-sac	0.03 mile
Fontana Court, running northwest from Fontana Avenue to cul-de-sac	0.03 mile
Fontana Avenue, running southwest from Route 1567 to Route 2810	0.32 mile
Oswa Lane, running east from Route 2810 to Crosswell Ave,	0.13 mile
Towanda Court, running north from Towanda Road to cul-de-sac	0.06 mile
Total mileage Indian River Estates Subdv.	1.08 miles

PRINCES ANNE COUNTY

<u>Additions - Pinewood Gardens Subdivision</u>	
Pinewood Drive, running from Rt. 644 to dead end	0.43 mile
Greenwood Lane, running from Pinewood Drive north 0.25 Mile to Lakewood Road	0.25 mile
Lakewood Road, running from Greenwood Lane south to Pinewood Drive	0.28 mile
Willowood Court, running from Lakewood Road west to cul-de-sac	0.03 mile
Driftwood Court, running from Lakewood Road west to cul-de-sac	0.03 mile
Peashood Lane, running from Pinewood Drive north to cul-de-sac	0.21 mile
Applemood Lane, running southwest from Route 644 to 0.03 Mile South of Pinewood Drive	0.23 mile
Deerpood Court, running from Pinewood Drive north to cul-de-sac	0.05 mile
Total mileage Pinewood Gardens Subdivision	1.51 miles

Notice carried.

Moved by Mr. Harrow, seconded by Mr. Sciater, that the Commission certify the following letter ballot resolutions: WHEREAS, our engineers have recommended that left-turn lanes be constructed on Route 29 at the intersection of Route 743 in Albemarle County; and WHEREAS, the Sperry Piedmont Company has agreed to bear the cost of one of the left-turn lanes; Now, Therefore, BE IT RESOLVED that \$1,500 be allocated from the Culpeper District Construction Reserve for the construction of the other left-turn lane. Notice carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm the following letter ballot resolution:

WHEREAS, some channelization work is needed at the intersection of Route 29-211 at Rosslyn Circle, which is maintained by the District of Columbia and Arlington County, and

WHEREAS, the Rosslyn Circle involves a ramp from the George Washington Memorial Parkway, which was originally constructed by the Virginia Department of Highways and the National Capital Parks; and

WHEREAS, the share of the Highway Department in the cost of channelization is estimated to be \$4,000; Now, Therefore,

BE IT RESOLVED, that \$4,000 be allocated from the Culpeper District Construction Reserves to take care of this improvement. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm the following letter ballot resolution:

WHEREAS, traffic has increased at the intersection of Routes 297 and 682, near the Brockville School in Campbell County; and

WHEREAS, our engineers have recommended the construction of a left-turn lane and sidewalk at this intersection for the safety of traffic on Route 297 and entering this intersection; now, therefore,

BE IT RESOLVED that \$5,000 be allocated for this improvement from the Lynchburg District Construction Reserves. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm the following letter ballot resolution:

WHEREAS, the Highway Department engineers have recommended the installation of flashing light signals at the Southern Railway crossing at Thoroughfare, on Route 95 in Prince William County, and

WHEREAS, the Southern Railway System has agreed to participate to the extent of ten per cent of the cost; now, therefore,

BE IT RESOLVED that \$7,500.00 be appropriated from the Culpeper District Construction Reserves to do this work. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm letter ballot resolution as follows:

WHEREAS, there are several industries on Route 166 in Norfolk County between the bridge over Mains Creek and the Southern Branch of the Elizabeth River that do not have an outlet for heavy loads, due to the 10-ton capacity restriction; and

WHEREAS, it has been estimated that the bridge over Mains Creek can be strengthened to H-15 capacity for approximately \$3,500; Now, Therefore,

BE IT RESOLVED that \$3,500 be allocated from the Suffolk District Construction Reserves to strengthen the bridge over Mains Creek. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Sclater, that the Commission confirm the following letter ballot resolution:

WHEREAS, by virtue of the proposed construction of Route 95 as a part of the Interstate System of Highways, it is deemed necessary to provide a connecting highway between U. S. Route 1 and Interstate Route 95, in Hanover County, the proposed connection to be made a part of the Primary System of Highways;

NOW, THEREFORE, BE IT RESOLVED that under authority of Section 33-26 of the 1950 Code of Virginia, as amended, the proposed connection leading from the intersection of U. S. Route 1 at a point approximately 0.10 mile north of Route 602 east to tie in with Interstate Route 95 interchange, a distance of 0.604 mile as shown on layout sketch dated February 15, 1960, be added to the Primary System of Highways and designated as Route 79. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Salater, that the Commission confirm the following letter ballot:

WHEREAS, the Congress has, through the Federal Aviation Agency, made available to the State Highway Commission the sum of \$450,000 to be used in the construction of a road between the intersection of Routes 606 and 607 and Route 7, in the county of Loudoun, to serve traffic going to and from the Dulles International Airport, said road to conform to Class I standards for a primary road and to have controlled access features; and

WHEREAS, it is tentatively estimated that the project will cost approximately \$700,000; and

WHEREAS, the Board of Supervisors of Loudoun County has requested the use of Industrial Access Funds in the construction of this road;

NOW, THEREFORE, BE IT RESOLVED: That the sum of \$250,000 be allocated from Industrial Access Funds to supplement funds made available by the Congress for the construction of this road. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Salater, that the Commission confirm the following letter ballot resolution:

WHEREAS, it appears desirable to erect four hundred fifteen lineal feet additional guard rail on Route 10 at the Falling Creek Bridge in Chesterfield County, at a hazardous location, and

WHEREAS, there is a sufficient balance in the Richmond District Construction Reserve to accomplish this work; Now, Therefore,

BE IT RESOLVED that the sum of \$1,600 be allocated for the project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Salater, that the Commission confirm the following letter ballot resolution:

WHEREAS, soil conservation districts are being set up throughout the State for the purpose of controlling erosion in the watersheds of certain streams; and

WHEREAS, an erosion problem is caused by raw cut and fill slopes along the highways, which in turn results in highway drainage and maintenance problems; and

WHEREAS, the soil conservation districts have agreed to obtain the necessary easements, arrange for the removal and replacement of fences, and furnish the fertilizer, seed, and mulch necessary to obtain ground cover on the highway cut and fill slopes within the watershed areas being developed;

NOW, THEREFORE, BE IT RESOLVED: That in view of the contribution of easements, adjustment of fences, and fertilizer, seed, and mulch by the soil conservation districts, the State Highway Commission, beginning with the fiscal year 1960-61, will provide funds to prepare and seed the highway cut and fill slopes in order to obtain ground cover.

(Continued)

The total of said funds shall not exceed \$70,000 in any one fiscal year and are to be provided from the following sources: For the Primary System, from Primary Maintenance funds; for the Secondary System, from Secondary funds prior to allocation to the counties.

BE IT FURTHER RESOLVED: That in the case of highway projects being constructed within the limits of a watershed development area, provisions will be made to use project funds to control erosion on the cut and fill slopes.

BE IT FURTHER RESOLVED: That where Secondary highway funds have been budgeted for this purpose in fiscal 1959-60, reimbursement will be made from funds available July 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that

WHEREAS, in accordance with the provisions of Section 116(c) of the Federal-Aid Highway Act of 1936, a public hearing was held in the Courthouse in Buena Vista, Virginia, on December 21, 1959, concerning the proposed reconstruction and widening of Route 301, Project 0501-103-101 from the intersection of 10th Street to the S.C.L. of Buena Vista, and

WHEREAS, proper notice was given in advance and all those present were given 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 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 as Route 301, Project 0501-103-101, from 10th Street to the S.C.L. of Buena Vista, in the City of Buena Vista, be approved. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that

WHEREAS, in accordance with the provisions of Section 116(c) of the Federal Aid Highway Act of 1936, a PUBLIC HEARING was held in the Town Office at the fire house in Furcellville, Virginia, on March 13, 1960, concerning the proposed construction and/or reconstruction of Route 690 from 0.15 mile north of Route 7 in Furcellville to 1.675 miles north of Route 7, Loudoun County, State Project 0690-053-028-029-030, Federal Project 5-332(5), and

WHEREAS, proper notice was given in advance and all those present were given 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 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 this project in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways is approved. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, 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 Orange County Court House in Orange, Virginia, at 10:30 A.M. on February 17, 1960, concerning the proposed widening and improvement of Route 15 from 0.213 miles North of the South Corporate Limits of Orange to 0.165 Miles South of the South Corporate Limits of Orange and in Orange County, on U. S. Route 15, State Project 0015-068-009-018, and

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 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 this project be approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, 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 Bealton High School Auditorium, at Bealton, Virginia at 3:30 P.M. on April 12, 1960, concerning the proposed reconstruction of Route 17 from 5.708 Miles West of the Stafford County Line to 8.576 Miles West of the Stafford County Line in Fauquier County, on U. S. Route 17, State Project 0017-030-003,C1, and

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 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 this project be approved in accordance with the plans as proposed and presented by the Engineering Division of the Department of Highways. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, Route 5 in Charles City County, has been altered and reconstructed as shown on plans for Project 0005-018-019,C, and
WHEREAS, two sections of the old road are no longer necessary as a public road, the new road serving the same citizens as the old,
NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5 of the Code of Virginia of 1950, as amended, 0.59 mile of the old road, shown in blue and designated as Sections 1 and 2 on the plat dated September 15, 1959, Project 0005-018-019,C, be abandoned as a part of the State Highway System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, Route 49 in Mecklenburg County, has been altered
and reconstructed as shown on plans for Project 0049-058-013-008,C, and
WHEREAS, two sections of the old road are no longer necessary
for purposes of the State Highway System and one section of the old
road is no longer necessary as a public road, the new road serving the
same citizens as the old, and one section of the old road is to be
transferred to the Secondary System;

NOW THEREFORE BE IT RESOLVED, that pursuant to Section 33-76.1
of the Code of Virginia of 1950, as amended, 0.38 mile of the old road,
shown in yellow and designated as Sections 3 and 4 on the plat dated
November 24, 1959, Project 0049-058-013-008,C, be discontinued as a
part of the State Highway System;

BE IT FURTHER RESOLVED that pursuant to Section 33-76.5 of
the Code of Virginia of 1950, as amended, 0.16 mile of the old road,
shown in blue and designated as Section 1 on the plat and project
referred to hereinabove, be abandoned as part of the public road;

BE IT FURTHER RESOLVED that pursuant to Section 33-27 of the
Code of Virginia of 1950, as amended, 0.30 mile of the old road, shown
in red and designated as Section 2 on the plat and project referred to
hereinabove, be transferred from the Primary System to the Secondary
System of Highways. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that
WHEREAS, Route 156 in Prince George County, has been altered
and reconstructed as shown on plans for Project 0154-074-101,C, and
WHEREAS, two sections of the old road are no longer necessary
as a public road, the new road serving the same citizens as the old;
and one section of the old road is to be transferred to the Secondary
System of Highways;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 33-76.5
of the Code of Virginia of 1950, as amended, 0.18 mile of the old road,
shown in blue and designated as Sections 2 and 3 on plat dated January 5,
1960, Project 0154-074-101,C be abandoned as a part of the State Highway
System;

BE IT FURTHER RESOLVED, that pursuant to Section 33-27 of the
Code of Virginia of 1950, as amended, 0.94 mile of the old road, shown in
red and designated as Section 1 on the plat and project referred to
hereinabove, be transferred from the Primary System to the Secondary
System of Highways. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that
WHEREAS, under Authority of Section 33-113.2 of the Code of
Virginia, 1950, as amended, request is made by the Town of Bedford for
payment at the base rate of \$300 per mile annually on additional streets
within the area annexed by the Town of Bedford on January 1, 1960;
NOW, WHEREFORE, BE IT RESOLVED, that quarterly payments at
the base rate of \$300 per mile annually be made to the Town of Bedford
on additional streets totaling 4.63 miles and meeting required standards,
effective beginning the third quarter, January 1, 1960, to a total
approved mileage of 14.85 miles. The additional mileage of streets
eligible for payment, described as follows:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
Oakwood Street	Old Corp. Limits	0.50 Mi. North	0.50 Mi.
Dawn Drive	Old Corp. Limits	Monroe Street	0.25 mi.
Monroe Street	Old Corp. Limits	0.36 Mi. East	0.36 mi.
Park Street	Old Corp. Limits	Monroe Street	0.10 mi.
Link Road	East Main Street	Smith Street	0.60 mi.
Smith Street	South Street	0.75 Mi. East	0.75 mi.
Clearview Road	Oakwood Street	0.29 Mi. East	0.29 mi.
McChes Street	Forest Road	Orange Street	0.50 mi.
Dawn Drive	Dawn Drive	0.45 Mi. East	0.45 mi.
Belmont Drive	Longwood Avanna	0.28 Mi. North	0.28 mi.
Dogwood Drive	Park Street	0.15 Mi. North	0.15 mi.
Pine Crest Avenue	Old Corp. Limits	0.11 Mi. East	0.11 Mi.
Woodcrest Drive	Pine Crest Drive	Cedar Crest Drive	0.18 mi.
Cedar Crest Drive	Wood Crest Drive	0.11 mi. South	0.11 mi.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Sclater, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Charlottesville for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Charlottesville on additional streets totaling 0.32 miles, effective beginning the third quarter, January 1, 1960. The additional mileage of streets eligible for payment, described as follows:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
Thomas Drive	Shamrock Road	Dead End	0.14 Mi.
David Terrace	Thomas Drive	Dead End	0.09 mi.
Druid Avenue	Meridian Street	Castalia Street	0.09 mi.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Salzman, that
WHEREAS, under authority of Section 33-50.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Fairfax for payment at the base rate of \$300 per mile annually on additional streets within the area annexed by the Town of Fairfax on January 1, 1960:

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Fairfax on additional streets totaling 13.88 miles, effective beginning the third quarter, January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Sclater, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Galax for payment at the base rate of \$300 per mile annually on an additional street, meeting required standards, within the area annexed by the City of Galax on January 1, 1960;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Galax on the annexed portion of Glendale Road, between the Old ECL of Galax and the new ECL of Galax, a distance of 0.80 miles, effective beginning the third quarter, January 1, 1960. Motion carried.

