

Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Roanoke and Richmond  
May 12-14, 1954.

At 1:00 P.M., Wednesday, May 12 the following members of the Commission left the Central Office Building in Richmond by automobile and drove to Roanoke; Messrs. E. P. Barrow, George P. DeHardit, S. W. Rawls and J. A. Anderson. In Roanoke Mr. S. D. May, Senator Burgess E. Nelson and Mr. J. F. Wycor joined the Members arriving from Richmond. Mr. Howard C. Rogers was unable to be present. Mr. Tucker C. Watkins, Jr., joined the Commission Thursday morning for the Public Hearings.

After dinner the Commission met in executive session at 5:00 P. M.

It was moved by Mr. Wycor and seconded by Mr. Rawls, that the minutes of the March 25 meeting be confirmed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the Commission approve the permits issued from March 25 to date, inclusive, and recorded in the Auditing Division. Motion carried.

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

Moved by Mr. Wycor, seconded by Mr. Rawls, that the request of the Buchanan County Board of Supervisors for addition to the Primary System of Routes 638, 638 and 618, having been fully and carefully studied and considered by the Commission the request be not granted. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that the recommendations of Mr. E. P. Ellison, Executive Assistant, be accepted and the Press be permitted to attend the meetings of the Commission. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission confirm the award of contract on bids received April 14 for Right of Way Improvements on Route 358, Project 5143-08, Intersection of Hilliard Road and Lakeside Avenue (Property of Grace Aranta), Harrison County, to the low bidder, Talley and Flanary, Richmond, Virginia, at the bid of \$475.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$522.50 chargeable to this project. Motion carried.

Moved by Mr. Wyster, seconded by Mr. Kewis, that the Commission confirm its letter ballot on the purchase of the following Permanent Convict Camp Sites, covered under Section 55-109.1 of the 1950 Code, Amended:-

CAMP NO. 4 - Mecklenburg County

Property of G. W. Ogburn and Virginia F. Ogburn, located in the Buckhorn Magisterial District of Mecklenburg County, the said parcel of land being the same parcel as conveyed to the landowner by B. D. Pennington and Wife, on September 25, 1948. The land is bound by property in the name of Pearl and Charlie Warren, on North, Mrs. Mary G. Paulette, on East, T. A. Gill, on South, J. W. Whittle, on West, (Known as the Tucker place).

Total Acreage - 128 acres, more or less  
Consideration: \$7,000.00

CAMP NO. 7 - Clarke County

Property of Lola F. Hiddick, located in the Greenway Magisterial District of Clarke County. The said parcel of land being the same parcel as conveyed to the landowner by J. H. Funkhouser Estate. Bound by property in the name of Tom Miller, Lola F. Hiddick, and Route 522.

Total Acreage - Approximately 100 Acres  
Consideration: \$150.00 per Acre or \$15,000.00

CAMP NO. 12 - Albemarle County

Property of Luther J. Davis, located in the Rivanna Magisterial District of Albemarle County. The said parcel of land being the same parcel as conveyed to the landowner by K. K. Kirby, George Tyree, Bartlett Bolding and others, and in all respects all the adjoining properties including land south of C. & O. R. R. right of way in the Rivanna Magisterial District of the County of Albemarle, Virginia, now owned by Luther J. Davis, except the parcel containing 15 acres, more or less, on the south side of the center line of State Secondary Route 648.

Total Acreage - About 840 Acres  
Consideration: \$15,750.00

CAMP NO. 24 - Chesterfield County

Property of Sol and Marjorie Axel, his Wife, located in the Midlothian Magisterial District of Chesterfield County. The said parcel of land being the same parcel as conveyed to the landowner by R. L. Bass and others. Bound by property in the name of John H. Branch, E. A. Leonard, Hancock, and B. O. Mosley, also 420 feet fronting on Secondary Route 655.

Total Acreage - 50.8 Acres  
Consideration: \$80.00 per acre or \$7,848.00

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Nysor, that the Commission rescind its letter ballot action on the purchase of permanent scout camp sites in Mecklenburg and Albemarle Counties for Camps Numbered 4 and 12 respectively, because of objection thereto. Further, that the Commission confirm its later letter ballot action to secure the following permanent sites for Camps 4 and 12: covered under Section 55-109.1 of the 1950 Code, Amended:-

CAMP NO. 4 - Mecklenburg County

Property of Walter E. Fuller, located in the Buckhorn and Brydton Magisterial District of Mecklenburg County, the said parcel of land being the same parcel as conveyed to the landowner by G. C. Johnston and Mrs. J. A. Holmes, on April 1, 1950. The land is bound by property in the name of S. H. Warren on the north, Sterling Hutchison on the west, Alfus Cooper and James Andrews on the south and Long Branch on the East and known as Edmondson tract of Land and Stony Cross Farm.

Total Acreage - 372 acres, more or less  
Consideration: \$15,600.00

CAMP NO. 12 - Fluvanna County

Property of Sanford Bradbury and Virginia S. Bradbury, located in the Palmyra Magisterial District of Fluvanna County. The said parcel of land being part of the same parcel as conveyed to the landowner by Betty McClung and J. C. McClung, her husband, on July 18, 1946. The land is bound by property in the name of J. P. Lacy, R. L. Holloway, H. G. Coesh, W. J. Page, R. W. Payne, J. R. Ryals, and J. C. Gilbert as of date 1940.

Total Acreage - 108 Acres, more or less  
Consideration: \$15,000.00

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that as provided under Article 6.1, Section 55-76.3 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 460 in Bedford County being no longer necessary for use as a highway they be abandoned to the extent of alteration: Sections 1, 2 and 3 shown on plat dated July 23, 1953, Project 1909-05-06. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that as provided under Article 6.1, Section 55-76.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 15 in Powhatan County being no longer necessary for use as a highway they be abandoned to the extent of alteration: Sections 1 and 2 shown on plat dated December 17, 1953, Project 5572-02. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that as provided under Article 6.1, Section 55-78.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following section of old Route 45 in Bedford County being no longer necessary for use as a highway it be abandoned to the extent of alteration; Section 1 shown on plat dated June 26, 1953, Project 8809-01-02-03-04. That as provided under Article 2, Section 55-27 of the 1950 Code of Virginia, Amended, Section 2 shown on the plat referred to be transferred from the Primary System to the Secondary System. Motion carried.

Moved by Mr. Rawls, seconded by Senator Halson, that as provided under Article 6.1, Section 55-78.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 45 in Bedford County being no longer necessary for use as a highway it be abandoned to the extent of alteration; Sections 1, 2 and 3 shown on plat dated December 17, 1953, Project 8608-05. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that as provided under Article 6.1, Section 55-78.5 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 175 in Accomack County being no longer necessary for use as a highway they be abandoned to the extent of alteration; Sections A and B shown on plat dated March 23, 1954, Project 4101-02. That as provided under Article 2, Section 55-27 of the 1950 Code of Virginia, Amended, Section C shown on the plat referred to be transferred from the Primary System to the Secondary System. Further, as provided under Article 2, Section 55-141 of the 1950 Code, Amended, Section D shown on the plat referred to and built as a connection, be added to the Secondary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that as provided under Article 2, Section 55-27 of the 1950 Code of Virginia, Amended, and upon recommendation of the Commissioner, the following sections of old Route 33 in Rockbridge County be transferred from the Primary System to the Secondary System, new sections having been opened in lieu thereof; Sections 1, 2, 3 and 5 shown on plat dated August 31, 1953, Project 2781-01-02. That as provided under Article 6.1, Section 55-78.5 of the Code, Amended, Section 4 also shown on the plat referred to, be abandoned to the extent of alteration. Motion carried.

