

Minutes of the Meeting of the State Highway Commission
of Virginia, held in Richmond
March 26, 1946.

At 9:00 o'clock Tuesday morning, March 26, the State Highway Commission met in the Central Highway Office Building, Richmond, Virginia. All members were present as follows - J. A. Anderson, Chairman, E. P. Barrow, Geo. P. DeHardit, Kenneth H. Gilpin, Wayles R. Harrison, Howard G. Rogers, S. W. Rawls, Secretary, J. B. Wampler and J. F. Wycor.

The meeting was called to order by the Chairman.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the minutes of the meeting of October 9 and 10, 1945, be confirmed. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wycor, that the Commission approve the permits issued from October 10, 1945 to March 26, 1946, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the following resolution be adopted -

Whereas, Emmett Hawkins Poindexter of Fredericks Hall, Louisa County, a member of the State Highway Commission of Virginia from the Culpeper District, died on October 21, 1945, and

Whereas in the death of Mr. Poindexter the Highway Commission has lost an able and valued public servant, and his colleagues have lost a wise counsellor, and an associate of outstanding character and judgment and a lovable and loyal friend, now therefore be it resolved by the State Highway Commission that we hereby express our deep regret and sorrow and extend to Mrs. Poindexter and his children our sincere sympathy.

Be it further resolved that this resolution be spread upon the minutes of the Commission and that a copy be sent to Mrs. Poindexter.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract for the construction of Project S 754 DS1, E1S1, E2S1, Route 100, 1.979 Mi. N. of Patterson-1.15 Mi. S. of Wythe-Saxroll County Line (Sylvanus), to the low bidder, on bids opened October 23, Ferry Brothers, Box 55, Wytheville, Va., at the bid of \$134,448.17 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$147,900.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract for the construction of Projects S 501 DR1, S 529 AR1, Routes 80 and 120, 0.045 Mi. N. of Route 287-0.038 Mi. S. of Route 287 and 4.94 Mi. N. of Falls Church-4.968 Mi. N. of Falls Church, to the low bidder, on bids opened October 23, W. E. Armstrong & Company, Washington, D.C., at the bid of \$46,922.39 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$51,600.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wampler, that the Commission confirm award of contract for the construction of Project S 868 BW2, Route 60, 0.308 Mi. N. of N.C.L. Newport News-N.C.L. of Newport News, on bids opened October 23, to the low bidder, Bero Engineering & Construction Corporation, Langley Field, Va., at the bid of \$22,639.90 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$24,900.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wyser, that the Commission confirm REJECTION of bids opened October 23 on Project S 518 AB1, B1, DS1, Route 19, 0.938 Mi. N. of Intersection of Route 68-0.676 Mi. S. of Holston River, due to it being approximately 16% above the approximate estimate. Motion carried.