Moved by Mr. Lewis, seconded by Mr. Selster, that, WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Franklin for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Franklin on additional streets totaling 10.43 miles, of which 9.37 miles are within the area annexed by the Town of Franklin on January 1, 1960 and 1.06 miles of eligible streets within the Old Corporate Limits; effective beginning the third quarter, January 1, 1960; a total approved mileage of 24.60 miles. The additional mileage of streets eligible for payment, described as follows:

STREETS WITHIN ANNEXED AREA

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>LENGTH-MILES</u>
Beacon	A. & D. Railroad	High Street	0.11
Honestad Rd.	High St.	Clay St.	0.42
High St.	A. & D. Railroad	Town Limit	0.82
Maple Ave.	Robin Hood Road	Town Limit	1.00
Old Sedley Rd.	Maple Ave.	Country Club Rd.	0.52
Poachontas St.	Old Sedley Rd.	A. & D. Railroad	0.12
Magnolia St.	Country Club Rd.	End	0.17
Country Club Rd.	U. S. Route 58	Town Limit	0.71
Cypress Ave.	Country Club Rd.	Southampton Rd.	0.17
Pine Ave.	Robin Hood Rd.	Southampton Rd.	0.08
Southampton Rd.	Pine Ave.	U.S. Route 58	0.43
Robin Hood Rd.	Pine Ave.	End S. Maple Ave.	0.46
Irving St.	Southampton Rd.	End	0.07
Sunset Drive	U. S. Route 58	A. & D. Railroad	0.19
Sycamore Rd.	U. S. Route 58	Meadow Lane	0.40
Meadow Lane	U. S. Route 58	Old Town Limit	0.47
Gardner St.	Old Town Limit	End W. of Andrews St.	0.42
Andrews St.	Gardner St.	South St.	0.47
Hogart St.	South St.	S.A.L. Railroad	0.31
Bracy St.	South St.	S.A.L. Railroad	0.28
Cobb St.	South St.	S.A.L. Railroad	0.27
Stonewall St.	South St.	S.A.L. Railroad	0.26
Maplewood St.	Old Town Limit	Hogart St.	0.28
Redwood Ave.	Hogart St.	Stonewall St.	0.29
Rosewood Ave.	Old Town Limit	Stonewall St.	0.04
Rosewood Ave.	Bracy St.	Hogart St.	0.12
Oak St.	Old Town Limit	End	0.07
South Quay Rd.	Old Town Limit	New Town Limit	0.42

TOTAL ANNEXED AREA..... 9.37 Miles

STREETS WITHIN OLD CORPORATE LIMITS

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>LENGTH-MILES</u>
Armory Drive	2nd Avenue	End	0.26
R. R. Avenue	Hall St.	Roosevelt Ave.	0.28
Bruce St.	E. of Geolapring	R. R. Ave.	0.03
Magnolia St.	Walnut St.	High St.	0.06
Dalk St.	South St.	Mariner St.	0.07

STREETS WITHIN OLD CORPORATE LIMITS (CONTINUED)

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>LENGTH-MILES</u>
Mariner St.	Dolk St.	E. End	0.05
Barratt St.	Main St.	E. End	0.04
Main St.	Jackson St.	A. & D. Spar	0.03
Gardner St.	Jefferson St.	Old Town Limit	0.21
Park Circle	Clay St.	End	0.03
TOTAL STREETS WITHIN OLD CORPORATE LIMITS.....			1.06

Motion carried.

Moved by Mr. Ewls seconded by Mr. Solter that WHEREAS, the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the Town of Franklin for such payment, and WHEREAS, the changes of previous routings and annexation of January 1, 1960, amend the selection of such streets, now, therefore BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the Town of Franklin be re-established as follows:

U.S. Route 58 - Beginning at the E.C.L. of Franklin; thence westerly along Second Avenue, northerly along Mechanic Street, and westerly along Fourth Avenue and Clay Street to the W.C.L. of Franklin. Length for payment 3.03 Miles.

U.S. Route 258 - Beginning at the E.C.L. of Franklin; thence overlapping U.S. Route 58 westerly along Second Avenue to Mechanic Street (and overlap); thence continuing westerly along Second Avenue to Main Street, southerly along Main Street and southwesterly along South Street to the W.C.L. of Franklin. Net length for payment 1.77 Miles

The mileage for the Town of Franklin, due to annexation and re-establishment of route extensions, increases their mileage by 2.24 miles to a new total of 4.80 miles, eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1960. Motion carried.

Moved by Mr. Davis, seconded by Mr. Sciater, that
WHEREAS, under authority of Section 33-113-2 of the Code of Virginia, 1950, as amended, request is made by the City of Harrisonburg for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards, also for additional mileage omitted on streets heretofore approved by the Highway Commission;
NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Harrisonburg on additional streets totaling 0.22 mile, effective beginning the fourth quarter, April 1, 1960. The additional mileage of streets eligible for payment, described as follows:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
Oak Street	Centrall Street	165 Ft. South	0.03 mi.
Highland Avenue	Franklin Street	Crescent Drive	0.04 mi.
Academy Street	Bruce Street	160 Ft. south	0.03 mi.
Park Avenue	Park Place	Gay Street	0.04 mi.
West Elizabeth St.	High Street	410 Ft. West	0.08 mi.
		Total.....	0.22 mi.

BE IT FURTHER RESOLVED, that, due to necessary mileage adjustments, the total of 6.119 miles of streets heretofore approved by the Highway Commission on March 18, 1958 be corrected to a total of 6.308 miles, adding 0.19 mile to the total of streets subject to payment, effective beginning the fourth quarter, April 1, 1960. Motion carried.

Moved by Mr. Davis, seconded by Mr. Sciater, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Lexington for payment at the base rate of \$300 per mile annually on additional streets within the area annexed by the Town of Lexington on January 1, 1960;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Lexington on additional streets, totaling 6.90 miles and meeting required standards, effective beginning the third quarter, January 1, 1960. Motion carried.

Moved by Mr. Davis, seconded by Mr. Sciater, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Marion for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Marion on additional streets totaling 0.87 mile, effective beginning the fourth quarter, April 1, 1960. The additional mileage of streets eligible for payment, described as follows:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>
Country Club Road	N & W Railroad	Holston River	0.51 mi.
Mountain View Drive	Country Club Road	South Drive	0.17 mi.
Golf View Drive	Mt. View Drive	310 feet North	0.06 mi.
Cumberland Street	Fatton Avenue	Grubbs Avenue	0.06 mi.
River Street	Broad Street	Maple Street	0.07 mi.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Sclater, that, WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Hopewell for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards; NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Hopewell on additional streets totaling 3.52 miles, effective beginning the third quarter, January 1, 1960, to a total approved mileage of 67.95 miles. The additional mileage of streets eligible for payment, described as follows:

<u>STREET</u>	<u>FROM</u>	<u>TO</u>	<u>LENGTH-MILES</u>
Western Street	Kenwood Ave.	Terrace Ave.	.08
Terrace Avenue	Western	250' South	.05
Western Street	Wilmington Ave.	Surry Ave.	.11
Surry Ave.	Western St.	Woodlawn St.	.08
Edgewood Blvd.	Boston St.	250' North	.05
Terrace Ave.	Trenton St.	Granby St.	.06
Miles Ave.	Fresman St.	Trenton St.	.06
Bassett St.	Arlington Rd.	Stewart Ave.	.07
Locust St.	Arlington Rd.	Dellrose Dr.	.06
Dellrose Dr.	Locust St.	Cloverdale Ave.	.16
Cloverdale Ave.	Dellrose Dr.	Dellrose Dr.	.21
Cloverdale Ave.	Dellrose Dr.	950' North	.18
South 1st. St.	Existing End	1740' South	.33
Booker St.	Terminal St.	200' West	.04
Summit St.	Mansion Dr.	Park Ave.	.12
Dalton Ave.	West Broadway	500' North	.09
Fairview Ave.	City Point Road	West Broadway	.18
Phillips Drive	River Road	200' North	.04
Hill Ave.	Jackson St.	Johnson St.	.05
Moultrie Ave.	Pickett St.	Johnson St.	.10
Hill Ave.	Hooker St.	Clingman St.	.04
Hoke Ave.	Darville St.	Bluefield St.	.05
Atlantic Ave.	Hoke Ave.	South City Point Road	.14
Franklin St.	Evergreen Ave.	Smithfield Ave.	.08
Clark St.	Miles Ave.	Jefferson Ave.	.08
Jefferson Ave.	Clark St.	Norfolk St.	.04
Portsmouth St.	Moultrie Ave.	400' West	.08
Moultrie Ave.	Suffolk St.	Portsmouth St.	.06
Dolin St.	14th Ave.	15th Ave.	.05
Park Ave.	Princess Anne St.	600' North	.11
Blackstone Ave.	Woodlawn St.	500' North	.09
Sunnyside Ave.	Boston St.	Plant St.	.10
Plant St.	Oakland Blvd.	Sunnyside Ave.	.33
North Ave.	Esperia St.	250' North	.05
Fresman St.	Miles Ave.	Terrace Ave.	.07

Motion carried.

Moved by Mr. Lewis, seconded by Mr. Selster, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Martinsville for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Martinsville on additional streets totaling 3.79 miles within the area annexed by the City of Martinsville, effective beginning the third quarter, January 1, 1960;

BE IT FURTHER RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Martinsville on additional streets totaling 1.89 miles within the Old Corporate Limits, effective beginning the fourth quarter, April 1, 1960. Motion carried.

Moved by Mr. Lewis, seconded by Mr. Selster, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Roanoke for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards,

NOW, THEREFORE, BE IT RESOLVED that quarterly payments at the base rate of \$300 per mile annually be made to the City of Roanoke on additional streets totaling 1.81 miles, effective beginning the fourth quarter, April 1, 1960, and described as follows:

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u> Miles
Flaming Avenue	Whiteside St.	Drew St.	0.15
Oliver Road	Frontier St.	End	0.02
Patrick Henry Ave.	Thurston Ave.	Liberty Road	0.43
Skull Road	Bedford Rd.	Hollins Rd.	0.18
Bedford St.	Roanoke Ave.	Dead End	0.09
Beverly Blvd.	Wheatington Ave.	Northview Drive	0.05
Crystal Spring Ave.	Wiley St.	Railroad Ave.	0.11
Mt. View Terrace	Bridge St.	Fauquier St.	0.27
Boifa Street	Roanoke Ave.	Dead end	0.06
Russell Avenue	Ashlan St.	Bedford St.	0.05
Suburban Ave.	Windsor Ave.	End	0.12
Gum Street	Shenandoah Ave.	Barberry Ave.	0.05
23d. Street	Staunton Ave.	Pennsylvania Ave.	0.09
Speedwell St.	Churchill Drive	Durham St.	0.14

Motion carried.

Moved by Mr. Lewis, seconded by Mr. Selster, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the City of Portsmouth for payment at the base rate of \$300 per mile annually on additional streets within the area annexed by the City of Portsmouth on January 1, 1960;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the City of Portsmouth on additional streets, totaling 93.63 miles and meeting required standards, effective beginning the third quarter, January 1, 1960.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Scister, that WHEREAS, the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the Town of Salem for such payment, and WHEREAS, the changes of previous routings and annexation of January 1, 1960, amend the selection of such streets, now, therefore BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1950, as Amended, the primary route extensions within the Town of Salem be re-established as follows:

U.S. Route 11 - Beginning at the S.E.C.L. of Salem; thence westerly along Apperson Drive, northerly along Colorado Street and College Avenue and westerly along West Main Street to the W.C.L. of Salem. Length for payment 5.41 Miles.

Alternate U.S. Routes 11 & 160 - Beginning at the E.C.L. of Salem; thence overlapping U.S. Route 160 westerly along East Main Street to Texas Street, and overlap; thence southerly and westerly along Texas Street and Fourth Street to West Main Street (U.S. Routes 11 and 160). Net length for payment 3.05 Miles.

U.S. Route 160 - Beginning at the E.C.L. of Salem; thence westerly along East Main Street to College Avenue (U.S. Route 11); thence continuing westerly overlapping U.S. Route 11 along West Main Street to the W.C.L. of Salem. Net length for payment 2.01 Miles.

State Route 119 - Beginning at the S.C.L. of Salem; thence northerly and westerly along Riverside Drive to Colorado Street (U.S. Route 11). Length for payment 1.31 Miles.

State Route 111 - Beginning at the N.C.L. of Salem; thence southerly along Craig Avenue to East Main Street (U.S. Route 160). Length for payment 0.63 Miles.