Moved by Mr. Barrow, seconded by Mr. May, that Ordinances and Agreements having been properly executed with the following Towns they be accepted by the Commission:

Chariton  
Lebanon

July 30, 1951  
March 1, 1954.

Motion carried.

A review and study by a Committee chosen for the purpose revealed that each Construction District had the following percentages of primary mileage:

<u>DISTRICT</u>	<u>PER CENT OF PRIMARY MILEAGE</u>
Bristol	14.57
Salem	22.89
Lynchburg	12.16
Richmond	13.44
Suffolk	10.87
Fredericksburg	9.60
Gulpeper	13.72
Staunton	13.25
TOTAL	100.00

Further, that the following percentages of the deletions under Chapter 154, Acts of 1942, and Section 33.27 Code of 1950 had taken place by Districts,

<u>DISTRICT</u>	<u>PER CENT OF MILES DELETED SINCE 1942</u>
Bristol	15.5
Salem	14.8
Lynchburg	8.6
Richmond	15.5
Suffolk	10.2
Fredericksburg	10.4
Gulpeper	11.9
Staunton	17.2

From the above, it is noted that there have been fewer deletions in the Lynchburg District than in some of the other Districts. Therefore, more mileage is being deleted from the District this year in an effort to make the per cent of deletions in each District balance. The following tabulation shows the effect of this year's deletions on these percentages.

<u>DISTRICT</u>	<u>PER CENT OF MILES DELETED INCLUDING THE PROPOSED 1954 DELETION SINCE 1942</u>
Bristol	13.1
Salem	15.8
Lynchburg	11.4
Richmond	13.0
Suffolk	9.4
Fredericksburg	11.2
Gulpeper	11.5
Staunton	16.2

The study of the requested additions to the Primary System did not reveal that the several requests received justified inclusion at this time.

**PRIMARY SYSTEM ADDITIONS AND DELETIONS 1954**

Section 53.26 of the Code of 1950, as amended by the 1952 General Assembly of Virginia, authorizes the State Highway Commission to add such roads, bridges and streets as it shall deem proper and to transfer from the Secondary System to the Primary System, such roads, bridges, and streets as it shall deem proper, provided the total mileage of such roads, bridges and streets so transferred shall not exceed 50 miles in any one year.

Section 33.27 of the Code of Virginia of 1950, authorizes the State Highway Commission to transfer from the Primary System to the Secondary System, not more than 150 miles of highway during any one year.

**TABULATION, BY DISTRICTS, OF ADDITIONS AND DELETIONS, 1954**

<u>DISTRICT</u>	<u>MILES TRANSFERRED OR ADDED TO PRIMARY SYSTEM</u>	<u>MILES OF PRIMARY TRANS- FERRED TO SECONDARY SYSTEM</u>
Bristol	0.00	12.77
Salem	0.00	4.67
Lynchburg	0.00	52.72
Richmond	0.00	14.54
Suffolk	0.00	0.00
Fredericksburg	0.00	25.15
Gulpeper	0.00	7.57
Staunton	<u>0.00</u>	<u>4.19</u>
TOTALS	0.00	121.61

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

BRISTOL DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 53.26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM TRANSFER TO SECONDARY SYSTEM  
(Section 33.27 - Code of 1950)

(1)	<u>LENGTH</u>
Lee County Route 70.....	12.77
Route 70 from the intersection of Route 58 at Jonesville to the Virginia-Tennessee State Line,	
TOTAL	12.77
Motion carried.	

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

SALEM DISTRICT

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

NONE

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

	<u>LENGTH</u>
(1) Pulaski County Route Alt. 11.....	4.67
Route Alternate 11 from the intersection of Route 100 in Dublin east to the intersection of Route 11 at Morgan's Cut.	
TOTAL	<u>4.67</u>

Motion carried.

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

LYNCHBURG DISTRICT

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

NONE

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

	<u>LENGTH</u>
(1) Appomattox County Route 28.....	10.60
Charlotte County Route 28.....	11.94
Route 28 from its intersection with Route 24 north of Appomattox Courthouse to Route 40 at Phenix.	
(2) Buckingham County Route 58.....	10.44
Nelson County Route 56.....	12.96
Route 58 from its intersection with Route 60 west of Buckingham Courthouse to intersection Route 847 east of Shipman.	
(3) Amherst County Route 158.....	6.80
Nelson County Route 158.....	2.89
Route 158 from the south intersection of Route 151 near Pinay River to the intersection of Route 80 west of Amherst.	
TOTAL	<u>52.72</u>

Motion carried.

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

RICHMOND DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 55-25 - Code of 1950 as amended)

NONE

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

		<u>LENGTH</u>
(i) Amelia County Route 58.....		11.82
Poshatan County Route 58.....		2.72
Route 58 from the intersection of Route 380 west of Amelia Courthouse to Route 15 at Tobaccoville.		
TOTAL		<u>14.54</u>

Motion carried.

SUFFOLK DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 55-25 - Code of 1950 as amended)

NONE

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

NONE

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

FREDERICKSBURG DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 55-25 - Code of 1950 as amended)

NONE

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

		<u>LENGTH</u>
(1) Northumberland County Route 560.....		0.45
Route 560 from the intersections of Route 644 south to the end of the route in Reedville.		
(2) Caroline County Route 14.....		10.88
King & Queen County Route 14.....		15.04
Route 14 from the intersection of Routes 2 and 301 south of Bowling Green to the int. of Route 560 at St. Stephens Church		
TOTAL		<u>25.15</u>

Motion carried.



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

CULPEPER DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-28 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

	<u>LENGTH</u>
(1) Loudoun County Route 275.....	7.57
Route 275 from the intersection of Route 9 at Mechanicsville to the Virginia-Maryland State Line.	
TOTAL	<u>7.57</u>

Motion carried.

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

STAUNTON DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM THE SECONDARY SYSTEM  
(Section 33-26 - Code of 1950 as amended)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM  
(Section 33-27 - Code of 1950)

	<u>LENGTH</u>
(1) Rockingham County Route 276.....	4.19
Route 276 from the east intersection of Route 33 west of Montevideo to the west intersection of Route 33 east of Harrisonburg.	
TOTAL	<u>4.19</u>

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that whereas, under authority of Section 33-50.2 of the 1950 Code of Virginia, Amended, request is made by the Town Council of Fairfax in resolutions dated October 7, 1953, and January 6, 1954, for additional mileage on streets, meeting required standards and subject to payment at the basis rate of \$300 per mile annually; now, therefore, be it resolved, that 0.613 mile be added to the designated streets for payment to the Town of Fairfax, effective beginning the third quarter, January 1, 1954, and 4.194 miles be added effective beginning the fourth quarter, April 1, 1954. Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that whereas, under authority of Section 33-113.2 of the 1950 Code of Virginia, Amended, request is made in a resolution dated December 10, 1953, by the City of Danville for payment at the basic rate of \$300 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the City of Danville on additional streets totaling 10.755 miles, effective beginning the third quarter, January 1, 1954. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that whereas, under authority of Section 33-113.2 of the Code of Virginia, Amended, request is made by the City of Alexandria for payment at the basic rate of \$300 per mile annually on additional streets meeting the required standards; now, therefore, be it resolved, that quarterly payments at the basic rate of \$300 per mile annually be made to the City of Alexandria on additional streets totaling 1.117 miles, effective beginning the fourth quarter, April 1, 1954. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, by proper resolutions the various Boards of Supervisors have requested the discontinuance of certain roads from the Secondary System; and whereas, the Resident Engineers representing the Commission, did post notices and hold hearings in the respective counties to ascertain whether or not such roads should be discontinued; the proposed discontinuances meeting no valid opposition, now, therefore, be it resolved, that the following roads be discontinued as parts of the Secondary System as provided by Section 33-76.7 of the 1950 Code of Virginia, Amended, effective this date.