Moved by Mr. Wyser, seconded by Mr. Rogers, that the Commission confirm award of contract for the construction of Project S 1021 M6,7, Route 19, 0.287 Mi. E. W.C.L. Tazewell-0.178 Mi. E. of W.C.L. Tazewell and 0.543 Mi. E. of W.C.L. Tazewell-0.493 Mi. E. of W.C.L. Tazewell, to the low bidder on bids opened November 13, McDowell and Wood, Roanoke, Va., at their bid of \$17,908.45 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$19,700.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Rogers, seconded by Major Gilpin, that the Commission confirm award of contract for the construction of Project S 1408 A, Route 42, Intersection of Route 21-0.487 Mi. W. of Intersection of Route 21, to the low bidder, on bids opened November 13, the Pendleton Construction Corp., Wytheville, Va., at their bid of \$17,701.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$19,450.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Barrow, seconded by Major Gilpin, that the Commission confirm rejection of bid of November 13, on Project S 1408 A, Route 67, 1.0 Mi. S. of Jewell Ridge-1.388 Mi. S. of Jewell Ridge, it being 16% over our approximate estimate. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm REJECTION of bid of November 13 on Project S 847 B1, Route 1, 1.627 Mi. S. of Aquia Creek-2.169 Mi. S. of Aquia Creek, it being 37% over our approximate estimate. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wyser, that the Commission confirm REJECTION of bids of November 13 on Project S 1002 G, B5, Route 24, 12.624 Mi. E. Stewartville-12.779 Mi. E. of Stewartville, it being 24% above our approximate estimate. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, that the Commission confirm REJECTION of bids received December 18 on Project S 849 BR-1, Route 1, 0.009 Mi. S. of S.C.L. Alexandria-0.358 Mi. S. of S.C.L. Alexandria, and readvertise in February, at which time, if satisfactory bids are not received the work to be done with our own forces and accurate records of cost of work to be kept. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that the Commission confirm award of contract for the construction of Project S 360 AR1 - 1037 MI, Route 32, Kilby Avenue-S.C.L. Suffolk (Caroline Avenue) and S.C.L. Suffolk-0.224 Mi. S. of S.C.L. Suffolk, to the low bidder, T. E. Ritter Co., Norfolk, Va., at their bid of \$49,977.69, that 10% additional be set aside to cover the cost of engineering and additional work and \$5,940.00 for railroad tracks, making a total of approximately \$59,900.00 chargeable to this project; financed with \$31,855.82 State funds, \$28,898.85 City of Suffolk funds and \$1,244.20 from the Southern Railway Co. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyszor, that the Commission confirm award of contract, on bids opened January 29, for the construction of Project S 1001 AR1, MI, Route 189, Intersection of Route 58 in Holland-4.308 Mi. S. of S.C.L. of Holland, to the low bidder, W. E. Scott, Inc., Franklin, Va., at his bid of \$352,448.06, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,100.00 for Detours, making a total of approximately \$389,800.00 chargeable to this project, financed with 100% State funds. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, that the Commission confirm award of contract on bids opened January 29 for the construction of Project S 1002 G-86, Route 24, 12.824 Mi. E. of Stewartville-12.779 Mi. E. of Stewartville, to the low bidder, Harvey H. Stewart, 604 Hawthorne Lane, Charlotte 4, N.C., at his bid of \$82,562.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$88,800.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Wampler, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids opened January 29, for the construction of Project S 1408 A, Route 67, 1.0 Mi. S. of Jewell Ridge-1.388 Mi. S. of Jewell Ridge, to the low bidder, John A. Archer & Son, Wytheville, Va., at their bid of \$43,883.48 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$48,200.00 chargeable to this project, financed with 100% State funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm REJECTION of bids opened January 29 on Project S 347 BR1, Route 1, 1.627 Mi. S. of Aquia Creek-2.169 Mi. S. of Aquia Creek, the low bid being 28.4% higher than our estimate, and do the work with State Forces at a later date. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission confirm REJECTION of bids opened January 29 on Project ENE 1182 A, B1, 1377 G, Routes 340 and 275, W. of Sandy Hook Bridge-West Va. Line and 0.625 Mi. S. Intersection of Route 340-Intersection Route 340 (0.178 Mi. W. of W. End of Sandy Hook Bridge), the low bid being 22.9% higher than our estimate, due partly to the high cost of macadam. The project to be readvertised with provision that macadam may be deferred until bridge over Shenandoah River is completed by West Virginia. Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin, that the Commission confirm award of contract, on bids opened February 14, for the construction of Project S 86 ARL, GRL, Routes 1 and 10, 0.891 Mi. S. of Dutch Gap Road-1.158 Mi. S. of Dutch Gap Road, to the low bidder, E. W. Hechler, Contractor, Richmond, Va., at his bid of \$50,562.30, that 10% additional be set aside to cover the cost of engineering and additional work and \$3,000.00 for work by State Forces, making a total of approximately \$58,600.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Major Gilpin, seconded by Mr. Barrow, that the Commission confirm award of contract, on bids opened February 14, for the construction of Project SN-PAP 828 M85, 624 EN2, FW, Route 480, 0.764 Mi. S. of E.C.L. Waverly-W.C.L. Waverly and 0.648 Mi. W. of E.J.L. Windsor-0.427 Mi. E. of W.C.L. Windsor, to the low bidder, Williams Paving Company, Norfolk, Va., at their bid of \$189,915.35, that 10% additional be set aside to cover the cost of engineering and additional work and \$55.00 for work by State Forces, making a total of approximately \$188,800.00 chargeable to this project; financed with 71.85 % Federal funds and 28.35 % State funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm award of contract, on bids opened February 14, for the construction of Project S 649 RRL, Route 1, 0.009 Mi. S. of S.C.L. Alexandria-0.559 Mi. S. of S.C.L. Alexandria, to the low bidder, Robert T. Main, Jr., Roanoke, Va., at his bid of \$66,186.74 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$72,800.00 chargeable to this project; financed with 100 % State funds. Motion carried.