The mileage for the Town of Salem, due to annexation and re-establishment of route extensions, increases their mileage by 3.36 miles to a new total of 12.41 miles to be eligible for maintenance payments at the base rate of \$1,000 per mile annually, effectively January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Selater, that WHEREAS, the Highway Commission is authorized to make certain payments to cities for street purposes, and WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Staunton for such payments, and WHEREAS, the changes of previous routings render it necessary to amend the selection of such streets, now, therefore BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the City of Staunton be re-established as follows:

U.S. Route 11 - Beginning at the N.E.C.L. of Staunton; thence southerly along Commerce Road and Greenville Avenue to the S.C.L. of Staunton. Net length for payment 3.95 Miles.

Alt. U.S. Route 11 - Beginning at the N.E.C.L. of Staunton; thence southwesterly along Augusta Street to Churchville Avenue; thence southerly overlapping U.S. Route 250 along Augusta Street and Johnson Street to Commerce Street (U.S. Route 11). Net length for payment 2.19 Miles.

U.S. Route 250 - Beginning at the E.C.L. of Staunton; thence westerly and northwesterly along Richmond Avenue to Greenville Avenue, (U.S. Route 11); thence overlapping U.S. Route 11 along Greenville Avenue to Johnson Street, and overlap; thence northwesterly along Johnson Street, Augusta Street and Churchville Avenue to the N.C.L. of Staunton. Net length for payment 4.03 Miles.

State Route 252 - Beginning at the S.W.C.L. of Staunton; thence northwesterly along Middlebrook Avenue and Lewis Street to Beverley Street (U.S. Route 25h); thence overlapping Route 25h on Beverley Street to Augusta Street (Route 250). Net length for payment 1.64 Miles.

State Route 25h - Beginning at the E.C.L. of Staunton; thence westerly along East Beverley and West Beverley Streets to the W.C.L. of Staunton. Net length for payment 3.13 Miles.

The mileage for the City of Staunton, due to this re-establishment of route extensions, 14.94 miles eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1960.

BE IT FURTHER RESOLVED, that due to the re-establishment of the route extensions in Staunton, a portion of old Route 252 on Middlebrook Avenue and Augusta Street between Lewis Street and Johnson Street, a distance of 0.17 mile, and a connection to Route 25h between Routes 25h and 250, a distance of 0.07 mile, dropped as primary extensions and added for \$300 per mile maintenance and that portion of rerouted Route 252 extension on Lewis Street between Middlebrook Avenue and Beverley Street, a distance of 0.17 mile, be dropped from \$300 per mile maintenance under Section 33-113.2 of the 1950 Code of Virginia, as amended, at a new total of 28.12 miles, effective January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that
WHEREAS, under authority of Section 33-113.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Salem for payment at the base rate of \$300 per mile annually on additional streets within the area annexed by the Town of Salem on January 1, 1960,

NOW, THEREFORE, BE IT RESOLVED that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Salem on additional streets totaling 15.76 miles and meeting required standards, effective beginning the third quarter, January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that
WHEREAS, under authority of Section 33-50.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Tazewell for payment at the base rate of \$300 per mile annually on additional streets within the area annexed by the Town of Tazewell on January 1, 1960,

NOW, THEREFORE BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Tazewell on additional streets totaling 3.44 miles, effective beginning the third quarter, January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that
WHEREAS, under authority of Section 33-30.2 of the Code of Virginia, 1950, as amended, request is made by the Town of Warrenton for payment at the base rate of \$300 per mile annually on additional streets meeting the required standards;

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the base rate of \$300 per mile annually be made to the Town of Warrenton on additional streets totaling 8.97 miles, of which 8.00 miles are within the area annexed by the Town of Warrenton on January 1, 1960 and 0.97 mile of eligible streets within the old corporate limits; effective beginning the third quarter, January 1, 1960, to a total approved mileage of 14.31 miles. Motion carried.

Moved by Mr. Rawls, Seconded by Mr. Solater, that
WHEREAS, the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and
WHEREAS, the Highway Commission has selected certain streets within the Corporate Limits of the Town of Bedford for such payments, and
WHEREAS, the changes of previous routings and annexation of January 1, 1960, amend the selection of such streets, now, therefore
BE IT RESOLVED, that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the Town of Bedford be re-established as follows:

U. S. Route 460 - Beginning at the N.E.C.L. of Bedford; thence south-westerly and westerly along Forest Road, Longwood Avenue, North Bridge Street and Blue Ridge Avenue to the W.C.L. of Bedford. Length for payment 4.07 miles.

State Route 297 - Beginning at the E.C.L. of Bedford; thence westerly along East Main Street to its intersection with Bridge Street (U.S. Route 460). Length for payment 1.52 miles.

State Route 122 - Beginning at the S.C.L. of Bedford; thence northerly along Drenshaw Street to Main Street (U.S. Route 460); thence easterly and northerly overlapping U. S. Route 460 along Main Street, North Bridge Street and Longwood Avenue to its intersection with Forest Road (U.S. Route 460) and overlap; thence continuing

(cont'd)

northerly along Longwood Avenue to the N. C. L. of Bedford. Net length for payment 2.15 miles.

State Route 43 - Beginning at the S.C.L. of Bedford; thence northerly along South Street to its intersection with East Main Street (State Route 297); thence overlapping State Route 297 and U. S. Route 460 easterly and northerly along East Main Street and North Bridge Street to Peaks Street, and overlap; thence northerly along Peaks Street to the N. C. L. of Bedford. Net length for payment 2.76 miles.

The mileage for the Town of Bedford, due to annexation and re-establishment of route extensions, increases their mileage by 6.188 miles to a new total of 10.50 miles to be eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that
WHEREAS the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and
WHEREAS the Highway Commission has selected certain streets within the Corporate Limits of the Town of Franklin for such payment, and
WHEREAS the changes of previous routings and annexation of January 1, 1960 amend the selection of such streets, Now, therefore
BE IT RESOLVED that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the Town of Franklin be re-established as follows:

U. S. Route 58 - Beginning at the E.C.L. of Franklin; thence westerly along Second Avenue, northerly along Mechanic Street and westerly along Fourth Avenue and Clay Street to the W.C.L. of Franklin. Length for payment 3.03 miles.

U. S. Route 258 - Beginning at the E.C.L. of Franklin; thence overlapping U. S. Route 58 westerly along Second Avenue to Mechanic Street (and overlap); thence continuing westerly along Second Avenue to Main Street, southerly along Main Street and southwesterly along South Street to the W.C.L. of Franklin. Net length for payment 1.77 miles.

The mileage for the Town of Franklin, due to annexation and re-establishment of route extensions, increases their mileage by 2.24 miles to a new total of 4.80 miles eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that
WHEREAS the Highway Commission is authorized to make certain payments to cities and towns for street purposes, and
WHEREAS the Highway Commission has selected certain streets within the corporate limits of the Town of Lexington for such payments, and

Whereas the additions to previous routings due to annexation of January 1, 1960 amend the selection of such streets,

NOW, THEREFORE, BE IT RESOLVED that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the Town of Lexington be re-established as follows:

- U. S. ROUTE 11** - Beginning at the N.E.C.L. of Lexington on the bridge over the Maury River; thence southeasterly along Main Street to the S.C.L. of Lexington. Length for payment - 2.27 miles.
- U. S. Route 11-A** Beginning at its intersection with U. S. Route 11 in Lexington; thence southwesterly to S.C.L. of Lexington. Length for payment - 0.59 mile.
- U. S. Route 60** - Beginning at the S.O.L. of Lexington; thence northwesterly along Nelson Street to Main Street (U.S. Route 11); thence continuing northwesterly along Nelson Street from Main Street (U.S. Route 11) to the N.W.C.L. of Lexington. Net length for payment - 1.44 miles.
- State Route 251** - Beginning at its intersection with U. S. Route 11 in Lexington; thence westerly to the W.C.L. of Lexington. Length for payment - 0.78 miles.

The mileage for the Town of Lexington, due to annexation and re-establishment of route extensions, increases their mileage by 2.174 miles to a new total of 5.08 miles to be eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Sclater that
WHEREAS the Highway Commission is authorized to make certain payments to cities for street purposes, and
WHEREAS, the Highway Commission has selected certain streets within the corporate limits of the City of Portsmouth for such payments, and

WHEREAS the annexation by the City of Portsmouth, effective January 1, 1960, renders it necessary to amend the lengths of such streets previously established within the city; now, therefore,

BE IT RESOLVED that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the City of Portsmouth be re-established as follows:

- U. S. Route 58** - Beginning at the entrance to the Elizabeth River Tunnel on Washington Street in the City of Portsmouth; thence northerly on Washington Street to High Street; thence westerly on High Street to Air Line Boulevard; thence southwesterly on Air Line Boulevard to the W.C.L. of the City of Portsmouth at Baras Creek. Length for payment 5.90 miles.
- U. S. Route 17** - Beginning at the W.C.L. of Portsmouth, east end of the western branch of the Elizabeth River Bridge; easterly on County Road and High Street to Frederick Boulevard; thence southerly and southeasterly to George Washington Highway; thence southerly on George Washington Highway to the S.C.L. of Portsmouth. Length for payment 4.85 miles.

State Route 337 - Beginning at the E.C.L. of Portsmouth at the west end of the southern branch of the Elizabeth River Bridge; thence westerly and northerly to and along Elm Avenue to Gosport Road; thence westerly on Gosport Road, Airline Turnpike and Ferry Road to the W.C.L. of Portsmouth at the east end of Hodgas Ferry Bridge. Length for payment 5.45 miles.

U. S. Route 17

Business - Beginning at the intersection of High Street and Frederick Boulevard (Route 17); thence easterly on High Street to Air Line Boulevard; thence continuing along High Street overlapping Route 58 to Elm Avenue (end overlap); thence southerly on Elm Avenue to Gosport Road; thence overlapping Route 337 between Gosport Road and George Washington Highway; thence southwesterly on George Washington Highway to Frederick Boulevard (Route 17). Net length for payment 1.57 miles.

Alt. U. S. Route 58 - Beginning at the intersection of High Street and Sixth Street (U. S. Route 58); thence southerly and southwesterly on Sixth Street and Airline Turnpike to Gosport Road (Route 337); thence continuing along Airline Turnpike overlapping Route 337 to Air Line Boulevard (Route 58). Net length for payment - 2.08 miles.

Alt. U. S. Route 460 - Beginning at the W.C.L. of Portsmouth at Hares Creek; thence northeasterly and easterly overlapping Routes 58 and 337 on Airline Turnpike and Gosport Road to Elm Avenue (end overlap); thence continuing easterly on Gosport Road to Seventh Street; thence northerly on Seventh Street and Washington Street to the entrance to the Elizabeth River Tunnel to Norfolk. Net length for payment 1.53 miles.

State Route 161 - Beginning at the intersection of George Washington Highway and Elm Avenue (Route 337); thence easterly and northerly on George Washington Highway and Green Street to Gosport Road (Alt. Route 460). Length for payment 0.56 mile.

The re-established mileage for the City of Portsmouth, due to annexation, increased their primary route extension mileage by 5.26 miles, to a new total of 22.94 miles eligible for maintenance payments at the base rate of \$4,000 per mile annually, effective January 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Solater, that

WHEREAS the Highway Commission is authorized to make certain payments to cities for street purposes, and

WHEREAS the Highway Commission has selected certain streets within the corporate limits of the City of Virginia Beach for such payments, and

WHEREAS the construction of Pacific Avenue, State Project 0060-134-070, renders it necessary to amend the selection of such streets; now, therefore,

BE IT RESOLVED that pursuant to Section 33-113 of the Code of Virginia of 1950, as amended, the primary route extensions within the City of Virginia Beach be re-established as follows:

U. S. Route 58 - Beginning at Pacific Avenue (U.S. Route 60); thence westerly along 31st Street to the WCL of Virginia Beach. Length for payment, 0.17 mile.

U. S. Route 58

Business - Beginning at Pacific Avenue (U. S. Route 60); thence westerly along 17th Street to the WCL of Virginia Beach. Length for payment, 0.53 mile.

U. S. Route 60 - Beginning at the E.C. L. of Virginia Beach; thence northerly along Atlantic Avenue, 17th Street, Pacific Avenue and Atlantic Avenue to the WCL of Virginia Beach. Length for payment, 3.32 miles.

U. S. Route 60

Business - Beginning at 17th Street (U.S. Route 60); thence northerly along Atlantic Avenue to its intersection with Pacific Avenue (U. S. Route 60). Not for primary maintenance payment.