**FAUQUIER COUNTY** - Route 635, from Route 722 Southeast to a Dead End, length 0.90 mile.

**FREDERICK COUNTY** - Route 612, from 0.38 mile East of Route 608 to present Dead End, length 0.32 mile.

Route 687, from 0.90 mile east of Route 600 to the intersection of Route 681, length 0.40 mile.

Route 704, from 0.55 mile east of the West intersection of Route 50, to the east intersection of Route 50, length 0.35 mile.

**SHERANDOAH COUNTY** - Route 620, from 0.49 mile north of the intersection of Route 778 to the intersection of Route 737, length 0.61 Mile.

Route 732, from the intersection of Route 778 to Dead End, length 0.01 mile.

**SHENANDOAH COUNTY** - Route 724, from 0.98 mile south of Intersection of Route 725 to the intersection of Route 726 at Hoppers, length 1.72 miles.

Route 677 from 0.35 mile North of Route 604 to 0.3 mile east of Route 652, length 0.45 mile.

Route 648, from 0.08 mile North of the Intersection of Route 601 to 2.05 mile south of 801 Strasburg, length 0.25 mile.

Route 664, from 2.75 miles east of Route 11 to present Deed End, length 0.15 mile.

**Motion carried.**

Whereas, in connection with Route 147, Project 4720-01 (old 591-0), in Chesterfield County, the Commonwealth acquired certain 110-foot right of way, together with a triangular residue parcel of land, as shown on Plan Sheet 7 and Plat - R/W File #388, from Geo. C. Gregory, et ux, by deed dated June 17th, 1948, and recorded in the Clerk's Office of said County in Deed Book 338 at Page 488; whereas, by deed dated December 21, 1953, and recorded in said Clerk's Office in Deed Book 434 at Page 117, Nottingham Development Corporation acquired from the said Geo. C. Gregory, et ux, a certain tract of land, a portion of which abuts upon and along the said residue parcel of land, and desires to acquire the latter in order that its East property line may be uniformly along the West line of the 110-foot right of way of Route 147, and has offered the sum of \$20.00 for the same; whereas, the State Highway Commissioner has certified in writing that the said residue parcel of land is not required for the uses of the State Highway System, nor for highway or purposes incidental thereto, and has recommended that the same be conveyed to Nottingham Development Corporation for the sum offered; now, therefore, as provided for by Section 33-76.6 of the Code of Virginia, as amended, the conveyance of the said residue parcel of land, said to lie about 150 feet along the said West right of way line and about 9 feet along its Southerly side and to contain about 0.015 acre, to the said Nottingham Development Corporation, with special warranty of title, for the sum of \$20.00, is hereby approved; and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with Route 522, Project 2693-03, in Warren County, the Commonwealth acquired all of a certain parcel of land as shown on Plan Sheet 5 from Julia Corder Dwell, et vir, by deed dated August 24, 1953, and recorded in the Clerk's Office of said County in Deed Book 86 at Page 370 - the Easterly portion of which lies outside of the project right of way; whereas, by deed dated July 29, 1953, and recorded in the said Clerk's Office in Deed Book 86 at Page 271, H. H. Kelly, single, conveyed to the Commonwealth the project right of way over his property as shown on Plan Sheet 5,

pursuant to an agreement dated June 15, 1953, which provides for the quitclaim by the Commonwealth to the said H.H. Kelly of the Julia Corder Dowell residue parcel of land; and the State Highway Commissioner has certified in writing that this residue parcel of land is not required for the uses of the State Highway System, nor for highway or purposes incidental thereto; now, therefore, as provided for by Section 33-76.6 of the Code of Virginia, as amended, the quitclaim of the said residue parcel of land lying East of the said right of way to H.H. Kelly, in final consideration of said agreement and deed, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with Route 522, Project 2693-03, in Warren County, the Commonwealth acquired all of certain lots in Cedarville Subdivision, as shown on Plan Sheet 6 by deeds as follows: M G. Simpson, et ux, Lots 11 and 12, Block 9; John Derflinger, Jr., et ux, Lots 13 and 14, Block 9; James E. Smith, et ux, Lots 5, 6, 7, 8 and 9, Block 10; and L. E. Smelser, et ux, Lots 10 to 18, inclusive, Block 10 - dated October 16th, July 30th, July 29th and July 29th, 1953, respectively, and recorded in the Clerk's Office of said County in Deed Book 87, Page 174; Deed Book 86, Page 339; Deed Book 86, Page 444; and Deed Book 86, Page 332, respectively; whereas, the Easterly portions of said lots lie outside of the project right of way and abut upon one or more sides of lots or lands owned by the Security Land Company, Incorporated, hereinafter referred to as residue portions of lots; whereas, by deed dated July 25, 1953, and recorded in said Clerk's Office in Deed Book 86, Page 206, and pursuant to an agreement dated June 17, 1953, the Security Land Company, Incorporated, conveyed the project right of way over its property to the Commonwealth; it being provided in said agreement that the Commonwealth quitclaim to the Security Land Company, Incorporated, the said residue portions of lots, which the State Highway Commissioner has certified in writing are not required for the uses of the State Highway System, nor for highway or purposes incidental thereto; now, therefore, as provided for by Section 33-76.6 of the Code of Virginia, as amended, the quitclaim of the said residue portions of lots as above enumerated, eighteen in all, to the Security Land Company, Incorporated, in final consideration of said agreement and deed, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with old Route 12, now Route 58, Project 657-0, in Norfolk County, the Commonwealth acquired all of Lot 21, Block 113, Westhaven Subdivision, as shown on Plan Sheet h, from Mary L. Taylor, et al, by deed dated February 12, 1934, and recorded in the Clerk's Office of said County in Deed Book 616 at Page 139; the residue portion of said lot lying Northwest of the project 80-foot right of way and bounded on the East and West sides by portions of Lots 19 and 23 now owned by Terra Corporation; whereas, the said

Tarra Corporation desires to purchase the said residue portion of Lot 21 and has offered the sum of \$200.00 for the same; and the State Highway Commissioner has certified in writing that this residue portion is not required for the uses of the State Highway System, nor for highway or purposes incidental thereto, and has recommended that the said offer be accepted; now, therefore, as provided for by Section 33-76.6 of the Code of Virginia, as amended, the quitclaim of the said residue portion of Lot 21 lying outside of the said right of way to Tarra Corporation for the sum of \$200.00 is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with old Route 84, now Route 460, Project 261-AR2, in Tazewell County, the Commonwealth acquired certain right of way as shown on Plan Sheet 9 from J. W. Cochran, et ux, by deed dated February 4, 1941, and recorded in the Clerk's Office of said County in Deed Book 146 at Page 377; said right of way being of a normal width of 66 feet, but of a much wider width through the Cochran property on account of the topography and highway grade line; whereas, in accordance with plans for Project 1992-13 in or about 1953, Route 460 along the former Cochran property was further improved by the construction of curb, gutter and sidewalk on the North side and within the existing right of way; whereas, Amos Royden is now the owner of a certain portion or lot of the former Cochran property abutting upon the said right of way on the North side between points opposite the highway centerline at Station 1013/90 and Station 1014/90, approximately, as shown on Plan Sheet 4, Project 1992-13, and has offered the sum of \$500.00 for that part of the said right of way along his property which lies North of the 110-foot right of way designated for this section of Route 460; whereas, the State Highway Commissioner has certified in writing that the part of said existing right of way lying outside of said 110-foot right of way, said to contain about 0.04 acre, is no longer necessary for the uses of the State Highway System, nor for highway or purposes incidental thereto, and has recommended that same be conveyed to Amos Royden for the sum offered; now, therefore, as provided for by Section 33-76.6 of the Code of Virginia, as amended, the conveyance of the said part of existing right of way to the said Amos Royden, with special warranty of title, for a consideration of \$500.00 is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with Route 29, Project 1091-B, Plan Sheets 6 and 7, in Nelson County, the heirs of J. L. Morris, deceased, executed an option-agreement dated January 28, 1954, providing for their conveyance of a certain parcel of land to the Commonwealth to widen the existing right of way to a width of 55 feet from the project centerline, in exchange for the Commonwealth's abandonment of that portion of the old location of Route 29 approximately 600 feet in length, both sides of which abut upon and along their lands; whereas, the new and present location of Route 29 along and in the vicinity of said lands serves the same citizens and lands as the old location