Moved by Major Gilpin, seconded by Mr. Wampler, that the Commission confirm award of contract, on bids opened February 14, for the construction of Project S 429 ARL, M1, Route 58, 2.768 Mi. W. of Courtland-7.68 Mi. W. of Courtland, to the low bidder W. H. Scott, Franklin, Va., at his bid of \$328,366.73 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$361,200.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Harrison, that the Commission confirm award of contract on bids received February 28 for the construction of Project S 55 BN1,B1, Route 58, 1.61 Mi. E. of E.C.L. Stuart-0.58 Mi. E. of E.C.L. Stuart, to the low bidder, Pendleton Construction Corporation, Wytheville, Va., at their bid of \$86,936.26 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$106,500.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received February 28 for the construction of Project F.I. 420 CW 3 and 455 AW2,B2, Route 1, 0.80 Mi. N. of Nottoway River-0.738 Mi. S. of Nottoway River, to the low bidder, T. E. Ritter Company, Norfolk, Va., at their bid of \$290,894.17 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$319,900.00 chargeable to this project; financed with 50% State funds and 50% Federal funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received February 28, for the construction of Project SE-FAP 420 NW3,B3, Route 1, 0.047 Mi. N. of Dinwiddie Court House-1.862 Mi. E. of Dinwiddie Court House, to the low bidder, T. E. Ritter Company, Norfolk, Va., at their bid of \$232,112.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$232,100.00 chargeable to this project; financed with \$177,221.20 State funds and \$78,108.00 Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received February 28, for the construction of Project F.I. 257 H5,B1,B2,B3, Route 60, 1.307 Mi. W. Intersection Route 155 at Providence Forge-3.929 Mi. E. of Intersection Route 33 at Bottoms Bridge, to the low bidder, Wello L. Teer Company, Durham, N.C., at their bid of \$688,810.47 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$757,600.00 chargeable to this project; financed with 50% State funds and 50% Federal funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wycor, that the Commission confirm award of contract on bids received February 28, for the construction of Project SW-FAP 384 A1S,B1R,A2,B2, Route 150, 1.896 Mi. N. of N.C.L. Amherst-0.675 Mi. N. of Colleen, to the low bidder, Pendleton Construction Corporation, Wytheville, Va., and Albert Bros. Contractors, Inc., Salem, Va., at their bid of \$740,556.84, that 10% additional be set aside to cover the cost of engineering and additional work and \$6,860.00 for work by State Forces, making a total of approximately \$821,400.00 chargeable to this project; financed with \$632,600.00 Federal funds and \$288,991.42 State funds. Motion carried.

Moved by Mr. Wyzor, seconded by Mr. Barrow, that the Commission award contract on bids received February 28, for the construction of Project S 144 A4W, B2, 1445 M1, B1, Routes 58 and Alt. 58, Main Street in Danville-O.835 Mi. W. of W.C.L. Danville, to the low bidder, Thompson-Arthur Construction Co., Greensboro, N.C., at their bid of \$425,019.89, that 10% additional be set aside to cover the cost of engineering and additional work, \$51,360.00 for work by the Southern Railroad and \$770.00 for work by the City of Danville, making a total of approximately \$497,400.00 chargeable to this project; financed with \$175,124.96 by the City of Danville and \$322,316.91 by the State. Motion carried.

Moved by Mr. Wyzor, seconded by Mr. Barrow, that the Commission award contract for the construction of Project F 408 ARI, B1, 21 ARI, Route 211, O.355 Mi. E. of South Fork Shenandoah River-O.551 Mi. E. of South Fork Shenandoah River, on bids opened March 19, to the low bidder, Bohls Brothers, Inc., Staunton, Va., at their bid of \$549,644.79, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,976.00 for work by State Forces, making a total of approximately \$564,500.00 chargeable to this project; financed with \$155,000.00 Federal funds and \$421,500.00 State funds. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the Commission award contract for the construction of Project S 1275 M1, A2, B1, 2, Route 89, O.206 Mi. E. of S.C.L. Galax-2.151 Mi. S. of S.C.L. Galax, on bids opened March 19, to the low bidder, W. E. Graham & Sons, Cleveland, N.C., at their bid of \$351,998.69, that 10% additional be set aside to cover the cost of engineering and additional work and \$340.00 for work by State Forces, making a total of approximately \$399,500.00 chargeable to this project; financed with 100% State funds. Motion carried.