The total mileage for the City of Virginia Beach, due to this re-establishment of primary route extensions, is 4.02 miles eligible for maintenance payments at the base rate of \$4,000 per mile, effective January 1, 1960, and

BE IT FURTHER RESOLVED that due to the re-establishment of the route extensions in Virginia Beach, a portion of old U. S. Route 60 on Atlantic Avenue between 17th Street and its intersection with Pacific Avenue, a distance of 1.82 miles and a portion of old U. S. Route 58 on 31st Street between Atlantic and Pacific Avenues, a distance of 0.05 mile, be dropped as primary extensions and added for \$300 per mile maintenance and that portion of re-routed U. S. Route 60 on Pacific Avenue between 17th Street and 40th Street be dropped from \$300 per mile maintenance, a distance of 1.50 miles, under Section 33-113.2 of the 1950 Code of Virginia, as amended, a net increase of 0.37 mile, to a new total of 32.27 miles, effective January 1, 1960. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that WHEREAS, in connection with Route 351, Project 1233-G, in former Elizabeth City County, now the City of Hampton, the Commonwealth acquired certain lands, by deed from Phillip W. Murray, recorded in Deed Book 114, Page 226, in the office of the Clerk of the Circuit Court of said County, including Lots 8, 9, 10 and 11, Block 9, Aberdeen Heights; and WHEREAS the State Highway Commissioner has certified in writing that the residue of these lots lying north of the north right of way line of Pembroke Avenue, Route 351, approximately 57 feet north of and parallel with the survey centerline of same between Station 100+20 and Station 102+20, does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System, NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia as amended, the State Highway Commissioner is authorized to convey the said residue by deed of quitclaim to the highest bidder for a consideration recommended by the State Right of Way Engineer and deemed adequate by the State Highway Commissioner. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that WHEREAS, in connection with Route 220, Project 529-41, in Franklin County, the Commonwealth did acquire a new right of way and reconstruct the said Route 220 upon a new location; and, WHEREAS the State Highway Commissioner has accepted and approved the said new location in lieu of a portion of the old location, which said portion of old location extends from a point opposite approximate survey Station 1213+00 to a point opposite approximate survey Station 1215+30; and

WHEREAS the owner of the lands adjoining said portion of old location has requested the abandonment and quitclaiming of same in order that the property adjacent to same may be properly developed; and, WHEREAS the State Highway Commissioner has certified in writing that the said portion of old location is no longer necessary for the uses of the State Highway System; NOW, THEREFORE, that portion of the old location extending from a point opposite approximate survey Station 1213+00 to a point opposite survey Station 1215+30 (the north line of the Purdue property) is hereby abandoned in accordance with the provisions of Section 33-76.5 of the 1950 Code of Virginia, and the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim to the owner or owners of record of the lands adjoining the said section hereby abandoned, same to be in accordance with the provisions of Section 33-76.6 of the said Code as amended. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that WHEREAS, in connection with Route 258, Project 0258-046-103, C-1, in Isle of Wight County, the Commonwealth acquired all of a certain lot belonging to William H. Roberts and Virginia E. Roberts; and, WHEREAS the said William H. Roberts and Virginia E. Roberts have now purchased the land adjoining the said lot so acquired by the Commonwealth and have requested that the remainder of the said lot not used for the construction of the said Route and Project be quitclaimed to them for a consideration of \$85.00; and, WHEREAS the State Highway Commissioner has certified in writing that the said remainder of said lot lying northwest of a line 55 feet northwest of and parallel to the survey and plan centerline of the said Route and Project, said line being the normal northwest right of way line of same, does not constitute a section of the public road and is no longer necessary for the uses of the State Highway System and deems the consideration offered to be adequate, NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code as amended, the conveyance of the said remainder of the lot lying northwest of the said right of way line to the owner or owners of the lands adjacent thereto to the northwest for the said consideration is hereby approved, and the State Highway Commissioner is hereby authorized to execute a deed of quitclaim accordingly. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that WHEREAS, in connection with Route 8, Project 568-D, in Montgomery County, the Commonwealth acquired certain lands from John H. Barringer by deed dated August 18, 1965, and of record in the office of the Clerk of the Circuit Court of said County in Deed Book 137, Page 169; and, WHEREAS the State Highway Commissioner has certified in writing that the portion of said lands consisting of 0.012 acre and lying west of the normal west right of way line of said Route and Project and north of the extension of the north right of way line of the connection between same and Route 646 does not constitute a section of the public road and is deemed no longer necessary for the uses of the State Highway System; and, WHEREAS the owner of the adjoining lands has offered to purchase the said 0.012 acre for a consideration of \$30.00, which consideration is regarded as adequate by the State Highway Commissioner; NOW, THEREFORE, as provided in Section 33-76.6 of the 1950 Code of Virginia as amended, the conveyance of the said 0.012 acre so certified by the Commissioner to the owner or owners of record of the adjoining land for a consideration of \$30.00 is hereby approved and the State Highway Commissioner is authorized to execute a deed of quitclaim accordingly. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that, WHEREAS, a portion of old location of what is now Virginia Beach Boulevard was cut off by the original construction of Route 58 on its present location at the intersection Routes 58 and 647 in Princess Anne County; and, WHEREAS, in connection with the reconstruction of Route 647, Project 0647-075-102 in said County, additional right of way is required from the property in the southeast corner of the intersection of the said Routes; and, WHEREAS, the owner of this property has offered to convey the said additional right of way to the Commonwealth in exchange for a triangular parcel of the said portion of old location; and, WHEREAS, the State Highway Commissioner has certified in writing that the said triangular parcel proposed thus to be exchanged does not constitute a section of the public road and is no longer necessary for the uses of the State Highway System; NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, the State Highway Commissioner is hereby authorized to execute a deed of quitclaim to the owner or owners of the adjoining land in the southeast corner of the intersection of Route 58 and 647 in exchange for the additional right of way required from the said owner or owners for the construction of said Project 0647-075-102. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that WHEREAS the Commonwealth is the owner of the right of way of the old Southwestern Turnpike in Smyth County; and WHEREAS the present location of Route 11 has been constructed in lieu of a section of the old Southwestern Turnpike from a point on the present location of Route 11 opposite Station 1074+00 of the eastbound lane centerline of Interstate Route 81, Project 0081-086-003, EW-1, to a point on the new right of way for Interstate Route 81 opposite approximate Station 1084+00 of the said centerline, and serves the same citizens as the old Turnpike; and, WHEREAS the present location of Route 11 has been approved by the State Highway Commissioner; and, WHEREAS, one or more of the landowners whose property abuts upon portions of the right of way of the old Turnpike have requested that same be quitclaimed to them where no longer needed by the Commonwealth; and, WHEREAS, the State Highway Commissioner has certified in writing that those portions of the said Turnpike between the aforesaid Stations which lie outside of the new right of way of said Route 81 are no longer necessary for the uses of the State Highway System; NOW, THEREFORE, in accordance with the provisions of Section 33-76.5 of the 1950 Code of Virginia as amended, this Commission hereby declares abandoned that section of the old Southwestern Turnpike between the stations aforesaid, and in accordance with the provisions of Section 33-76.6 of the said Code this Commission hereby approves the conveyance of the said portions of right of way of the old Southwestern Turnpike which lie outside of the new right of way for Interstate Route 81 to the owner or owners of record of the lands adjoining same, and the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim accordingly. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Chinn, that
WHEREAS, in connection with Route 337, Project 1411-A1, in Norfolk County, now the City of Portsmouth, the Commonwealth in obtaining right of way did acquire certain properties in their entirety; and WHEREAS the State Highway Commissioner has certified in writing that those portions of the said properties so acquired which lie outside of and beyond the limits of the standard right of way needed for the construction and maintenance of the said route and project do not constitute a section of the public road and are no longer necessary for the uses of the State Highway System; NOW, THEREFORE, in accordance with the provisions of Section 33-76.6 of the 1950 Code of Virginia, as amended, this Commission does hereby approve the sale and conveyance of any or all of the said portions of properties for such monetary considerations as may be recommended by the State Right of Way Engineer and approved and accepted by the State Highway Commissioner, and the State Highway Commissioner is hereby authorized to execute a deed or deeds of quitclaim accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that
WHEREAS it has been the policy of this Commission to allocate state funds available to the counties in the Secondary System on the four-factor formula; area, population, road mileage, and miles travelled, these factors being weighted equally, and
WHEREAS road-user taxes to be increased effective July 1, 1960, under provisions of Chapter 603, Acts of Assembly of 1960, will produce additional state funds for the Secondary System, estimated at \$6,250,000 for the fiscal year 1960-61, and
WHEREAS studies are now underway for the purpose of determining comparable needs among the counties on their Secondary roads, which, when completed, may result in the desirability of distributing the additional funds provided by the above-mentioned chapter, in the future on the basis of need, now, therefore
BE IT RESOLVED by the State Highway Commission that the total state funds available for distribution to the counties in the Secondary System for the fiscal year 1960-61, including the additional funds to be derived from the increase in road-user taxes provided by Chapter 603, Acts of 1960, be distributed on the present four-factor formula,
BE IT FURTHER RESOLVED that the above shall constitute no precedent for the future and that distribution of the additional funds provided by the above-mentioned chapter is made on this basis for fiscal 1960-61 due to insufficient time remaining before the next fiscal year to complete the needs study and give adequate consideration to possible need for change in the distribution formula. Motion carried.

Moved by Mr. Solater, seconded by Mr. Rawls, that
WHEREAS the Traffic Survey of 1950, for the City of Bristol, recommended the development of an arterial route connection on Euclid Avenue, from Commonwealth Avenue to State Street; and
WHEREAS the Commissioner of Highways, by letter of February 6, 1956 to the City Manager, advised "The Highway Commission is prepared to accept this section of Euclid Avenue and Commonwealth Avenue as a primary route extension when the City resolves the situation at the Southern Railway Crossing;" and

WHEREAS the City has entered into an agreement with the Southern Railway to construct the crossing and install protective devices at 100 per cent cost to the City, with the plans for same having been approved by the State and Bureau of Public Roads; and

WHEREAS the City Council, by resolution of September 23, 1959, has initiated the construction of the connecting roadway as a Federal-aid Urban project, and agreed to provide 50 per cent of the construction funds to match 50 per cent of Federal funds to advance the progress of development; now, therefore, **BE IT RESOLVED**, as provided under Section 33-113 of the 1950 Code of Virginia, a primary connection be established from Commonwealth Avenue (Route 407) along Euclid Avenue to State Street (Routes 11, 58 and 421), a length of approximately 1.17 miles, and be temporarily designated as State Route 597, with the understanding that the \$4,000 per mile base payment to the City shall not become effective until the improvement under Project 0599-102-101, C-1, B-1, PB-1, in the City of Bristol has been completed, at which time other routes less essential for through traffic will be dropped to maintain approximately the present total mileage. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Chinn, that
WHEREAS Interstate Route 495, a circumferential highway of the Metropolitan Area of Washington, D.C., is now under construction in the states of Virginia and Maryland; and
WHEREAS this route totals 62.1 miles in length, of which 21.5 miles is in Virginia, and 40.6 miles is in Maryland; and
WHEREAS, the unofficial designation of this highway is "The Washington Circumferential Highway," which name is awkward to pronounce and unwieldy for popular reference; and
WHEREAS the State Roads Commission of Maryland, has officially adopted for the Maryland portion of this route the designation "Capitol Beltway," and has requested the Highway Commission of Virginia to do likewise; and
WHEREAS, it would appear that this designation will be acceptable to the localities through which the highway now passes; therefore, be it **RESOLVED** that in accordance with Section 33-12(4) of the Code of Virginia of 1950, as amended, the Interstate Route 495 is designated as the "Capitol Beltway." Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that
WHEREAS, during the construction of Project 2373-09-10-11, on Route 360, in Prince Edward County, it became necessary to haul construction materials over Prince Edward County Secondary Route 630, damaging the secondary road to the extent of an estimated \$9,000.00; and
WHEREAS the repair of this damage is a proper charge against the primary construction project, authorization is given to make the necessary repairs, charging the cost to Project 2373-09-10-11. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Chinn, that
WHEREAS, on or about the 9th day of October, 1958, Virginia Engineering Company, Inc., entered into a contract with the State Highway Commission for construction in connection with Project No. 0123-000-008, C1 (Old Project No. 5599-05), on Route 173 in York County; and

WHEREAS changes in the plans and certain conditions on the project necessitated additional work and an increase in the regular excavation and borrow; and
WHEREAS work orders were issued to cover the additional work and borrow material, which increased the scope of the contract by an amount approximately equal to 25% of the original contract; and
WHEREAS the quantities on the work orders were underestimated so that the final cost of the work increased the scope of the original contract by 43%; and
WHEREAS Virginia Engineering Company, Inc., has completed the work and has been paid for all the additional work at the unit prices set forth in the work orders;
NOW, THEREFORE, BE IT RESOLVED; That the State Highway Commission hereby confirms the alteration made by the Highway Department in the original contract on the aforementioned project and confirms the increase which the Department authorized without the supplemental agreement required by Section 104.03 of the Virginia Department of Highways Road and Bridge Specifications.
BE IT FURTHER RESOLVED; That the State Highway Commission approves the expenditure made by the Department in excess of the amount authorized previously by this Commission for the aforementioned contract. Motion carried.

Moved by Mr. Ewls, seconded by Mr. Chinn, that
WHEREAS the Potomac Public Service Company has made application for a permit for a pipeline along the rights of way of certain roads under the jurisdiction of the State Highway Department in Fairfax County; and
WHEREAS careful studies have been made as to the compliance of said application with the Permit Manual; and
WHEREAS the narrow rights of way on the Secondary System make the installation and maintenance of sub-surface utilities undesirable; and
WHEREAS the Permit Manual specifies that no gas pipeline which will be subjected to more than 125 pounds per square inch should be installed parallel to and within the right of way of any highway; and
WHEREAS the consulting engineers for Potomac Public Service Company have informed the Department's engineers that the pipeline is designed for operating pressures of approximately 600 pounds per square inch and possibly at times up to 1,000 pounds per square inch.
NOW, THEREFORE, BE IT RESOLVED: That the application of the Potomac Public Service Company for a permit to install a pipeline along the rights of way of certain highways in Fairfax County be denied.
Motion carried.