and has been approved by the State Highway Commissioner, who has certified in writing that the portion of the old location abutting upon and along the said lands is no longer necessary for the uses of the State Highway System, nor for highway or purposes incidental thereto; now, therefore, as provided for by Section 33-76.5 of the Code of Virginia, as amended, the said portion of the old location of Route 29 abutting upon and along the said lands of the heirs of J.L. Morris, deceased, is hereby abandoned; and as provided for by Section 33-76.6 of the said Code, as amended, the release and quitclaim of the said portion abandoned to the said heirs of J. L. Morris, deceased, in exchange for their conveyance of the said parcel of land to the Commonwealth, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly.

Whereas, in connection with Project 2929-03, Route 244, Plan Sheet 15, in Fairfax County, the Commonwealth acquired all of Lots 116, 117 and 118 of a subdivision designated as Section three(3) of Annandale, Virginia, recorded in the Clerk's Office of said County in Deed Book A-14 at Page 75, from Stewart L. Bryce, et ux, by deeds dated September 20th, 1951, and November 6th, 1953, recorded in said Clerk's Office in Deed Books 933 and 1131 at Pages 78 and 173, respectively; whereas, under date of March 3rd, 1954, W.G. and Mary E. Wills, husband and wife, executed an agreement providing, in part, for the conveyance to the Commonwealth of the project right of way over their property and the quitclaim to them by the Commonwealth of a certain parcel of land lying between the West right of way line of Connection Route 617 between Routes 244 and 236, Project 2929-03, Plan Sheet 8, and their property line; said parcel of land being a part of Lot 118 and is said to contain 252 square feet, more or less; whereas, the State Highway Commissioner has certified in writing that the said parcel of land agreed to be quitclaimed is not required for the uses of the State Highway System, nor for public road or highway uses or purposes incidental thereto; now, therefore, as provided for by Section 33-76.6 of the Code of Virginia, as amended, the release and quitclaim of the said parcel of land lying West of the right of way to be retained for said Connection and outside of the project right of way of Route 244 and East of the West line of said Lot 118 to the said W.G. and Mary E. Wills, jointly, in exchange for the said project right of way over their property, is hereby approved, and the State Highway Commissioner is authorized to execute and deliver a deed accordingly; the East line of said parcel of land to be at all points 28.5 feet from the office revised centerline of said Connection.

Moved by Mr. Rawls, seconded by Mr. DeHart, that whereas, Primary Route 246 now extending from Route 460 (Poindexter Street), east along Liberty Street to Atlantic Avenue; thence south on Atlantic to the Virginian Railroad (old City Limits), and whereas, by resolution of the City Council of South Norfolk on April 1, 1954, it is requested that Primary Route 246 be rerouted from Route 460 (Poindexter Street) along Liberty Street and Tetamston Road to a connection with Route 170 (Caspostella Road), and whereas, these changes in routing will necessitate adjustment of "Other Streets" subject to payment at the basic rate of \$300 per mile; now, therefore, be it resolved, that the requested routing be approved affecting the mileage within the City, eligible for payment at the basic rate of \$4,000 per mile as provided by Section 33-113 of the 1950 Code of Virginia, as amended, as follows:

**ROUTE 246**

<b>ADDITION</b>	Liberty Street and Tetamston Road From Route 460 (Poindexter Street) to Route 170 (Caspostella Road)	0.7679 Mile
<b>DELETION</b>	Liberty Street and Atlantic Avenue From Route 460 (Poindexter Street)-to Virginian R. R. Crossing (old City Limits)	<u>0.6600 Mile</u>
	Net Increase in Primary Mileage	0.1079 Mile

Be it further resolved, that due to the change in routing of Route 246, the mileage of "Other Streets" eligible for payment at the basic rate of \$300 per mile under Section 33-113.2 of the 1950 Code of Virginia, as amended, is hereby reduced 0.0575 mile. The above changes to become effective for payment to the City of South Norfolk beginning the first quarter, July 1, 1954. Motion carried.

Moved by Mr. May, seconded by Mr. Rawls, that whereas, Section 33-26, Amended, of the Code of Virginia 1952, gives the Highway Commission the authority to add such roads, bridges and streets as it shall deem proper to the Primary System of Highways so long as the total mileage so added does not exceed fifty miles during any one year; and whereas, the Commissioner of the Department of Mental Hygiene and Hospitals has requested that the Department of Highways take over and maintain certain roads (shown in color on attached drawing of the roads in the grounds of Southwestern State Hospital) within the grounds of the Southwestern State Hospital at Marion in Smyth County, Virginia; and whereas, these roads have been investigated and recommended for inclusion in the Primary System by the District and Resident Engineers in whose area these roads are located; and whereas, the Department of Highways is already maintaining portions of the roads within the grounds of the Southwestern State Hospital as Primary Route 217; now, therefore, be it resolved, that 1.37 miles of roads shown in color on the attached drawing and noted as Roads "A" through "F" be and hereby are included in the Primary System as of July 1, 1954, as extensions of Primary Route 217. Total mileage 2.72. Motion carried.

Whereas, Section 46-336 of the Code of Virginia 1950 provides that the State Highway Commission, may, by general or special order, which may be amended or rescinded from time to time, increase the maximum weights permitted on the road surface of certain highways, or parts thereof, such as in the opinion of the Commission are capable from the standpoint of the design, strength and conditions, of carrying such maximum weights as prescribed in Sub-sections (3) and (4) of this section; and whereas, Sub-section (3) of said Section provides maximum limits of having 15,000 pounds axle weights and gross weights of 40,000 pounds for vehicles having three axles; and whereas, Sub-section (4) of said section provides maximum limits of 15,000 pounds axle weights and gross weights of 50,000 pounds for vehicles having four or more axles; whereas, Section 46-337, provides that the State Highway Commission shall cause every highway or part thereof, on which the maximum weight per axle and the maximum gross weight have been increased as provided in the preceding Section to be marked with appropriate signs indicating respective weights limit permitted; now, therefore, be it resolved, that the State Highway Commission under authority of Section 46-336 of the Code of Virginia 1950 prescribed in Sub-section (4) and (5) of said Section hereby orders that appropriate signs be posted on the following:

<u>Route No.</u>	<u>From</u>	<u>To</u>	<u>Length (Miles)</u>
84	Route 501 West of Rustburg	Route 29 South of Lynchburg	4.85
40	Route 460 at Waverly	Rt. 10 at Spring Grove	21.50
87	Route 460 at Raven	Rt. 60 E. of Roanoke	15.10
79	Alt. Rt. 68 in Appalachia	End of new construction.	5.81
		TOTAL	48.26

Total of 5,722.10 miles in the 50,000 pound system and 51.87 miles in the 40,000 pound system.

\*5,716.48 miles in the Primary System  
5.64 miles in the Secondary System.

Moved by Mr. DeHardit, seconded by Mr. Randle, that the Commission accept the proposal, for Investment Banker Services in setting up the proposed bond issue for the Hampton Roads Bridge-Tunnel and the Rappahannock River Bridge, of Willis, Kenny and Ayers, Inc., Richmond, and Allen and Co., of New York, N. Y., at the low bid of 89 cents per \$1000. bond. Motion carried.