Moved by Mr. Harrison, seconded by Mr. DeHardit, that the Commission award contract on alternate bid for the construction of Project S 1092 D, B3, Route 117 Y, O.826 Mi. E. of E.C.L. Salem-E.C.L. Salem, on bids opened March 19, to the low bidder, Ralph E. Mills Company, Inc., Salem, Va., at their bid of \$194,646.16 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$214,100.00 chargeable to this project, financed with 100% State funds. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Wampler, that the Commission award contract for the construction of Project 1425 AW1, 157 AW1, BW1, B2, Route 60, O.034 Mi. E. of Intersection of Route 30-O.279 Mi. W. of Diamond Creek, on bids opened March 19, to the low bidder, Bero Engineering and Construction Corporation, Box 477, Hampton, Va., at their bid of \$672,772.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$740,000.00 chargeable to this project; financed with \$300,000.00 Federal funds and \$440,000.00 State funds. Motion carried.

Moved by Major Gilpin, seconded by Mr. Rawls, that the Commission REJECT the bids opened March 19 on Project S 1014 P2,4, Route 289, 6.552 Mi. S. of West Va. Line-2.409 Mi. S. of West Va. Line, the low bid being 15% over our approximate estimate, and that a convict camp be reestablished on this project as soon as practical and held there until it is completed. Motion carried.

On March 11, 1946, J. A. Anderson, Chairman of the State Highway Commission, filed with the Commission the following application for the abandonment of a certain section of road in Bedford County:

"As provided by Chapter 212, Section 2, of the Acts of General Assembly, 1926, I hereby make application for the abandonment altogether as a public road the following described section of road, which is deemed no longer necessary for the use of the highway system or for uses by the public.

From Station 335/25 looping southeasterly along properties of M. J. Radford, O.L.C. Radford, and Ruth and Robert Watson, to Station 328/60 in Bedford County, Virginia.

Said section is shown on plans on file in the office of the Department of Highways, Richmond, Virginia."

Moved by Mr. Wyror, seconded by Mr. Wampler, that it is ordered by the Commission that the following notice be posted at the front door of the Court House of Bedford County at least three days before the first day of the regular term of the circuit court.

NOTICE

Notice is hereby given under Chapter 212, Section 2, Act approved March 19, 1926, that the State Highway Commission proposes to abandon and eliminate from the Primary Highway System the old location of Route 460 in Bedford County, from Station 336/25 looping southeasterly along properties of M. J. Radford, O.L.C. Radford and Ruth and Robert Watson, to Station 328/60, a distance of 0.152 mile; a new section of road having been constructed in lieu thereof and opened to traffic.

Provided, however, that if there is any objection to closing the said section of old Route 460 that the same must be filed in writing in the office of the State Highway Commission, Richmond, Virginia, on or before twelve o'clock noon, April 30, 1946.

Motion carried.

At the request of the Chairman, Mr. DeHardit read to the Commission a memorandum of March 15 written by Mr. Mullen, the Chief Engineer, regarding wage rates. On recommendation of the Chairman, it was moved by Mr. Rawls, and seconded by Mr. DeHardit, that effective April first the wage rate for hourly labor be set at 55¢ an hour, including the bonus and effective July first the hourly wage rate be 56¢ and no bonus. Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin, that the Commission award contracts to the low bidders on bids received March 21 for Furnishing and Application of Bituminous Material and Application of Covering Material as follows:

CLASS "B"
Furnishing and Application of Bituminous Material and Application
of Covering Material

<u>LOW BIDDER</u>	<u>DISTRICT</u>	<u>GROUP 1</u>	<u>GALLONS GROUP 2</u>	<u>TONS AGGREGATE</u>	<u>AMOUNT</u>
Sam Finley, Inc., Roanoke, Va.	Salem Sch.#1	484,674	216,389	35,811	\$ 146,958.49
Sam Finley, Inc., Roanoke, Va.	Salem Sch.#2	360,300	360,700	36,175	147,171.82
Sam Finley, Inc., Roanoke, Va.	Lynchburg Sch.#1	136,000	372,040	21,953	104,694.40
J.E.Ford Co., Inc., Lynchburg, Va.	Lynchburg Sch.#2	88,000	281,900	17,665	78,492.10
Short & Thompson, Hopewell, Va.	Richmond Sch.#1	404,400	293,600	32,410	116,470.40
Tar Asphalt Ser- vice; New Bruns- wick, N.J.	Fred'bg. Sch.#1	483,600	111,600	24,595	107,156.03
James Gibbons Co., Relay, Md.	Fred'bg. Sch.#2	295,000	207,000	25,726	105,424.82
Union Bldg. and Construction Corp., Passaic, N.J.	Fred'bg. Sch.#3	228,400	245,350	24,342	111,167.22
A.B.Torrance & Co., Elkton, Va.	Staunton Sch.#1	375,800	285,800	40,170	137,236.80
Nelson H. Clark & Sons, Luray, Va.	Staunton Sch.#2	325,300	193,000	25,185	94,936.50
TOTAL CLASS "B"		3,181,474	2,567,379	284,032	\$1,149,708.58