Moved by Mr. Barrow, Seconded by Mr. Ewls, that
WHEREAS, when the Richmond-Petersburg Turnpike was constructed, it was considered advisable by the engineers of both the Virginia Department of Highways and the Richmond-Petersburg Turnpike Authority to make certain modifications in the location of U. S. Route 1 where the entrance and exit ramps of the Turnpike, Interstate 95, intersect U. S. Route 1 in Dinwiddie County, to provide for safe merging of traffic between the two highways; and
WHEREAS the Richmond-Petersburg Turnpike Authority acquired the necessary land and constructed a new northbound traffic lane for U. S. Route 1 from Station 46+61.8 NB Rte. 1 southwest to Station 77+08.45 NB Rte. 1 and made other connections to the Turnpike ramps as shown on the attached map of the Route 1 Interchange Alignment Plan, Contract No. P-1-G; and

WHEREAS, the new northbound traffic lane is essentially a part of U. S. Route 1 instead of a part of the Richmond-Petersburg Turnpike and as such should be maintained as part of the State Highway System; and

WHEREAS The Richmond-Petersburg Turnpike Authority has agreed to continue the maintenance of the exit ramp "B" marked in blue on the aforementioned map, including the structure over northbound U.S. Route 1 from ditch line to ditch line for its entire length to the point where it intersects southbound U.S. Route 1; and
WHEREAS the aforementioned Authority has requested the Virginia Department of Highways to assume the maintenance of the Northbound lane of U.S. Route 1 in the area shown in green on the aforementioned map and extending from the east ditch line of northbound lane of U.S. Route 1 westward to the existing right of way line of the southbound lane of U. S. Route 1;

NOW, THEREFORE, BE IT RESOLVED: That the Virginia State Highway Commission hereby accepts into the State Highway System the road constructed by the Richmond-Petersburg Turnpike Authority between Station 46+61.8 NB Rte. 1 and Station 77+08.45 NB Rte. 1 for northbound U. S. Route 1 traffic.

BE IT FURTHER RESOLVED: That said addition is hereby designated as part of U. S. Route 1 and shall be maintained by the Virginia Department of Highways out of primary funds provided for such highway.
Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that:

WHEREAS, the National Bank of Commerce of Norfolk, Trustee for State of Virginia Toll Revenue Bonds (Series 1954), now holds U. S. securities representing investment of Reserve Maintenance Funds as follows:

\$750,000 face amount U.S. 3-3/4% Treas. Certificates maturing Feb. 15, 1960 -

\$50,000 face amount U. S. Treasury Bills maturing Feb. 18, 1960 -
and

WHEREAS, \$115,000 cash was transferred from the Revenue Fund to the Reserve Maintenance Fund in January, 1960, in accordance with provisions of the 1959-60 budget, and it is estimated that \$100,000 of this amount will not be needed for expenditure within the next twelve months, and

WHEREAS, the U. S. Treasury is now offering 4-7/8% Certificates maturing Feb. 15, 1961 to holders of 3-3/4% Certificates maturing Feb. 15, 1960, now therefore

BE IT RESOLVED by the State Highway Commission that the Trustee be instructed to invest Reserve Maintenance Funds of -

\$750,000 from Treasury Certificates maturing 2-15-60 -

50,000 from Treasury Bills maturing 2-18-60 -

100,000 from uninvested cash now available -

\$900,000 total sum in 4-7/8% Certificates of the U. S. Treasury maturing Feb. 15, 1961. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that

WHEREAS, the State Highway Commission on March 23, 1954 passed the following resolution:

"Whereas, the Commission having been requested to record its statement of policy and intent with respect to financing the construction of the proposed James River Bridge near Hopewell; now, therefore, be it resolved (1) that the Commission will proceed as expeditiously as the circumstances may permit to bring about the financing and construction of the proposed bridge under the provisions of the State Revenue Bond Act; (2) that in order to expedite the construction of such bridge at the earliest possible date the Commission hereby determines and declares its intent, to provide for the allocation to be used to help defray the cost of such bridge of an annual sum in the amount of approximately \$250,000 from funds available to the Richmond Construction District."

and, WHEREAS, we have received a number of requests from citizens interested in the proposed new bridge over the James River at Jordan's Point near Hopewell; and, WHEREAS, with the additional one-cent gas tax it is felt that the Commission can afford to increase the allocation from approximately \$250,000 to approximately \$400,000 annually; now, therefore, BE IT RESOLVED, that the above quoted resolution passed on March 23, 1954 be rescinded, and that the allocation for the fiscal year 1960-61 and for the following years be increased from \$250,000 to \$400,000, from funds available to the Richmond Construction District, until sufficient State funds have been provided to supplement the bond issue under the provisions of the State Revenue Bond Act, for the construction of this bridge. Motion carried.

Moved by Mr. Ghinn, seconded by Mr. Nelson, that WHEREAS, an allocation of \$400,000 was made to Route 2 and 301 in the fiscal year 1955-56 for dual-laning from the Hanover County line north, Caroline County, in the Fredericksburg District; and WHEREAS, when this allocation was made we were not certain where the Interstate System would be located from Richmond north; and WHEREAS, a definite decision has been made that the Interstate route north from Richmond will be constructed paralleling Route 1; and WHEREAS, it is deemed advisable to start dual-laning from the Potomac River Bridge, south, King George County, because of the increased traffic that will be on this route after the Interstate System is completed; now, therefore, BE IT RESOLVED, that the \$400,000 allocated to Route 2 and 301 from the Hanover County line, north, Caroline County, in the Fredericksburg District, be transferred to Route 301 from the Potomac River Bridge, south, King George County in the Fredericksburg District. Motion carried.

Moved by Senator Nelson, seconded by Mr. Sulster, that WHEREAS, a study has been made of the Highway Department's present policy on nepotism to determine the necessity for revision and a restatement by the Highway Commission of its policy; and WHEREAS, this study has revealed that the present policy has worked satisfactorily for over twenty years and has effectively kept the Department from overstaffing its organization with an excess of related personnel; and WHEREAS, it has been further revealed that the emergency has ceased to exist for which the policy was relaxed in 1936 to permit the employment of spouses for technical positions, but the necessity still exists for allowing employment of civil engineering graduates within the prohibited relationship;

NOW, THEREFORE, BE IT RESOLVED: That all prior action of the State Highway Commission relating to nepotism be and is hereby rescinded, and the policy in the future shall be that no person shall be employed on a permanent basis in the Department where the relationship by blood is husband, wife, father, mother, brother, sister, son, daughter, uncle, aunt, nephew, or niece; no person shall be employed where the relationship by marriage is father-in-law, mother-in-law, son-in-law, daughter-in-law, brother-in-law or sister-in-law; and no employee may be in charge of any other employee who is related to him in the degree of first cousin or closer by blood or marriage.

BE IT FURTHER RESOLVED: That as long as an emergency exists, the above policy shall be relaxed to permit employment of graduate civil engineers within the prohibited relationship. Motion carried.

Moved by Mr. Flythe, seconded by Mr. Rawls, that
WHEREAS, the Highway Department has had requests in the past, has a request now pending, and anticipates request in the future, for permits to erect safety slogan signs on the State's rights of way; and
WHEREAS, the Department's engineers after studying the requests feel that the rights of way should be reserved for the ever increasing number of official signs required to be erected on the right of way; and
WHEREAS, it is desirable for the State Highway Commission to set forth its policy in reference to such signs;

NOW, THEREFORE, BE IT RESOLVED: That no safety slogan signs of any description shall be erected or placed within the right of way of any highway under the jurisdiction of the State Highway Department except such signs as are expressly authorized by statute or by this Commission.

BE IT FURTHER RESOLVED: That any permits issued prior to this resolution be revoked by the State Highway Commission under Section 3 of the Rules and Regulations of the State Highway Commission of Virginia. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Carper, that
WHEREAS, Rule 9.1 of the Rules for the Administration of the Virginia Personal Act of 1942 provides in part that "...the appointing authority of each agency shall prescribe the hours of duty during which attendance of employees in the agency shall be required. The minimum hours prescribed shall be at least forty hours a week for full-time employment....;" and

WHEREAS, at the present time the Central Office and Equipment Depot employees work 8 hours per day for 40 hours per week, the District, Residency and Shop Offices employees work 8-1/2 hours per day for 42-1/2 hours per week, and the Field and Shop Forces employees work 9-1/2 hours per day for 47-1/2 hours per week; and

WHEREAS, it is the desire of the State Highway Commission as far as practicable to have a uniform work week throughout the Department to eliminate any inequities in working hours and to work toward that goal;

NOW, THEREFORE, BE IT RESOLVED: That the work hours for employees of the Highway Department shall be as follows:

- (1) Central Office and Equipment Depot -
8-hour day - 40-hour week
- (2) District, Residency and Shop Offices -
8-hour day - 40 hour week
- (3) Field and Shop Forces -
8-hour day - 40 hour week.

BE IT FURTHER RESOLVED; That the rate of pay for hourly employees shall be adjusted to enable such employees to receive the same compensation as they presently receive, as nearly as possible. This policy shall become effective on July 1, 1960. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Carper, that:
WHEREAS, the State Highway Commission has heretofore approved the location of a bridge and tunnel project to be constructed by the Chesapeake Bay Ferry Commission (hereafter to be known as the Chesapeake Bay Bridge and Tunnel Commission) across Chesapeake Bay, including approaches and approach highways thereto, which will connect the project on the north with U. S. Route No. 13 in the County of Northampton and on the south with U.S. Route No. 60 in the County of Princess Anne in the vicinity of Chesapeake Beach; and

WHEREAS, the State Highway Commission, upon finding that there was an urgent public need for the operation of said project, granted a permit to the Chesapeake Bay Ferry Commission for the construction and operation of said project; now, therefore,

BE IT RESOLVED by the State Highway Commission;

Section 1. The urgent public need for the operation of said project still exists.

Section 2. The State Highway Commission will assist and cooperate with the Chesapeake Bay Ferry Commission in every way possible to bring about the early construction and operation of said project.

Section 3. Subject to the terms of an agreement to be entered into by the State Highway Commission and the Chesapeake Bay Ferry Commission, the State Highway Commission will cooperate in every way possible in the construction of the approaches and approach highways to the Chesapeake Bay Ferry Facility.

Section 4. The State Highway Commission is cognizant of the heavy increase in traffic that will result from this project on Route 13 from the Maryland line to Route 17 near Portsmouth, Virginia, and on Route 17 from this intersection to the North Carolina line. In order to safely carry the traffic over these routes, this Commission will cooperate by expediting the necessary improvements on these two routes as rapidly as funds are available. Motion carried.

The Commission approved a recommendation to set up \$11,599.23 in the fiscal year 1960-61 to bring the Insurance Reserve up to \$42,000.00. It was suggested that consideration might be given to increasing this fund next year.

A request from patrons of the Delfield School, Inc., for an entrance from the Charlottesville By-pass to the school was discussed and on motion by Mr. Rawls, seconded by Senator Nelson, the Commission voted to deny the request.

Mr. Francis Lee, Assistant Attorney General, reviewed legislation passed at the 1960 session of the General Assembly which would affect the Department of Highways.

The Outdoor Advertising Act was discussed at some length and the Commission recommended a pilot study to determine the cost to the Department of carrying out the provisions of the act.

Moved by Mr. Sawis, seconded by Mr. Solter, THAT WHEREAS, the Commission at its meeting on August 28, 1958, adopted a resolution declaring certain roads and bridges to be posted for certain weight limits; and WHEREAS, in its resolution of September 24, 1959, the Commission revised the original postings; and WHEREAS, engineering studies have been conducted which indicate the necessity for certain further changes in or additions to such postings; NOW, THEREFORE, BE IT RESOLVED: That the itemized listings for certain Secondary roads dated July, 1959, and the itemized listings of certain bridges on the Secondary System, all on file in the Department of Highways, Secondary Roads Division, are hereby revised as follows:

SECONDARY SYSTEM

<u>BRISTOL DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Bland County	None	1 - 8
Buchanan County	None	2 - 6
Dickenson County	None	Sheet 4
Drayson County	None	Sheet 3
Lee County	None	1, 7, 9, & 12
Russell County	None	1 and 3
Tazewell County	None	1 - 14
Wise County	None	Sheet 4
 <u>SALEM DISTRICT</u>		
Botetourt County	None	2, 4, 5, 6, 7, 8, 9, 9, 11, 13, 15 & 16 Sheet 10
Carroll County	None	1, 2, & 5
Craig County	None	1 - 10
Floyd County	None	2, 5, & 7
Franklin County	None	Sheet 4
Giles County	None	1, 3, & 4
Henry County	None	Sheet 3
Montgomery County	None	3, 4, 5, & 6
Patrick County	None	Sheet 3
Pulaski County	None	1 and 11
Roanoke County	None	
 <u>LYNCHBURG DISTRICT</u>		
Ashurst County	None	1 - 5
Appomattox County	None	1 - 4
Buckingham County	None	3, 4, & 5
Campbell County	None	1 - 5
Halifax County	None	4 and 5
Nelson County	None	1 - 7
Pittsylvania County	None	2, 3, 5, 6, 7, 9, 10, 11, 14, 15 & 19
Prince Edward County	None	1 and 4

<u>RICHMOND DISTRICT</u>	<u>Posted Roads Revised Sheet Nos.</u>	<u>Posted Bridges Revised Sheet Nos.</u>
Brunswick County	None	2 and 5
Charles City County	None	Sheet 1
Dimittie County	None	Sheet 10
Goochland County	None	Sheet 1
Hanover County	None	1 and 2
Lancaster County	None	1, 2, & 4
Hacklenburg County	None	3, 4, 5, & 7
New Kent County	None	Sheet 1
Nottoway County	None	Sheet 3
Prince George County	None	Sheet 3
<u>SUFFOLK DISTRICT</u>		
Greensville County	None	1 - 3
James City County	None	Sheet 1
Norfolk County	None	Sheet 1
Southampton County	None	1 - 6
Surry County	None	1 - 3
Sussex County	None	1, 2, 3, 5, 6, & 7
<u>FRANKFORD DISTRICT</u>		
Caroline County	None	Sheet 2
Essex County	None	Sheet 1
Gloucester County	None	Sheet 1
King & Queen County	None	1 - 3
King William County	None	Sheet 1
Mathews County	None	Sheet 1
Northumberland County	None	Sheet 1
Spotsylvania County	None	3 and 4
<u>CHALFEER DISTRICT</u>		
Albemarle County	None	1, 2, 3, 4, 5, 6 & 8
Fauquier County	None	Sheet 6
Grenada County	None	Sheet 1
Loudoun County	None	1, 6, 7 & 13
Madison County	None	2, 3, & 6
Orange County	None	Sheet 1
Prince William County	None	Sheet 2
<u>STAUNTON DISTRICT</u>		
Alleghany County	None	1 and 3
Augusta County	None	Sheet 5
Bath County	None	1 and 2
Clarke County	None	1 and 2
Frederick County	None	1 - 4
Page County	None	1 and 2
Rockingham County	None	Sheet 5
Shenandoah County	None	1, 2, 3, 4, & 5
Warren County	None	1 and 2
Motion carried.		