A verbal report was given the Commission by J. A. Anderson on the status of the Hopewell Bridge.



Whereas, Section 715 of the Trust Indenture securing the \$19,000,000.00 issue of State of Virginia Toll Revenue Bonds (of 1949) requires a written resolution of the State Highway Commission in connection with sale or disposal of surplus property of the projects designated therein, and whereas, a telephone pole line consisting of 254 timber poles, together with a small amount of wiring, insulators, and certain other communication equipment along the right of way of the connecting roadway of the James River Bridge System, one of the projects designated in the Trust Indenture, is surplus to the needs of the project and serves no useful purpose in connection with the operation thereof, and whereas, an offer has been received from the Home Telephone Company of Smithfield, Virginia, to purchase the pole line and incidental equipment for the sum of \$1,000.00 with the understanding that the line will be allowed to remain in its present location until such time as the State Highway Commission shall require it to be moved in conformance with the usual policy in such matters, and whereas, the consulting engineers employed under the provision of Section 706 of the Trust Indenture have approved of the sale of the pole line to the Home Telephone Company for the sum of \$1,000.00 in their letter dated April 29, 1954; now therefore, be it resolved by the State Highway Commission that the said pole line be sold to the Home Telephone Company of Smithfield, Virginia, for the sum of \$1,000.00, that the conveyance be made pursuant to the provisions of Section 55-28.6, of the Code of Virginia as amended by the 1954 Acts of the General Assembly, and that the proceeds of such sale be deposited with the Trustee to the credit of the James River Bridge System.

The Commission had before it the following -

A statement of estimated revenues and appropriations for the fiscal year 1954-1955.

A statement of appropriations for the Highway Department 1954-1955.

Primary and Urban Allocations - fiscal year 1954-55.

Summary of Primary and Urban Allocations - 1954-1955.

At 8:50 A.M. Thursday, May 13, the Commission met in the Ballroom of the Hotel Roanoke, and held public hearings on the tentative allocations for the fiscal year 1954-1955. All those from the Salem, Bristol, Staunton and Lynchburg Districts who were present and so desired were heard by the Commission. After the hearings the Commission left by automobile for Richmond, where the night was spent. All members who attended the Roanoke hearing were present in Richmond.

On Friday, May 14, the Commission met in the auditorium of the Central Highway Office Building and held hearings on the tentative allocation of funds for the fiscal year 1955-1956 for the Richmond, Fredericksburg, Culpeper and Suffolk Districts. Those present and wished to be heard were given every opportunity. Upon completion of the hearings the Commission met in executive session.

SUMMARY OF PRIMARY AND URBAN ALLOCATIONS

FISCAL YEAR 1954-'55.

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 4,441,178.
Urban Federal Aid	8,105,428.
Matching Urban Federal Aid 25% (Including Arlington County's 50%)	1,144,978.
Preliminary Engineering	800,000.
Rights of Way	6,000,000.
New Signs and Signals	196,000.
Planning	240,000.
Landscaping	240,000.
Construction	<u>20,289,609.</u>
Total	\$35,585,199.

Moved by Mr. May, seconded by Mr. Rawls, that the ~~total~~ allocations for the Bristol District for 1954-1955 be as follows:

BRISTOL DISTRICT

City Street Funds (Mileage Basis)	\$ 800,670.
Urban Federal Aid	58,872.
Matching Urban Federal Aid - 25%	23,186.
Preliminary Engineering	125,000.
Rights of Way	945,869.
New Signs and Signals	17,500.
Planning	51,872.
Landscaping	51,872.
Total	<u>\$ 1,540,341.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Wythe	Four-lane Divided Highway, Wytheville - East	\$ 400,000.
16	Tazewell	Continuation of Work from North of Smyth County line towards Tazewell	170,000.
16	Smyth	Supplemental Allocation to Complete Reconstruction North of Sugar Grove	225,000.
19 & 460	Tazewell	Sidewalk between Tazewell and New School	80,000.
19 & 460	Tazewell	Continuation of Major Reconstruction between West of Pisgah and Claypool Hill	200,000.

BRISTOL DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
21	Bland	Reconditioning between Rocky Gap and West Virginia State Line	\$ 66,000.
25	Scott	Pedestrian Sidewalk on Southern Railroad Overpass Near Sunbright	5,000.
25	Wise	Continuation of Reconstruction between Appalachia and Norton	250,000.
58	Washington	Supplemental Appropriation for Sidewalk and Curb and Gutter at Damascus	12,000.
58	Washington	Bridge and Approaches at Middle Fork of Holston River between Damascus and Route 11	250,000.
58	Lee	New Bridge over Powell River West of Dot	180,000.
61	Bland & Tazewell	Continuation of Work Westward from Rocky Gap towards Route 19 at Tazewell	150,000.
64	Russell	Relocation at Dante (Grade and Drain)	150,000.
68	Scott & Russell	Continuation of Work from Dungannon towards Banners Corner	185,000.
71	Russell	Continuation of Work between Scott County Line and Dickensville	125,000.
72	Scott & Wise	Completion of Work between Dungannon and Coeburn	150,000.
80	Russell	Continuation of Reconstruction from Buchanan County Line towards Hotaker	200,000.
82	Russell	Continuation of Work from Lebanon towards Cleveland	200,000.
88	Dickenson	Widen Bridge and Approaches Mill Creek at Clinchco (Supplemental allocation)	20,000.
94	Grayson	Improve Curve and Grade at Friss	50,000.
460	Buchanan	Sidewalk & Curb & Gutter in Grundy	72,000.
--	--	Superelevation on Curves (District-wide)	20,000.
		Reserve	72,769.
		Total, Rural Construction	\$ 3,042,769.
		1954-'55 Bristol District Total	\$ 4,588,110.

Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the ~~first~~ allocations for the Salem District for 1954-1956 be as follows:

SALM DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 588,588.
Urban Federal Aid	212,867.
Matching Urban Federal Aid - 25%	106,433.
Preliminary Engineering	70,000.
Rights of Way	831,578.
New Signs and Signals	21,000.
Planning	80,872.
Landscaping	<u>80,872.</u>
<b>Total</b>	<b><u>\$ 1,891,811.</u></b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11	Montgomery	Spot Plant Mix Resurfacing	48,000.
40	Franklin	Short Revision and Replacement of Two Small Wood Bridges at Farrum	15,000.
43	Botetourt	Recondition between North of Buchanan and Eagle Rock	25,835.
57	Henry	Superelevate Curves and Resurface Old Concrete Pavement from Martinsville to Fieldale	52,000.
58	Patrick & Henry	Continue Reconstruction between West of Martinsville and Stuart	250,000.
58	Carroll	Continuation of Reconstruction between Galax and Woodlawn	200,000.
61	Giles	Resurface Route 61 in Narrows	10,000.
100	Giles	Heavy Resurfacing from Pearisburg South towards Poplar Hill	36,000.
100	Pulaski	Continue Reconstruction from Dublin - West	225,000.
218 & 460	Giles	Sidewalk on East River Bridge at Glen Lyn	11,000.
220	Henry	Relocation between Ridgeway and North Carolina Line	450,000.