CLASS "C"
 Furnishing and Application of Bituminous Material and Furnishing
 and Application of Covering Material

<u>LOW BIDDER</u>	<u>DISTRICT</u>	<u>GROUP 1</u>	<u>GALLONS GROUP 2</u>	<u>TONS AGGREGATE</u>	<u>AMOUNT</u>
Adams & Tate Constr. Co., Roanoke, Va.	Bristol Sch. #1	438,000	104,000	26,698	\$ 176,587.34
Adams & Tate Constr. Co., Roanoke, Va.	Bristol Sch. #2	366,000	24,000	19,793	118,870.49
Amos & Webb, Inc., Norfolk, Va.	Suffolk Sch. #1	473,720	210,754	28,142	231,151.91
Adams & Tate Constr. Co., Roanoke, Va.	Suffolk Sch. #2	246,047	309,339	25,445	164,404.53
Short & Thompson, Hopewell, Va.	Suffolk Sch. #3	385,900	134,210	22,360	160,962.50
W. M. McIntosh, Inc., Richmond, Va.	Gulpeper Sch. #1	148,702	478,429	39,498	253,846.18
W. M. McIntosh, Inc., Richmond, Va.	Gulpeper Sch. #2	220,255	213,529 (Sand 492 tons)	22,659	176,059.53
Richard F. Kline Frederick, Md.	Staunton Sch. #1	393,500	133,000	27,115	182,214.85
		(Sand 492 Tons)			
TOTAL CLASS "C"		2,672,124	1,607,261	211,710	\$1,464,097.33

CLASS "D"
 Furnishing and Application of Bituminous Material

		<u>Group 1</u>	<u>Group 2</u>	<u>AMOUNT</u>
Walter N. Webber Lynchburg, Va.	Richmond Sch. #1	329,450 Gal.	349,500 Gal.	\$ 68,632.10
TOTAL CLASS "D"		329,450	349,500	\$ 68,632.10

SUMMARY OF BIDS

Class "B"	\$1,149,708.38
Class "C"	1,464,097.33
Class "D"	68,632.10
Motion carried.	TOTAL COST
	\$2,682,437.81

Moved by Mr. Wampler, seconded by Major Gilpin, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of Route 2811 in Norfolk County being no longer necessary for uses as a secondary highway (having been taken into the new location of Route 13) it be abandoned; Section 1 shown on plat dated June 12, 1944, Project 1284 A1,2,4,B1,2,6. Motion carried.

Moved by Major Gilpin, seconded by Mr. Barrow, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following sections of Route 660 in Norfolk County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 4, 5 and 6 shown on plat dated April 19, 1944, Project 1422 A; that sections 1, 2 and 3 also shown on the plat referred to be added to the Secondary System in lieu of abandoned sections. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of Route 617 in Fairfax County being no longer necessary for uses as a Secondary road the same be abandoned; Section 5 shown on plat dated January 23, 1945, Project 1283 J, and Sections 1,2, and 3 also shown be added to the Secondary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Nysor, that as provided by Chapter 237, Acts of 1940, and upon recommendation of the Commissioner, the following sections of Route 618 in King George County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 5,6,7 and 8 shown on plat dated September 7, 1945, Section A. That sections 1, 2, 3 and 4 be added to the system in lieu of abandoned sections. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Nysor, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of road be added to the Secondary System of Princess Anne County, due to the relocation and construction of Route 671; Sections 2 and 3 shown on plat dated February 10, 1943, Project 1290 M2,B1,A and that section 1 also shown on the plat be included in the street system of Virginia Beach for maintenance by the Town. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wampler, that as provided by Chapter 212, Section 1; Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 170 in Norfolk County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1 and 2 shown on plat dated March 29, 1944, Project 279-AR-1, section 2 to revert to the Secondary System. Motion carried.