Moved by Mr. Rawls, seconded by Mr. Fyche, THAT WHEREAS, the Commission at its meeting on August 28, 1958, adopted a resolution declaring certain roads and bridges to be posted for certain weight limits; and WHEREAS, engineering studies have been conducted which indicate the necessity for certain changes in or additions to such postings; NOW, THEREFORE, BE IT RESOLVED: That the itemized listings dated July 1958, on file in the Department of Highways' Maintenance Division for the Primary System, which listings are referred to in the aforementioned resolution, are hereby revised as follows:

PRIMARY SYSTEM

DISTRICT

Bristol
Salem
Lynchburg
Suffolk
Calpeper

Staunton

POSTED BRIDGES
SHEET NUMBERS REVISED

7, 10 and 13
2 and 6
3, 7 and 8
3
5, 6, and Sheet No. 7
has been added
6

POSTED ROADS
SHEET NUMBERS REVISED

1

Salem
Motion carried.

On motion by Mr. Rawls, seconded by Mr. Chinn, the Tentative Allocations of Interstate and Primary Construction Funds for the fiscal year 1960-61 were approved as shown on the following sheets.

Moved by Mr. Salater, seconded by Mr. Chinn, that the public hearings on the above allocations be held at Roanoke on May 26, for the Salem, Bristol, Staunton, and Lynchburg Districts, and at Richmond on May 27, for the Richmond, Fredericksburg, Calpeper, and Suffolk Districts. Motion carried.

**VIRGINIA DEPARTMENT OF HIGHWAYS
ESTIMATE OF REVENUE AND APPROPRIATIONS
FISCAL YEAR 1960-61**

March 18, 1960

ESTIMATED STATE REVENUE

Gross Motor Fuel Tax	96,750,000	
Less Estimated Refunds:		
Motor Fuel Tax	6,650,000	
2 Counties not under Secondary Road Law	<u>1,875,000</u>	
Net Motor Fuel Tax		88,225,000
M.V. and Bus Line Licenses		21,591,912
M.V. Registration of Titles		732,000
M.V. Carriers' Passenger Gross Receipts Tax		300,000
M.V. Operators' License Fees		800,000
M.V. Misc. Revenue		432,000
Liq. Damages-Violation of Wgt. Limits		500,000
Outdoor Advertising		42,000
Tolls from State Owned Ferries		155,000
State Police - Sale of Cars and Patrol of Revenue Bond Facilities		<u>429,290</u>
Total Revenue from State Sources		113,207,202

LESS APPROPRIATIONS FOR OTHER STATE AGENCIES

Division of Motor Vehicles:		
Maintenance and Operations	3,982,885	
Manufacture of Motor Vehicle Tags	275,000	
Capital Outlay	<u>98,000</u>	4,355,885
Department of State Police:		
Maintenance and Operations	8,139,049	
Capital Outlay	<u>530,680</u>	8,669,729
Department of Agriculture & Immigration:		
Inspection of Gasoline & Motor Oils	48,300	
Capital Outlay	<u>18,600</u>	66,900
State Corporation Commission -		
Regulating & Taxing Motor Carriers		<u>491,000</u>
State Funds Available for Highways		<u>13,583,514</u>
		99,623,688

ADD FEDERAL GRANTS

Interstate Federal Aid	75,503,340	
Primary Federal Aid	7,160,604	
Secondary Federal Aid	5,272,786	
Urban Federal Aid	<u>3,590,904</u>	
Total Federal Aid		<u>91,527,634</u>
Total State and Federal Funds for Highways		<u>191,151,322</u>

**APPROPRIATIONS
FISCAL YEAR 1960-61**

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<u>GENERAL EXPENSES</u>			
Administration and Engineering - (incl. State Matching S.S. taxes and state retirement \$120,000)	-	5,185,500	5,185,500
Traffic and Planning - Routine Operations - Truck Weighing 560,000			
Matching S.S. Taxes and State Retirement <u>20,000</u>	-	580,000	580,000
Grounds and Buildings - Maint. and Operations	-	300,000	300,000
Engineering Overhead Expense - Operations 600,000			
Matching S.S. Taxes and State Retirement <u>25,000</u>	-	625,000	625,000
Va. Council of Hwy. Investigation and Research	-	170,000	170,000
Accident Prevention, Compensation Awards and Medical	-	100,000	100,000
Joint Hydraulic Study	-	4,000	4,000
Regulation of Outdoor Advertising	-	42,000	42,000
Fire Insurance Reserve	-	<u>11,600</u>	<u>11,600</u>
Total General Expense	-	7,018,100	7,018,100

FISCAL YEAR 1960-61

	<u>Federal Funds</u>	<u>State Funds</u>	<u>Total</u>
<u>PRIMARY MAINTENANCE AND REPLACEMENTS</u>			
Ordinary Operations	13,500,000		
Hopewell Ferry	110,000		
Jamestown Ferry	260,000		
Landscaps	130,000		
Matching S.S. & State Retirement	<u>330,000</u>	14,330,000	14,330,000
<u>PRIMARY CONSTRUCTION</u>			
Primary Federal Aid & State Matching	7,160,604	7,160,604	14,321,208
50% of Sec.Fed.Aid & State Matching	1,581,896	1,581,896	3,163,672
State Construction	-	5,104,176	5,104,176
Additional State Construction From Acts of 1960	-	5,337,923	5,337,923
Matching S.S. Taxes and State Retirement	-	<u>120,000</u>	<u>120,000</u>
Total Primary Construction	<u>8,742,440</u>	<u>19,304,599</u>	<u>28,046,979</u>
<u>INTERSTATE CONSTRUCTION</u>			
Interstate Federal Aid & St. Matching	75,503,340	9,664,000	85,167,340
Matching S.S. Taxes and State Retirement	-	<u>225,000</u>	<u>225,000</u>
Total Interstate Construction	<u>75,503,340</u>	<u>9,889,000</u>	<u>85,392,340</u>
<u>SECONDARY MAINTENANCE AND CONSTRUCTION</u>			
70% of Sec.Fed.Aid & State Matching	3,690,950	3,690,950	7,381,900
State Construction and Maintenance	-	27,595,700	27,595,700
Additional State Construction From Acts of 1960	-	6,250,000	6,250,000
Matching S.S. Taxes & St. Retirement	-	<u>660,000</u>	<u>660,000</u>
Total Secondary Funds	<u>3,690,950</u>	<u>38,196,650</u>	<u>41,887,600</u>
<u>URBAN CONSTRUCTION AND MAINTENANCE</u>			
Urban Federal Aid & State Matching	3,590,904	1,977,123	5,568,027
City Streets Fund - 2/3 from Primary Construction:			
Regular funds	-	4,616,263	4,616,263
Acts of 1960 funds	-	655,922	655,922
1/3 from Primary Maintenance:			
Regular funds	-	2,308,130	2,308,130
Acts of 1960 funds	-	<u>327,961</u>	<u>327,961</u>
Total City Streets Funds	<u>-</u>	<u>7,908,276</u>	<u>7,908,276</u>
Total Urban Funds	3,590,904	9,885,399	13,476,303
<u>ACCESS ROADS TO INDUSTRIAL SITES</u>	-	1,000,000	1,000,000
Total Allocations - Page 2 and 3	<u><u>91,527,634</u></u>	<u><u>99,623,688</u></u>	<u><u>191,151,322</u></u>

COMMONWEALTH OF VIRGINIA
DEPARTMENT OF HIGHWAYS, RICHMOND, VIRGINIA
APRIL 21, 1960
INTERSTATE AND PRIMARY CONSTRUCTION FUNDS - FISCAL YEAR 1960-61

Tentative Allocation of
State Funds:

Regular-----	\$30,449,002.	
Act of 1960-----	<u>5,993,845.</u>	\$ 36,442,847.
1961 Federal-aid Primary Funds-----		7,160,604.
1961 Federal-aid Secondary Funds (30% of Apportionment)-----		1,581,836.
1961 Federal-aid Interstate Funds-----		75,503,340.
1961 Federal-aid Urban Funds-----		<u>3,590,904.</u>

Total Funds

\$124,279,531.

APPORTIONMENT TO DISTRICTS OF ABOVE CONSTRUCTION FUNDS - FISCAL YEAR 1960-61

District	Apportionment of \$45,185,287. Based on Factors of Area, Population and Mileage.		Apportionment of \$75,503,340. Federal-aid Interstate Funds on the basis of need.		Apportionment of \$3,590,904. Federal-aid Urban Funds Based on Factor of Population of Cities of 5,000 or more in accordance with Federal-aid Highway Act of 1959.		Total of Combined Funds
	Percent	Amount	Percent	Amount	Percent	Amount	
Bristol	13.31	\$ 6,014,162.	7.58	\$ 5,723,153.	2.61	\$ 93,722	\$ 11,831,037.
Salem	12.71	5,743,050.	8.56	6,463,086.	9.64	353,345.	12,559,481.
Lynchburg	11.38	5,232,456.	0.16	120,805.	6.39	229,459.	5,582,720.
Richmond	14.57	6,583,496.	18.22	13,756,709.	20.25	727,156.	21,067,363.
Suffolk	15.08	6,813,941.	17.39	13,130,031.	37.13	1,333,303.	21,277,273.
Fred'burg	7.47	3,375,341.	3.49	2,633,067.	0.67	31,241.	6,041,649.
Onley	13.71	6,194,903.	23.08	17,426,171.	16.59	595,731.	24,216,805.
Staunton	11.57	5,227,938.	21.52	16,248,318.	6.32	226,945.	21,703,201.
TOTAL	100.00	\$45,185,287.	100.00	\$75,503,340.	100.00	\$3,590,904.	\$124,279,531.

SUMMARY OF INTERSTATE AND PRIMARY CONSTRUCTION FUNDS

FISCAL YEAR 1960-61

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	5,272,185.
Urban Federal-aid (Excluding \$53,863. for Planning) =	3,537,041.
Matching Urban Federal-aid = (Including Arlington County's 50%)	1,923,260.
Preliminary Engineering (Rural Primary=\$1,163,850.) = (Interstate = 3,098,763.)	4,262,633.
Rights of Way (Rural Primary=\$ 4,107,706.) = (Interstate = 20,658,553.)	24,766,259.
New Signs and Signals =	400,000.
Planning (Urban = \$ 107,726.) = (Rural Primary = 262,272.) = (Interstate = 1,258,389.)	1,628,387.
Construction (Rural Primary =\$22,113,151.) = (Interstate = 60,376,615.) =	82,489,766.
Total =	<hr/> \$ 124,279,531. <hr/>

BRISTOL DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	327,706.
Urban Federal-aid (Exclusive of Planning) =	92,316.
Matching Urban Federal-aid =	46,158.
Preliminary Engineering (Rural Primary=\$204,337.) = (Interstate = 234,886.)	439,225.
Rights of Way (Rural Primary =\$ 721,165.) = (Interstate = 1,565,918.) =	2,287,103.
New Signs and Signals =	46,500.
Planning (Urban = \$ 2,812.) (Rural Primary = 34,908.) = (Interstate = 95,386.)	133,106.
Total =	<u>\$ 3,372,114.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
81	Washington, Snyth & Wythe	Tennessee State Line - East (Supplemental Allocation)	\$ 4,576,547.
Total, Interstate System Construction			<u>\$ 4,576,547.</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
11	Wythe	Wytheville - West (Asphaltic Concrete Surfacing)	\$ 70,000.
16	Snyth	Between Marion and Hungry Mother State Park (Partial Allocation for Reconstruction)	100,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
19 & Alt. 58	Washington	Bridge and Approaches North Fork Holston River at Holston (Partial Allocation)	\$ 300,000.
19 & 460	Tazewell	West Tazewell - West (Continue Reconstruction)	325,000.
21	Bland	Bland Court House - South (Asphaltic Concrete Surfacing)	57,000.
23	Scott	Between Route 58 and Tennessee State Line (Supplemental Allocation for Dual-lane Construction)	325,000.
23 & 58	Scott	Town of Gate City (Curb, Gutter and Sidewalk)	50,000.
52	Wythe	Between Fort Chiswell and New River (Asphaltic Concrete Surfacing)	60,000.
58	Washington	West Bristol - West (Supplemental Allocation for Reconstruction)	80,000.
58	Washington	East Route 11 - East (Partial Allocation for Reconstruction)	152,285.
58	Lee	Between Ross Hill and Jonesville (Supplemental Allocation to Continue Reconstruction)	150,000.
58	Grayson	Between Galax and Independence (Supplemental Allocation for Reconstruction)	300,000.
Alt. 58	Wise	East Norton - East (Continue Reconstruction)	250,000.
Alt. 58	Russell	Between Banners Corner (Route 65) and Saint Paul (Reconstruction)	250,000.
61	Tazewell	West Bland County Line - West (Continue Reconstruction)	250,000.
67	Tazewell	Richlands - North (Continue Spot Improvement)	125,000.