SALEM DISTRICT (Continued)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
220	Franklin	Pave Grassy Hill Revision	\$ 300,000.
221	Floyd	Supplemental Allocation for Curb and Gutter in Floyd Court House	80,000.
460	Bedford	Reconstruction between Big Otter River and Bedford	300,000.
460	Bedford	Continue Dual-laning west of Bedford - West	400,000.
460	Giles	Reconstruction, east and west of Pearisburg	150,000.
460	Montgomery	Supplemental Appropriation for Revision at Depot Street in Christiansburg	80,000.
460	Montgomery	Stabilization and Bituminous Treatment of Shoulders on the Narrow Pavement between Christiansburg and Blacksburg	11,000.
460	Montgomery	Cooperative Sidewalk Project in Blacksburg	8,000.
501	Bedford	Supplemental Allocation for Relocation near Big Island	25,000.
--	--	Superelevation on Curves (District-Wide)	20,000.
		Total, Rural Construction	<u>\$ 2,575,855.</u>

URBAN CONSTRUCTION

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

220	City of Martinsville	50-50 Project with the City for Widening Pavement from South End of Distribution Road to the Dupont Entrance	\$ 45,000.
		1954-'55 Salem District Total	<u>\$ 4,512,448.</u>

Motion carried.

Moved by Mr. DeHerdit, seconded by Mr. Egan, that the final allocations for the Lynchburg District for 1954-1955 be as follows:

LYNCHBURG DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 587,692.
Urban Federal Aid	158,195.
Matching Urban Federal Aid - 25%	69,098.
Preliminary Engineering	120,000.
Rights of Way	896,375.
New Signs and Signals	25,000.
Planning	27,768.
Landscaping	27,768.
<b>Total</b>	<b>\$ 1,861,896.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
15	Buckingham	Supplemental Allocation for Relocation of Winding Road between Sprouces Corner and Dillwyn	100,000.
28	Nelson	Continue Reconstruction from Woods Mill - North	250,000.
29	Amherst	Widen Two-lane pavement between SOU Amherst and the Three-lane Pavement	35,000.
29	Pittsylvania	Continuation of Reconstruction between South of Sycamore and Gretna	254,000.
29	Campbell	Plant Mix Surfacing and Correction of Drainage in Town of Altavista	30,000.
29	Nelson	Sidewalks in Lovington	30,000.
40 & 47	Charlotte	Supplemental Allocation for Curb and Outer in Charlotte Court House	58,000.
40	Charlotte	Reshape and Strengthen Section of Road between Phoenix and Charlotte Court House	60,000.
40	Pittsylvania	Sidewalk in Gretna	3,000.
48	Campbell	Continue Reconstruction between Bedford County Line and Altavista	45,000.
58	Halifax	Continue Dual-laning East of Danville - East	400,000.

LYNCHBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
58	Halifax	Plant Mix Surfacing on Present Road from Riverdale - West towards Danville	\$ 50,000.
58	Pittsylvania	Supplemental Allocation to Extend Sidewalk West of Danville	9,000.
98	Halifax	Supplemental Allocation for Reconstruction between Virgilina and Whitt's Store	18,000.
151	Nelson	Supplemental for Reconstruction between Martin's Store and Afton	70,000.
297	Campbell	Continue Reconstruction between Bedford County Line and Lynchburg	225,000.
344	Halifax	Supplemental Allocation for Curb and Gutter in Scottsburg and Reconstruction between Scottsburg and Route 360	50,000.
360	Prince Edward	Relocation, Green Bay East and West	200,000.
380	Charlotte & Halifax	Heavy-duty Plant Mix Surfacing between Barnes Junction and Route 304.	90,000.
460	Campbell	Continue Dual-Laning of Route East of Lynchburg - East	800,000.
480	Campbell	Plant Mix Surface on Old Lane of Dual-lane Highway east of Route 501	25,000.
501	Campbell	Curb and Gutter in Brookneal	80,000.
--	--	Superelevation on Curves (District-wide)	20,000.
		Reserve	<u>29,254.</u>
		Total, Rural Construction	<u>\$ 2,418,254.</u>
<u>URBAN CONSTRUCTION</u>			
(Exclusive of Urban Federal Aid)			
To be matched by Town			
15 & 460	Prince Edward	Cooperative Project with Town of Farnville for Channelizing Intersection at the N.O.L.	12,500.
Notice carried,		1954-1955 Lynchburg District Total	<u>\$ 4,022,850.</u>

Moved by Mr. Barrow, seconded by Mr. Rawls, that the final allocations for the Richmond District for 1954-1955 be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 762,865.
Urban Federal Aid	438,354.
Matching Urban Federal Aid - 75%	219,177.
Preliminary Engineering	120,000.
Rights of Way	980,000.
New Signs and Signals	15,000.
Planning	34,704.
Landscaping	34,704.
<b>Total</b>	<b>\$ 2,614,804.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
1	Hanover	Spot Plant Mix Surfacing between Ashland and North Anna River	\$ 55,000.
1 & 58	Mecklenburg	Curb and Gutter in South Hill	30,000.
2 & 501	Hanover & Henrico	Continue Widening, Stabilisation and Bituminous Treatment of Shoulders and Widening of Bridges from North of Richmond - North	125,000.
5	Charles City	Supplemental Appropriation for the Relocation of Two Gaps between the Henrico County Line and Charles City Court House	80,000.
6	Goochland	Strengthen and Resurface Weak Section between Monacan Hills and the New Project at State Farm	125,000.
8	Henrico	Installation of Large Pipe to Relieve bad drainage condition about three miles West of Richmond	3,000.
10	Chesterfield	Curb, Gutter and Sidewalk from Corporate Limit of Richmond to the Intersection of Route 161 at McGuire Hospital	55,000.
55	Henrico	Continue Dual-Laning of Staples Hill Road from Richmond - North	200,000.



RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
38	New Kent	Partial Allocation for Richmond District's Share of New Bridge over Pamunkey River at West Point	\$ 280,000.
38	Henrico	Sidewalk in Sandston	11,000.
38	Prince George	Plant Mix Surfacing between Petersburg and Hopewell	17,000.
40	Dinwiddie & Nottoway	Recondition Section from Route 1 - West	75,000.
40	Lunenburg	Continue Reconstruction from South of Blackstone towards Kenbridge	180,000.
40	Lunenburg	Replacement of Virginian Overpass in Victoria	100,000.
40	Lunenburg	Continue Reconditioning of Weak Road from West of Lunenburg Court House towards Keysville	40,000.
54	Hanover	Supplemental Allocation for Reallocation and Reconstruction between Route 1 at Ashland and Hanover Court House	80,000.
58	Brunswick	Replacement of Substandard Atlantic and Danville Railroad Overhead in Lawrenceville	125,000.
58	Brunswick	Sidewalk from Lawrenceville to New Consolidated School at a Point 0.8 Mile East	25,000.
60	Chesterfield	Supplemental Allocation for Continuing Dual-lane Construction West of Richmond - West	180,000.
92	Mecklenburg	Superelevate Curves between Chase City and Boydton	80,000.
155	Amelia	Replace Narrow and Weak Bridge over Deep Creek	100,000.
151	Chesterfield	Dual-lane the Short Section between the New Overhead on Route 60 and Route 360 at McGuire Traffic Circle	80,000.

RICHMOND DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
161	Henrico	Asphaltic Concrete Surface on the Recently Completed Project at the M.C.L. of Richmond	2,788.
250	Henrico & Goochland	Stabilization, Widening and Bituminous Treatment of Shoulders and Widening of Narrow Bridges from the End of the 3-lane Section at Short Pump Westward	150,000.
260	Chesterfield	A Climbing Lane Up the Long Steep Hill Just East of the Appomattox River	80,000.
260	Amelia	Relocation, Jetersville East and West	280,000.
260	Amelia	Widen, Stabilize and Bituminous Treat Shoulders and Widen Narrow Bridges between Amelia Court House and Beginning of Proposed Relocation East of Maplewood	60,000.
260	Henrico & Hanover	Plant Mix Surfacing between Richmond and Mechanicsville	20,000.
460	Dinwiddie	Replace Narrow Norfolk and Western Overhead and Crooked Approaches About Three Miles West of Petersburg	150,000.
460	Prince George	New Guard Rail on Approaches at Norfolk and Western Overhead Bridge East of Route 501	4,000.
Total, Rural Construction			<u>\$2,572,788.</u>
1954-'55 Richmond District Total			<u>\$5,187,587.</u>

Motion carried.