Moved by Mr. Rogers, seconded by Mr. DeHardit, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of secondary routes in Fairfax County being no longer necessary for uses as a highway the same be abandoned: Sections 2, 3 and 6 shown on plat dated October 23, 1944, Project 1283 G. That Sections 4, 5 and 7 also shown on the plat referred to be added to the Secondary System. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 17 in Fauquier County being no longer necessary for uses as a primary highway the same be abandoned upon opening of new section in lieu thereof, including the grade crossing of the Southern Railway: Section 2 shown on plat dated September 17, 1945, Project 595 D. That section 1 also shown on the plat be abandoned as a part of the Primary System and revert to the Secondary System. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that as provided by Chapter 237, Act approved March 27, 1940, and upon recommendation of the Commissioner, the following sections of Route 618 in Fairfax County being no longer necessary for uses as a highway the same be abandoned: Sections 1, 2, 3, 4 and 5 shown on plat dated February 14, 1946. That sections 7, 8, 9, 10 and 11 also shown be added to the system in lieu of the abandoned sections. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following section of road be added to the Secondary System of Isle of Wight County: Section 1 shown on plat dated October 13, 1945, Project 1354 DB-1, Route 617. Further, that the grade crossing of the S.A.L. Railroad, approximately 2730 feet west of R.R. Mile Post No. 36 be abandoned and the section of old road on which the abandoned grade crossing is located be retained. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Harrow, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 11 in Smyth County being no longer necessary for uses as a highway the same be abandoned upon opening of new section in lieu thereof: Section 1 shown on plat dated September 18, 1942, Project 603. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, sections 2 and 3 shown on the plat referred to be abandoned as a part of the Secondary System, section 4 be added to the system in the Town of Chilhowie and section 5 be added to the system in Smyth County, all as shown on the plat referred to above. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 16 in Smyth County being no longer necessary for use as a highway the same be abandoned: Sections 1, 2, 3, 4, 5, 6 and 7 shown on plat dated February 7, 1943, Project 757 D-2. That section 8 also shown on the plat be abandoned as a part of the Primary System and revert to the Secondary System. Motion carried.

Moved by Mr. Wampler, seconded by Mr. DeHardit, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 16 in Smyth County being no longer necessary for use as a highway the same be abandoned as such upon opening of new sections in lieu thereof and turned over to the Town of Marion: Sections 1, 2, 3 and 4 shown on plat dated September 14, 1942, Project 757 DL, ML, B5. That sections 5 and 6 also shown on the plat be abandoned and revert to the Secondary System. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that as provided by Chapter 212, Section 1, Act approved March 19, 1926; and upon recommendation of the Commissioner, the following sections of Route 29 in Amherst County being no longer necessary for use as a highway the same be abandoned as such upon opening of new sections in lieu thereof but the right of way be retained: Sections 1, 2 and 4 shown on plat dated October 2, 1945, Project 472 C72, B-3. That section 11 be abandoned as a primary highway and revert to the Secondary System. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, sections 3 and 5 shown on the plat referred to be abandoned and the right of way retained, and that sections 6, 7, 8, 9 and 10 be added to the System as connections, all as shown on the plat referred to. Motion carried.

The State Highway Commission at its meeting on March 20, 1942 added to the State Highway System a highway or proposed highway from the vicinity of Ocoquan Creek on U.S. Route 1 to Arlington, the Fort Balvoir By-pass, and designated and named this highway the "Henry G. Shirley Memorial Highway"; and at a meeting of the State Highway Commission held on August 24 and 25, 1944, this Highway was declared to be a limited access highway under Chapter 78, Acts of 1942.

It is now resolved by the State Highway Commission that the southern terminus of the said Highway shall be and is hereby definitely located at the north end of the bridge over Ocoquan Creek, and the resolutions made on March 20, 1942 and on August 24, 1944, are hereby ratified and confirmed as applicable to the Highway as definitely described. Motion carried.

The Chairman gave the Commission a full history of maintenance through Towns of \$500 and under and the requirement of the Department for a 30 ft. width of right of way; there being maintained at present 173,864 miles and 3,437 miles omitted due to the built up condition and inability to obtain additional width in the small towns in which this 3,437 miles is located. On motion of Mr. Harrison, seconded by Mr. DeHardt, and duly carried, the Commission instructed the Chairman to take over the 3,437 miles for maintenance.