BRISTOL DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
80	Dickenson	Between Kentucky State Line and Route 83 (Continue Improvement Through the Breaks)	\$ 200,000.
80	Russell	Town of Honaker (Continue Improvement)	30,000.
80	Buchanan	Bridge and Approaches Hurricane Creek	60,000.
83	Dickenson	Haysi - Clinchco (Supplemental Allocation for Reconstruction)	250,000.
460	Buchanan	Town of Grundy (Supplemental Allocation)	118,091.
460	Buchanan	East Vansant - East (Continue Four-lane Construction)	480,000.
Total, Rural Primary System Construction			<hr/> \$ 3,882,376.
1960-61 Bristol District Total			<hr/> <hr/> \$ 11,831,037. <hr/> <hr/>

SALEM DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 702,512.
Urban Federal-aid (Exclusive of Planning) =	348,045.
Matching Urban Federal-aid =	174,022.
Preliminary Engineering (Rural Primary=\$167,594.) = (Interstate = 265,256.)	432,850.
Rights of Way (Rural Primary=\$ 591,507.) = (Interstate = 1,768,372.)	2,359,879.
New Signs and Signals =	38,000.
Planning (Urban = \$ 10,600.) (Rural Primary= 33,335.) = (Interstate = 107,718.)	151,653.
Total =	<u>\$ 4,206,961.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
81	Pulaski	Wythe County Line - East (Supplemental Allocation)	\$ 250,000.
81	Botetourt & Roanoke	Rockbridge County Line - South (Supplemental Allocation)	4,918,239.
Total, Interstate System Construction			<u>\$ 5,168,239.</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
8	Floyd	Town of Floyd (Supplemental Allocation for Widening, Curb and Gutter from Route 221 - North)	\$ 25,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
11	Montgomery	Town of Christiansburg (Widen Existing Street Between Roanoke and Hickok Streets)	\$ 50,000.
11	Pulaski	Left Turn Lane West of Radford Corporate Limits	20,000.
43	Bedford	North Bedford - North (Supplemental Allocation to Widen and Ease Curves)	50,000.
52	Carroll	Town of Hillsville (Supplemental Allocation for Widening, Curb and Gutter from Route 58 - North)	50,000.
57	Henry	West Bassett - West (Supplemental Allocation to Continue Reconstruction)	125,000.
Alt. 57	Henry	Between Stanleytown and Bassett (Supplemental Allocation to Continue Reconstruction)	125,000.
58	Carroll	Between Hillsville and Woodlawn (Continue Reconstruction)	150,000.
58	Henry	Martinsville - East (Supplemental Allocation for Dual-laning)	350,000.
58	Patrick	Town of Stuart (Curb and Gutter and Sidewalk)	50,000.
61	Giles	Town of Narrows and/or West (Reconstruction)	125,000.
97	Carroll	Grayson County Line - East (Continue Widening and Easing of Curves)	75,000.
99	Pulaski	Pulaski - South (Supplemental Allocation for Reconstruction)	50,000.
116	Roanoke	East Roanoke - East (Continue Reconstruction)	150,000.
117	Roanoke	Between Route 11 and W.O.L. Roanoke (Continue Reconstruction)	350,000.

SALEM DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
220	Henry	Martinsville - Bassett Fork (Supplemental Allocation)	\$ 60,033.
220	Henry	Relocation at Ridgeway (Partial Allocation)	278,000.
220	Franklin	Relocation at Rocky Mount (Supplemental Allocation)	367,263.
220	Botetourt	Between Route 11 and Fincastle (Asphaltic Concrete Surfacing)	42,000.
297	Bedford	West Campbell County Line - West (Supplemental Allocation)	106,252.
460	Giles	Town of Rich Creek (Supplemental Allocation for Curb and Gutter, Sidewalk and Street Widening)	40,000.
460	Giles	East Hoges Store - East (Supplemental Allocation to Continue Reconstruction)	250,000.
460	Giles	Between Hipplehead and Hoges Store (Asphaltic Concrete Surfacing)	70,000.
460	Montgomery	Cambria - Blacksburg (Begin Dual-laning)	200,000.
		Reserve	25,733.
Total, Rural Primary System Construction			\$ 3,184,281.
1960-61 Salem District Total			\$ 12,559,481.

LYNCHBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 518,972.
Urban Federal-aid (Exclusive of Planning) =	226,017.
Matching Urban Federal-aid =	113,009.
Preliminary Engineering (Rural Primary=\$191,455.) = (Interstate = 4,958.)	196,413.
Rights of Way (Rural Primary=\$675,726.) = (Interstate = 33,054.)	708,780.
New Signs and Signals =	46,000.
Planning (Urban = \$ 6,884.) (Rural Primary = 30,371.) = (Interstate = 2,013.)	39,268.
Total :	\$ 1,848,459.

INTERSTATE SYSTEM

CONSTRUCTION

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>1/64</u>	Nelson	Augusta County Line - Albemarle County Line (Supplemental Allocation)	\$ 96,603.
Total, Interstate System Construction			\$ 96,603.

PRIMARY SYSTEM

RURAL CONSTRUCTION

19	Charlotte	Between Barnes Junction and Mecklenburg County Line (Continue Reconstruction)	\$ 250,000.
15	Buckingham	Between Sprouces Corner and Sheppards (Supplemental Allocation to Continue Reconstruction)	250,000.

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

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
24	Campbell	Between Concord and Rustburg (Supplemental Allocation for Reconstruction)	\$ 200,000.
29	Pittsylvania	Chatham By-Pass (Supplemental Allocation)	375,000.
29	Nelson	Between Lovington and Woods Mill (Asphaltic Concrete Surfacing, Stabilize Shoulders, Elevate Curves, Widen Two Bridges and Improve Sight Distance)	100,000.
29	Campbell	Lynchburg - South (Partial Allocation to Extend Dual-laning to Airport Road)	200,000.
29A	Campbell	Between Lynchburg Corporate Limits and Route 297 (Supplemental Allocation for New Construction)	175,000.
40	Charlotte	Charlotte Court House (Sidewalk)	12,000.
41	Pittsylvania	Danville - Northwest (Continue Reconstruction)	50,000.
47	Charlotte	Between Drakes Branch and Route 360 (Supplemental Allocation for Reconstruction)	50,000.
47	Charlotte	Overpass and Approaches Virginian Railway at Cullen	80,000.
51	Pittsylvania	West Danville - West (Continue Curb and Gutter and Pavement Widening)	50,000.
56	Nelson	Bridge and Approaches North Fork Tye River (West of Tyro)	50,000.
58	Pittsylvania	West Danville - West (Supplemental Allocation to Continue Dual-laning)	300,000.
58	Pittsylvania	Danville Airport Road - East (Asphaltic Concrete Surfacing)	18,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
58	Halifax	Dan River Bridge - East (Asphaltic Concrete Surfacing)	\$ 146,000.
59	Charlotte	Between Keysville and Drakes Branch (Supplemental Allocation for Reconstruction)	50,000.
60	Appomattox & Nelson	New Bridge over James River and Chesapeake and Ohio Railway at Bent Creek (Partial Allocation)	292,658.
96	Halifax	Int. Route 49 in Virginia - West (Supplemental Allocation for Reconstruction)	100,000.
304	Halifax	East of Route 58 - East (Supplemental Allocation for Dual-lane Construction)	500,000.
360	Prince Edward & Charlotte	West Meherrin - West (Supplemental Allocation to Continue Reconstruction)	80,000.
460	Appomattox	Town of Appomattox (Curb and Gutter, Sidewalk and Street Widening)	35,000.
501	Halifax	Staunton River Bridge - South (Supplemental Allocation to Extend Proposed Reconstruction)	250,000.
501	Halifax	Town of Halifax (Sidewalk)	24,000.
Total, Rural Primary System Construction			\$ 3,637,658.
1960-61 Lynchburg District Total			\$ 5,582,720.

RICHMOND DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	782,639.
Urban Federal-aid (Exclusive of Planning) =	716,251.
Matching Urban Federal-aid =	358,126.
Preliminary Engineering (Rural Primary=\$150,740.) (Interstate = 564,598.)	715,338.
Rights of Way (Rural Primary=\$ 532,025.) (Interstate = 3,769,988.) =	4,296,013.
New Signs and Signals =	45,000.
Planning (Urban = \$ 21,614.) (Rural Primary = 38,213.) = (Interstate = 229,279.)	289,306.
Total =	\$ 7,202,673.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
64	New Kent & Henrico	Bottoms Bridge - West (Supplemental Allocation)	\$ 8,500,620.
95	Henrico & Hanover	Richmond - North (Supplemental Allocation)	2,500,000.
Total, Interstate System Construction			\$ 11,000,620.
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
5	Charles City	Underwater Repairs to Bridge over Chickahominy River (Richmond District's Share)	\$ 9,000.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Goochland	Relocation at Sabot	\$ 150,000.
10	Chesterfield	East of Route 1 - East (Supplemental Allocation to Continue Dual-laning)	200,000.
10	Chesterfield	Chesterfield Court House - East and West (Asphaltic Concrete Surfacing)	33,000.
10	Chesterfield	New Bridge over Appomattox River at Hopewell (Partial Allocation)	150,070.
10 & 161	Chesterfield	End of Four-lane Pavement Near McGuire's Hospital Entrance - South (Reconstruct to Four Lanes)	100,000.
15	Mecklenburg	North Clarksville - North (Supplemental Allocation for Reconstruction)	150,000.
15 & 58	Mecklenburg	Town of Clarksville (Curb and Gutter and Sidewalk)	47,000.
33	New Kent	Between West Point and Route 168 (Begin Four-laning)	200,000.
40	Dinwiddie	McKenney - East (Continue Reconditioning)	40,000.
40	Lunenburg	Town of Kenbridge (Asphaltic Concrete Surfacing)	10,000.
40 & 49	Lunenburg	Town of Victoria (Curb and Gutter and Sidewalk)	45,000.
47	Mecklenburg	Town of South Hill (Supplemental Allocation to Extend Curb and Gutter and Sidewalk along Atlantic Street)	25,000.
49	Mecklenburg	Between Halifax County Line and Route 58 (Reconstruction)	125,000.
58	Brunswick	Lawrenceville By-Pass (Supplemental Allocation)	375,000.
137	Lunenburg	In Kenbridge - Southeast (Reconstruction)	75,000.

RICHMOND DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
156	Charles City & Prince George	Bridge over James River near Hopewell (Supplemental Allocation)	\$ 400,000.
301	Prince George	Route 35 - Sussex County Line (Asphaltic Concrete Surfacing)	120,000.
360	Anelia & Nottoway	Anelia - Nottoway County Line - East and West (Asphaltic Concrete Surfacing)	60,000.
360	Hanover	Pamunkey River Bridge - West (Continue Dual-laning)	300,000.
460	Dinwiddie & Nottoway	West Ford - West (Supplemental Allocation to Continue Reconstruction)	250,000.
Total, Rural Primary System Construction			\$ 2,864,070.
1960-61 Richmond District Total			\$ 21,067,363.