Moved by Mr. Rawls, seconded by Mr. May, that the Signal allocations for the Suffolk District for 1954-1955 be as follows:

	<u>Amount</u>
<u>SUFFOLK DISTRICT</u>	
City Street Funds (Mileage Basis)	\$1,517,107.
Urban Federal Aid	742,950.
Matching Urban Federal Aid - 25%	571,465.
Preliminary Engineering	85,000.
Rights of Way	627,000.
New Signs and Signals	25,000.
Planning	36,408.
Landscaping	32,408.
Total	<u>\$3,541,318.</u>

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
18	Norfolk & Princess Anne	Frontage Roads on Military By-Pass	\$ 50,000.
15-Y	Norfolk	Sidewalk between Norfolk and Landsdale Traffic Circle	7,000.
18 & 60	Princess Anne	Provide Left-turn Lane at Junction at Little Creek	3,000.
17	Norfolk	Supplementary Allocation, between SCL of Portsmouth and Victory Boulevard	100,000.
58	Princess Anne	Correct Drainage between Davis' Corner and Chinese Corner	6,000.
58	Princess Anne	Sidewalk in Oceana	6,000.
58	Iale of Wight & Southampton	Four-laning East and West of Franklin east past the plant of the Camp Manufacturing Company and westward about one-half mile from WCL	160,000.
58 & 460	Warehouswood	Plant Mix between Suffolk and Magnolia	25,000.
164	Princess Anne	Lastin Road, Continue Controlled Access Highway toward Virginia Beach	500,000.
165	Norfolk & Princess Anne	Supplementary Allocation for a Four-lane Road between Landsdale Traffic Circle and Route 168	150,000.
188Y & 188	James City & York	Supplementary Allocation to Grade and Drain for Dual-lane from Route 50 near Towno to Camp Peary	180,000.
175	York	Relocation at Goodwin Neck	100,000.
175	Accomack	Scarify, Strengthen and Resurface Route 15 - East	20,000.
183	Northampton	Widening and Sidewalk in Town of Emore	12,000.
190	Princess Anne	Supplemental Allocation for Bridge and Approaches North Landing Creek at Pungo	50,000.

SUFFOLK DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
194	Norfolk	Plant Mix and Widening Shoulders near Norview	\$ 15,000.
258	Isle of Wight	Reconstruction South of Smithfield	50,000.
258	Southampton	Supplementary Allocation to Widen and Resurface from Route 189 to the North Carolina Line	118,000.
301	Greenville & Sussex	Continue Dual-laning North of Emporia - North	800,000.
460 & 5B	Nansemond	East Leg of Suffolk By-Pass (Rural Portion)	125,000.
460	Nansemond	Rehabilitation of Nansemond River Bridge at Suffolk	48,000.
--	--	Superelevation on Curves (District-Wide)	28,000.
		Reserve	<u>75,811.</u>
		Total, Rural Construction	<u>\$2,198,811.</u>

URBAN CONSTRUCTION

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

60	City of Warwick	West Hilton Village - West	50,000.
		1954-55 Suffolk District Total	<u>\$5,788,129.</u>
		Motion carried,	

Moved by Mr. DeHardit, seconded by Mr. Raulte, that the final allocations for the Fredericksburg District for 1954-1955 be as follows:

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 45,552.
Urban Federal Aid	18,851.
Matching Urban Federal Aid - 25%	8,465.
Preliminary Engineering	140,000.
Rights of Way	819,688.
New Signs and Signals	17,500.
Planning	18,048.
Landscaping	18,048.
Total	<u>\$ 588,232.</u>

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
1	Spotsylvania & Caroline	Plant Mix Surfacing between Four Mile Fork and Hanover County Line	\$ 100,000.
2 & 501	Caroline	Spot Plant Mix Surfacing	18,000.
2 & 501	Caroline	Continue Shoulder and Bridge Widening and Shoulder Stabilization and Bituminous Treatment, Bowling Green south to Hanover County Line	125,000.
5	King George	Plant Mix Surfacing, King George Court House - West	18,000.
5	King George	Relocate and Reconstruct between Route 501 and Westmoreland County Line	200,000.
5	Lancaster	Supplemental Allocation for Construction between Elmercock and Irvington	15,000.
5	Spotsylvania	Recondition between Fredericksburg and Orange County Line	55,000.
14	Mathews	Plant Mix in Mathews Court House	10,000.
17	Gloucester	Continue Reconstruction South of Adner towards Gloucester Court House	150,000.
17	Middlesex	Reconstruction from North of Saluda to Essex County Line	125,000.
17	Spotsylvania	Plant Mix Surfacing, Fredericksburg-East	16,000.
30	King William	Supplemental Allocation for Sidewalk, Curb and Gutter, West Point towards Port Richmond	41,000.
50	King William	Plant mix Surfacing North of West Point	15,000.
55	King William	Partial Appropriation for New Bridge over Pamunkey River at West Point	200,000.
198	Mathews	Supplemental Allocation for Curb and Gutter in Mathews Court House	17,000.

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
205	Westmoreland & King George	Supplemental Allocation for Reconditioning Weak Section between Potomac Beach and Purkins Corner	40,000.
207	Caroline	Heavy-duty Asphaltic Concrete Surfacing between Route 2 at Bowling Green and Route 1 at Garmel Church	110,000.
209	Westmoreland	Road to Birthplace of James Monroe, Senate Bill No. 218, Acts of 1954 General Assembly	15,000.
225	Mathews	Supplemental Allocation for Relocation, Route 198 (Rudgins) - East	20,000.
225	Mathews	Gwynn Island, Erosion Control to Protect Highway Fill	11,000.
225	Mathews	Recondition Short Gap between New John Twigg Bridge and Route 198	15,000.
227	Middlesex	Sidewalk in Urbanna	4,000.
227	Middlesex	Bridge over Urbanna Creek	100,000.
301	King George	Continue Stabilisation and Bituminous Treatment of Shoulders between Port Royal and Potomac River	76,000.
360	Essex	Relocation of Crooked Section East and West of Piscataway Creek, including new Bridge	200,000.
360	King and Queen	Reconstruction between Aylett and New Project Under Construction near St. Stephens Church	110,000.
380	Richmond	Supplemental Allocation for Curb and Gutter in Town of Warsaw	5,000.
380	Northumberland	Reconstruct, Heathsville to Galiso (Supplemental)	100,000.
--	--	Superelevation on Curves (District-Wide)	20,000.
		Reserve	<u>15,518.</u>
		Total, Rural Construction	<u>\$1,924,518.</u>

FREDERICKSBURG DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>URBAN CONSTRUCTION</u> (Exclusive of Urban Federal Aid) To be matched by City			
8	City of Fredericksburg	50-50 Plant Mix Surfacing between Washington Avenue and Route 1	\$ 6,000.
1954-'55 Fredericksburg District Total			<u>\$2,518,600.</u>
Motion carried.			

Moved by Mr. DeHerdit, seconded by Mr. Myser, that the final allocations for the Culpeper District for 1954-1955 be as follows:

CULPEPER DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 298,481.
Urban Federal Aid	359,055.
Matching Urban Federal Aid - 25% (Including Arlington Co.'s 50%)	272,791.
Preliminary Engineering	150,000.
Rights of Way	825,000.
New Signs and Signals	50,000.
Planning	32,568.
Landscaping	32,568.
<b>Total</b>	<b>\$2,021,415.</b>

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
<u>RURAL CONSTRUCTION</u>			
1	Fairfax	South Corporate Limits Alexandria- Through Groveton (Stabilize and bituminous treat shoulders)	\$ 15,000.
1	Prince Wm.	Additional Crossover at Dumfries	10,000.
7 & 244	Fairfax	Channelize Intersection at Baileys Cross Roads	200,000.
7 & 50	Fairfax	Partial Appropriation for Grade Separation Structure at Seven Corners	200,000.
16	Fluvanna	Bridge and Approaches at Raccoon Creek	125,000.

CULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
16	Orange	Improvement in Town of Gordonsville (Supplemental Allocation)	5,000.
15	Orange	North of Gordonsville - North (Supplemental allocation for reconstruction)	180,000.
15	Loudoun	South Leesburg - Gilbert's Filling Station (Continue reconstruction to Route 50)	180,000.
15	Loudoun	Drainage Structure at Town Branch in Leesburg	10,000.
15,17 & 29	Fauquier	South Warrenton - South (Supplemental allocation)	49,000.
17 & 55	Fauquier	West Marshall - West (Continue reconstruction)	186,000.
20	Albemarle	Bridge and Approaches Hardware River (Supplemental Allocation)	50,000.
20	Orange	Orange - West (Supplemental allocation)	40,000.
28	Fauquier	Bridge and Approches Licking Run Near Catlett	75,000.
29	Albemarle	North Charlottesville - North (Continue dual lane construction)	500,000.
29	Culpeper	Town of Culpeper (Curb and gutter)	15,000.
29	Madison	Improvement in Town of Madison	5,000.
29 & 211	Fauquier	North Warrenton - North (Supplemental allocation for dual lane construction)	140,000.
29 & 211	Fairfax & Prince Wm.	South Centreville - South (Continue dual laning)	400,000.
35	Greene	Swift Run Gap - East (Bituminous surfacing)	15,000.
35	Louisa	Improvement in Town of Louisa (Supplemental allocation)	20,000.



GULPEPER DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
50	Loudoun & Fauquier	West Fairfax County Line - West (Widen and bituminous treat shoulders and remodel bridges)	80,000.
50	Loudoun & Fauquier	Rava Relocation at Goose Creek	189,000.
50	Arlington	Sidewalk on Bridge Over Carlyn Spring Road	10,000.
128 & 185	Fairfax	Channelization of Intersection	8,000.
128	Fairfax	Improvement at Oakton and Lewinsville and Widen Bridge near Tysons Corner	40,000.
211	Arlington	Curb and Gutter West of Route 287	10,000.
211	Happahannock	Top of Blue Ridge Mountain (Page County Line) - East (Construct climbing lane on mountain)	60,000.
251	Orange	Between Route 55 and Scaerest (Widening and bituminous resurfacing)	40,000.
256	Fairfax	Supplemental Allocation for Reconstruction at Amundale	55,000.
240	Albemarle	Remodel Two Bridges over Lickinghole Creek East and West of Grasst (Supplemental Allocation)	40,000.
241	Fairfax	Channelization at Intersection of Routes 1 and 241	15,000.
244	Arlington	Route 180 (Olebs Road) - South (Supplemental allocation to widen pavement to four lanes)	50,000.
287	Loudoun	Approaches to Brunswick Bridge (Supplemental Allocation)	16,000.
522	Gulpeper	Relocation of Sharp Curve North of Winston	15,000.
522	Louisia	Town of Mineral (Curb and Gutter)	25,000.
--	--	Superelevation on Curves (District-Wide)	80,000.
		Reserve	22,352.
		Total, Rural Construction	\$2,811,852.
		1954-1955 Gulpeper District Total	\$2,832,745.
Motion carried.			

Moved by Senator Nelson, seconded by Mr. ~~Woods~~, that the  
Signal allocations for the Staunton District for 1954-1956 be as  
follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds (Mileage Basis)	\$ 458,572.
Urban Federal Aid	186,982.
Matching Urban Federal Aid - 25%	68,861.
Preliminary Engineering	80,000.
Rights of Way	581,840.
New Signs and Signals	25,000.
Planning	27,860.
Landscaping	27,860.
<b>Total</b>	<u>\$1,875,915.</u>

<u>Route</u>	<u>County</u>	<u>Description</u>	
<u>RURAL CONSTRUCTION</u>			
11A	Rockbridge	Pave Lexington Distribution Road	\$ 125,000.
11	Frederick	Widening Through Middletown	100,000.
11	Shenandoah	Plant Mix Surfacing between Toms Brook and Woodstock	75,000.
11A	Rockingham	Begin Harrisonburg By-Pass	250,000.
18	Alleghany	Supplement to Match Forest Service Funds for Bridges over Potts Creek	50,000.
55	Rockingham	Relocation at West Foot of Blue Ridge Mountain	72,000.
55	Rockingham	Plant Mix Surfacing between Harrisonburg and McGahaysville	35,000.
59	Bath	Continue Reconstruction, Warm Springs Mountain - East	225,000.
42	Alleghany	New Overhead Structure to Replace Bad C&O Underpass Northeast of Long Dale	200,000.
42	Rockingham	Plant Mix Surfacing between Timbarville and Broadway	20,000.
42	Augusta	Reconstruction, Churchville towards Buffalo Gap	150,000.

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
42	Rockingham	Replace Bridge over North River at SCL of Bridgewater	\$ 100,000.
50	Frederick	Plant Mix Surfacing, Hogue Creek-West	80,000.
60	Alleghany	Supplemental Allocation for Relocation of West Approach to G&O Overhead West of Covington	80,000.
60	Alleghany	Supplemental Allocation for Pavement on New Relocation between Lowmeor and Clifton Forge	200,000.
80	Rockbridge	Supplemental Allocation for Relocation between Buena Vista and Lexington	150,000.
211	Page	Plant Mix Surfacing between White House Bridge and Luray	20,000.
250	Highland	Spot Strengthening and Superelevation of Curves, McDowell East and West	44,807.
260	Rockingham & Shenandoah	Continue Reconstruction between Timberville and New Market	150,000.
276	Rockingham	Replace Low Water Bridge North of Augusta County Line	80,000.
340	Rockingham	Cooperative Sidewalk Project in Elkton	4,000.
340	Clarke	Reconstruction between Boyce and Old Chapel	50,000.
340	Page & Rockingham	Bridge and Approaches Naked Creek	20,000.
522	Frederick	Relocation of Sharp Curve Northwest of Winchester	80,000.
522	Clarke	Double Toll Gate, North and South	140,000.
522	Frederick	Plant Mix Surfacing, Winchester - Northwest	88,000.
522	Warren, Clarke & Frederick	Continue Dual-Laning North of Cedarville - North	250,000.

STAUNTON DISTRICT (CONTINUED)

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
-	- - -	Superelevation on Curves (District - Wide)	\$ 20,000.
		Reserve	<u>60,000.</u>
		Total, Rural Construction	<u>\$2,715,807.</u>
		1954-'55 Staunton District Total	<u>\$4,089,722.</u>


Motion carried.

Admiral Clarke of the State Port Authority phoned today with reference to the ferryboat which the Department agreed to furnish for an inspection trip in Hampton Roads for entertaining the National Press Association. Permission was requested to establish a bar aboard the ferryboat to serve cocktails or highballs preliminary to the luncheon to be given the Press Association. It was moved by General Anderson, seconded by Mr. Rawls, that the request be not granted. Motion unanimously carried. Mr. Ellison, Executive Assistant, was instructed to so advise Admiral Clarke.

There were no special comments and suggestions from the Members, the Chairman having called on each one.

At twelve o'clock noon there being no one present and wishing to be heard, the Commission adjourned and proceeded to the Raleigh Hotel for lunch.

Approved -

  
\_\_\_\_\_  
Commissioner.

Attested -

  
\_\_\_\_\_  
Secretary.