Considerable time was devoted to a report on recent legislation affecting the Highway Department and the following was ordered written in the record on the gasoline tax increase. -

1. The four essentials for existence are now - food, clothing, shelter and an automobile. Automobiles are of little value except on passable year-round roads.
2. The cost of constructing and maintaining highways has risen 50% in the last 6 years. The 1/2 increase in gas tax when coupled with decrease in license fees will provide less than a 12% increase in highway revenues.
3. The net increase in revenues is earmarked for Secondary Roads. This will mean a marked increase in the rate of improvement of our Secondary System.
4. The plan of the Highway Department submitted to the General Assembly calls for the making of all school bus routes safe, passable year-round roads in 6 or 9 years. Additional funds will enable the Department to cut its estimate of time in half.
5. The Highway Department has already suffered from decreased revenues, caused by war rationing and by increased costs, a loss of 50 million dollars. Increase in revenues is essential if we are to expect a good job done.
6. We are just emerging from the worst winter on our roads for thirty years. It will take \$9,500,000. just to repair damage to roads caused by winter and by maintenance deferred because of war conditions.
7. The gas tax is more nearly a use tax than is the license fee.
8. The substitution of an increased license fee on commercial trucks for the gross receipts tax appears to be in the interest of harmony and better reciprocity arrangement with our sister States.
9. The net increase in revenue will provide less than \$100 per mile per year for the more than 37,000 miles of highways in the Secondary System.
10. The people of Virginia demand more road service than ever. We pay for good roads whether we have them or not, and we pay less if we have them than if we have them not.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission allocate to the Town of Vinton the \$500. per mile construction fund for the year 1945-1946 for expenditure on Route 84. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission allocate to the Town of Norton for the year 1945-1946 the \$500. per mile construction fund for expenditure on a plant mix surfacing on Routes 23 and 70 in the Town. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission allocate to the City of Williamsburg for the year 1945-1946 the \$500. per mile construction fund for curb and gutter on Routes 31 and 80E in the City. Motion carried.

Moved by Major Gilpin, seconded by Mr. Wampler, that the Commission allocate to the City of Bristol for the year 1945-1946 the \$500. per mile construction fund for widening on Route 11W and 88 in the City. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the request of D. W. Winkelman Co. Inc., Syracuse 2, N.Y., for an extension of time and return of \$610.00 liquidated damages on Project S 1117 CS1,FS1, Route 196, 4.813 Mi. W. of Mathews-Gloucester County Line to Intersection of Route 17 near Owl Trap, having been carefully considered, the Commission approve an extension of 29 days and the return of \$290.00 as recommended by the Chief Engineer. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wycor, that the request of the Blackwell Engineering and Construction Company for an extension of time and cancellation of liquidated damages in the amount of \$1,220.00 on Project S 438 D, Route 5, 0.360 Mi. W. Little Falls Run-0.271 Mi. E. Little Falls Run, having been carefully considered, the Commission grant an extension of 75 days and the return of \$750. liquidated damages as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, that the claim of the Diamond Construction Company for additional excavation, increased quantities of concrete and extension of time on Project S 18 BE, Route 33, Bridge over Mattaponi River at West Point, that after careful consideration the Commission allow the following as recommended:

Claim 1 - 7,350 cu.yds. Muck, removed	@\$1.25	\$9,187.50
Claim 2 - 74.1 cu.yds. Tremie Seal	@\$45.00	3,334.50
Claim 3 - 172 days liquidated damages	@\$10.00	1,720.00
Total		<u>\$14,242.00</u>

Motion carried.

Moved by Mr. Wycor, seconded by Major Gilpin, that the Town of Clinchport having executed the ordinance and agreement for maintenance in the Town the same be accepted by the Commission. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Hampler, that the allocation of \$100,000.00 set up in the 1945-1946 allocations for Route 18 in Russell County, Hansonville to Washington County Line, be transferred to Route 64, Hansonville to Dickensville. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the section of Route 57 from the Pittsylvania County line west to Fairy Stone Park and Route 625 west from the Park to Route 8, south of Buffalo Ridge, be named the Fairy Stone Park Highway. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that having given full consideration to the location of Route 58 from Volney on Route 16 to Damascus, the Commission hold to the location of this Route south of Whitetop Mountain, so that when it is improved it will follow fairly closely the present route and marking, and the Commissioner be instructed to so advise those interested. Motion carried.