SUFFOLK DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 2,087,044.
Urban Federal-aid (Exclusive of Planning) =	1,313,304.
Matching Urban Federal-aid =	656,652.
Preliminary Engineering (Rural Primary=\$ 94,902.) - (Interstate = 538,878.) =	633,780.
Rights of Way (Rural Primary=\$ 334,950.) - (Interstate = 3,592,522.) =	3,927,472.
New Signs and Signals =	58,000.
Planning (Urban = \$ 39,998.) - (Rural Primary = 39,551.) = (Interstate = 218,834.)	298,383.
Total =	<hr/> \$ 8,974,635. <hr/>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
64	Princess Anne County and City of Norfolk	Between Route 58 (Virginia Beach Boulevard) and Granby Street (Supplemental Allocation)	\$ 5,000,000.
264	Norfolk County and City of Portsmouth	Bower's Hill - Entrance Norfolk - Portsmouth Tunnel (Supplemental Allocation)	5,499,494.
Total, Interstate System Construction			<hr/> \$ 10,499,494. <hr/>

PRIMARY SYSTEM

RURAL CONSTRUCTION

5	James City	Underwater Repairs to Bridge over Chickahominy River (Suffolk District's Share)	\$ 9,000.
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SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
13	Northampton	Bayview - South (Continue Dual-laning)	\$ 150,000.
13 & 32	Henrievmond	Grade Crossing Protective Devices, Atlantic and Danville Railroad near S.C.L. Suffolk	8,000.
13 & 460	Norfolk	Underwater Repairs to Bridge over Southern Branch Elisabeth River	12,000.
17	York	Harris Grove (Route 704) - East (Begin Dual-laning)	250,000.
35	Sussex	Between Southampton County Line and Route 40 (Asphaltic Concrete Surfacing)	32,000.
40	Sussex	Between Route 35 and Route 301 (Asphaltic Concrete Surfacing)	27,000.
58	Henrievmond	Suffolk - Magnolia (Begin Dual-laning)	210,146.
58	Southampton	Franklin - Courtland (Begin Dual-laning)	250,000.
58 & 258	Southampton & Isle of Wight	Underwater Repairs to Bridge over Blackwater River	6,000.
60	Princess Anne	Lynnhaven Bridge - East (Dual-laning)	300,000.
60	York & James City	West Williamsburg - West (Supplemental Allocation to Continue Reconstruction and Asphaltic Concrete Surfacing)	150,000.
166	Princess Anne	Route 13 (Diamond Springs) - Route 60 (Begin Dual-laning)	200,000.
168	Norfolk	Sidewalk and Curb and Gutter in Great Bridge (Between Route 634 and Chesapeake and Albemarle Canal)	40,000.
187	Accomack	Route 13 - West (Correct Drainage)	10,000.

SUFFOLK DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
258	Isle of Wight	South Windsor - South (Continue Reconstruction)	\$ 100,000.
301	Greensville	Between Emporia and North Carolina State Line (Asphaltic Concrete Surfacing)	42,000.
337	Norfolk	Underwater Repairs to Bridge over Western Branch Elizabeth River	7,000.
Total, Rural Primary System Construction			\$ 1,803,146.
1960-61 Suffolk District Total			\$ 21,277,275.

FREDERICKSBURG DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 82,183.
Urban Federal-aid (Exclusive of Planning) =	30,772.
Matching Urban Federal-aid =	15,386.
Preliminary Engineering (Rural Primary = \$121,851.) = (Interstate = 108,148.)	229,999.
Rights of Way (Rural Primary = \$430,063.) = (Interstate = 720,984.)	1,151,047.
New Signs and Signals =	45,500.
Planning (Urban = \$ 938.) (Rural Primary = 19,592.) = (Interstate = 43,918.)	64,448.
Total =	<u>\$ 1,619,335.</u>

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
95	Stafford, Spotsylvania & Caroline	Prince William County Line - South (Supplemental Allocation)	\$ 2,107,142.
Total, Interstate System Construction			<u>\$ 2,107,142.</u>

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
2 & 17	City of Fredericks- burg	Dixon Street: Between Charles Street and Howison Avenue (Cooperative Project with City on 50-50 Basis for Asphaltic Concrete Surfacing)	\$ 4,300.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
3	Spotsylvania	West Fredericksburg - West (Supplemental Allocation to Continue Reconstruction)	\$ 225,000.
3	Lancaster	Lancaster Court House (Extend Curb and Gutter and Widening)	6,000.
3	Stafford & King George	Bridge and Approaches Muddy Creek	60,000.
14	King and Queen	Bridge and Approaches Burnt Mill Creek West of Route 33	60,000.
17	Gloucester	North Gloucester Point - North (Continue Dual-laning)	400,000.
17	Essex	North Center Cross - North, Including Bridge over Pissutaway Creek (Supplemental Allocation for Reconstruction)	80,000.
17	Essex	Between Loretto and Caret (Asphaltic Concrete Surfacing)	90,000.
17	Caroline	Bridge and Approaches Mount Creek	100,000.
30	King William	Between Mangochick and Central Garage (Reconstruction of Sections)	100,000.
33	King and Queen & King William	Underwater Repairs to Bridge over Mattaponi River at West Point	60,000.
33	Middlesex	Village of Deltaville (Curb and Gutter, Sidewalk and Widening)	50,000.
33	Middlesex	Extend Curb and Gutter in Saluda - East	15,000.
201	Lancaster	Between Route 354 at Whites Chapel and Route 3 at Lively (Reconstruction)	125,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
202	Westmoreland	Between Nomini Creek and Northumberland County Line (Asphaltic Concrete Surfacing on Sections)	\$ 40,000.
301	King George	Potomac River Bridge - South (Begin Dual-laning)	200,000.
301	Caroline	Between Bowling Green and Port Royal (Asphaltic Concrete Surfacing)	100,000.
360	Richmond	Town of Warsaw (Supplemental Allocation to Complete Curb and Gutter)	14,000.
360	Essex & Richmond	Downing Bridge at Tappahannock (Supplemental Allocation Toward New Bridge)	500,000.
360	King William	Manquin - West (Supplemental Allocation for Contract II, Including Asphaltic Concrete Surfacing on East Bound Lane)	60,000.
		Reserve	25,872.
Total, Rural Primary System Construction			\$ 2,315,172.
1960-61 Fredericksburg District Total			\$ 6,041,649.

CULPEPER DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 295,056.
Urban Federal-aid (Exclusive of Planning) =	586,795.
Matching Urban Federal-aid = (Including Arlington County's 50%)	448,137.
Preliminary Engineering (Rural Primary=\$129,176.) = (Interstate = 715,199.) =	844,375.
Rights of Way (Rural Primary=\$ 455,915.) = (Interstate = 4,767,994.) =	5,223,909.
New Signs and Signals =	85,000.
Planning {Urban = \$ 17,872.} {Rural Primary = 35,957.} = {Interstate = 290,436.}	344,265.
 Total =	 \$ 7,827,537.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
495 (Old 413)	City of Alexandria & Fairfax County	Washington Circumferential Route (Supplemental Allocation)	\$ 13,934,923.
Total, Interstate System Construction			\$ 13,934,923.

<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
1	Fairfax	Between Penn-Daw and Snake Hill (Widen to Six Lanes)	\$ 150,000.
1	Prince William	Improvement of Intersection of Routes 1 and 123 at Woodbridge	15,000.

GULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
6	Fluvanna	West Fork Union - West (Reconstruction)	\$ 50,000.
7	Loudoun	Town of Leesburg (Supplemental Allocation for Improvement on One-Way Street System)	25,000.
7	Loudoun	Town of Parcellville (Continue Improvement)	15,000.
15	Orange	S.C.L. Orange - North and South (Supplemental Allocation for Reconstruction)	60,000.
17	Fauquier	North Stafford County Line - North (Supplemental Allocation to Continue Reconstruction)	400,000.
20	Orange	East Orange - East (Supplemental Allocation to Continue Reconstruction)	200,000.
20	Orange	Barboursville - North and South (Partial Allocation for Reconstruction)	100,000.
Alt. 20	Orange	Town of Orange (Grade Crossing Protective Device, Southern Railway)	11,000.
28	Prince William	Manassas Park (Left Turn Lanes at Intersections Routes 1501 and 616)	40,000.
28	Prince William	North Nokesville - North (Continue Reconstruction)	100,000.
28	Prince William	Town of Manassas (Supplemental Allocation for Improvement on One-Way Street System)	50,000.
29	Albemarle	South Charlottesville - South (Supplemental Allocation to Continue Reconstruction)	350,000.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
29	Culpeper	South Culpeper - South (Ease Vertical Curve at Hospital Entrance)	\$ 30,000.
50	Fairfax	Dual-laning and Channelization at Intersection with East Peripheral Road at Dulles International Airport	45,000.
50	Fairfax	Frontage Roads Between Graham Road and Seven Corners	50,000.
50	Arlington	Left Turn Lanes at Filmore and Lynn Streets	6,000.
50	Arlington	Remodel Court House Road Bridge (Over Route 50)	5,000.
55	Fauquier	Grade Crossing Protective Devices, Southern Railway at Marshall	13,000.
123	Fairfax	McLean By-Pass (Partial Allocation)	400,000.
211	Rappahannock	Page County Line - East (Supplemental Allocation)	35,000.
231	Orange & Madison	Bridge over Rapidan River (Partial Allocation)	80,000.
236	Fairfax	Annandale - East (Supplemental Allocation)	96,000.
244	Fairfax	Bridge and Approaches Holmes Run (Supplemental Allocation)	51,000.
309	Arlington	Between Globe Road and Fairfax County Line (Supplemental Allocation to Widen Culvert)	5,000.
522	Louisa	Bridge and Approaches South Anna River (Partial Allocation)	67,345.

CULPEPER DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
522	Culpeper	Foot Bridge Across Mountain Run at W.C.L. Culpeper	\$ 5,000.
Total, Rural Primary System Construction			\$ 2,454,345.
1960-61 Culpeper District Total			\$ 24,216,805.

URBAN FEDERAL-AID PROJECTS

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

29 & 211	Arlington	Between Globe Road and Falls Church (Supplemental Allocation)	\$ 266,958.
120	Arlington	Between Shirley Highway and South Adam Street and Between South Joyce Street and Route 1 (Supplemental Allocation to Continue Reconstruction to 4-Lanes Divided)	150,000.
120	Arlington	Between North Upland Street and Chain Bridge (Supplemental Allocation to Construct 4 Lanes Divided)	202,000.
Total =			\$ 618,958.

STAUNTON DISTRICT

	<u>AMOUNT</u>
City Street Funds (Mileage Basis) =	\$ 476,073.
Urban Federal-aid (Exclusive of Planning) =	223,541.
Matching Urban Federal-aid =	111,770.
Preliminary Engineering (Rural Primary=\$103,795.) = (Interstate = 666,858.) =	770,653.
Rights of Way (Rural Primary=\$ 366,335.) = (Interstate = 4,445,721.) =	4,812,056.
New Signs and Signals =	36,000.
Planning (Urban = \$ 6,808.) (Rural Primary = 30,345.) = (Interstate = 270,805.)	307,958.
Total =	\$ 6,738,051.

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	
<u>INTERSTATE SYSTEM</u>			
<u>CONSTRUCTION</u>			
64	Alleghany	Clifton Forge - West (Supplemental Allocation)	\$ 3,993,047.
81	Frederick, Warren & Shenandoah	Winchester - North and South (Supplemental Allocation)	9,000,000.
Total, Interstate System Construction			\$ 12,993,047.
<u>PRIMARY SYSTEM</u>			
<u>RURAL CONSTRUCTION</u>			
11	Augusta	Widen Small Bridge North of Verona	\$ 5,000.
33	Rockingham	Harrisonburg - East (Supplemental Allocation for Dual-laning)	500,000.

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

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
39	Bath	Between Millboro Springs and Mill Creek (Continue Reconstruction)	\$ 166,103.
39	Rockbridge	Town of Goshen (Reconstruction, Including Curb and Gutter)	60,000.
42	Shenandoah	Bridge and Approaches Stoney Creek at Columbia Furnace (Supplemental Allocation for Reconstruction)	110,000.
50	Frederick	West Winchester - West (Supplemental Allocation to Continue Reconstruction)	500,000.
50	Frederick	Reconstruction of Intersection Routes 50 and 655 East of Winchester	70,000.
60	Alleghany	East of West Virginia State Line - East (Asphaltic Concrete Surfacing)	80,000.
211	Page	East Shenandoah County Line - East (Supplemental Allocation for Reconstruction)	50,000.
257	Rockingham	Dayton - West (Supplemental Allocation to Widen and Ease Curves)	50,000.
263	Shenandoah	Between Route 42 and Mount Jackson (Supplemental Allocation to Complete the Improvement of Sections)	150,000.
276	Rockingham	South Route 33 - South (Continue Improvement)	125,000.
340	Page	Town of Shenandoah (Supplemental Allocation for Curb and Gutter, Widening and Sidewalk on One Side from Maryland Street - South)	60,000.

STAUNTON DISTRICT (CONTINUED)

<u>ROUTE</u>	<u>COUNTY</u>	<u>DESCRIPTION</u>	<u>AMOUNT</u>
340	Augusta	Widen Four Bridges Between Route 11 and Waynesboro	\$ 44,000.
Total, Rural Primary System Construction			\$ 1,972,103.
1960-61 Staunton District Total			\$ 21,703,201.

It was moved by Mr. Flythe, seconded by Mr. Chinn, that the Commission express to Governor Almond, Senators W. F. Stone and Mills E. Godwin, and Delegates L. C. Harrell, appreciation for the additional funds to be provided by the one-cent increase in the gasoline tax, enacted by the 1960 session of the General Assembly. Motion carried.

Mr. Flythe, on behalf of the Commission, welcomed as Chairman, Mr. H. H. Harris, who was appointed Commissioner on March 29, 1960.

The Chairman extended an invitation to members of the Commission to attend the Spring Meeting of the Department Engineers at Natural Bridge on April 28-29.

The date for the next meeting was set for May 28, 1960, at Roanoke, and May 27, 1960, at Richmond.

The meeting adjourned at 12:02 P.M.

Approved:



Commissioner.

Attested:



Secretary.