Acquisition of the James River Bridge System and the Hampton Roads ferries and the erection of a bridge over the York River at Yorktown were considered by the State Highway Commission under the provisions of the Revenue Bond Act of 1940.

Whereas, under the provisions of Chapter 589 of the Acts of the Assembly of 1940, the State Highway Commission was directed and empowered to conduct the necessary engineering and economic surveys to determine the feasibility and practicability of acquiring or constructing any or all of the projects enumerated in said Act, and

Whereas, the Commission has now sufficiently completed certain surveys providing sufficient evidence to convince it of the feasibility and practicability of further steps in regard to certain provisions of said Act.

Now, Therefore, Be It Resolved, that the State Highway Commission proceed under the provisions of the said Act to acquire by purchase, or condemnation, if necessary, certain projects described in the Act as follows:

- (6) Old Point Ferry, operating from Old Point, in Elizabeth City County, across Hampton Roads to Willoughby in the City of Norfolk;
- (7) James River, Chuckatuck and Nansemond River Bridges, together with the necessary connecting roads, in the counties of Warwick, Isle of Wight, Nansemond;
- (8) Newport News Ferry, operating across Hampton Roads from the City of Newport News to Pine Beach in the City of Norfolk;

And to proceed with the undertaking of the construction of the project described in the Act as follows:

- (1) York River Bridge, extending from a point within the Town of Yorktown, in York County, or within York County across the York River to Gloucester Point or some point in Gloucester County.

And Be It Further Resolved, that the State Highway Commissioner is directed and empowered to proceed in accordance with the provisions of the said Act; He shall report to the Commission what he may do in the premises so that the Commission may be advised at all times of the status of the proposed projects, and can take such further action as the existing conditions may require.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas, the resolution passed by the State Highway Commission August 28, 1941, adding certain roads to the State Highway Primary System under authority of Chapter 172, Acts of 1938, including the following described road;

Accomack Extension of Route 316 from Parksley north
County to Maryland State Line
Route 316- Length 15.25 miles
(Minute Book 1 - Page 120)

And Whereas, it has now been determined that there is no need of this extension between Blaxcn and the Maryland State Line, as no actual highway exists between these points; Now, Therefore, be it Resolved, that the description shown in the aforesaid resolution be voided and the following description be substituted therefor:

Accomack Extension of Route 316 from Parksley north
County to intersection with Route 187 at Blaxcn
Length 3.60 miles

And It Is Ordered that the Department's records, with reference to Chapter 172, Acts of 1938, be corrected accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas by resolution of September 15, 1942, the State Highway Commission added the following road;

James City Connection between Routes 60 and 168
County just west of Icano
Route 168Y - Length 0.85 miles
to the State Highway Primary System under authority of Chapter 288, Acts of 1940, and Whereas, this Act only permits the Commission to transfer Secondary System roads to the Primary System, Whereas, in this case, no Secondary System road existed to be transferred, Therefore, this section could not be legally added under authority of the aforesaid law; now, therefore, Be It Resolved, that the aforesaid action of the Commission be rescinded, and that, under authority of Chapter 172, Acts of 1938, the aforesaid section of road be added to the State Highway Primary System. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that whereas the resolution passed by the State Highway Commission March 20, 1942, adding certain roads to the State Highway Primary System under authority of Chapt.172, Acts of 1938, including the following described road:

Elizabeth City-Back Entrance to Langley Field: From the
County intersection of Route 170 easterly to
Route 278 intersection of Hammond Boulevard at Langley
Field - Length 1.67 miles
(Minute Book 1 - Page 188)

And Whereas, subsequent to this resolution, the United States Government acquired all property abutting this proposed State Highway and made it a part of the Langley Field Military Reservation, thereby, making the construction of a state highway impossible, and whereas, the aforesaid addition is no longer necessary as a part of the State Highway System, Now Therefore, be it resolved, the Commission's action, adding the aforesaid section, be rescinded and that this addition be declared null and void; and it is ordered that the Department's records, with reference to Chapter 172, Acts of 1938, be corrected accordingly. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that permit No. 14705, Route 165, Norfolk County, issued June 18, 1945, to the Virginia Electric and Power Company, Norfolk, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, that permit No. 16132, Route 168, Warwick County, issued September 17, 1945, to W. H. Saddler, Newport News, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wampler, seconded by Mr. DeHardit, that permit No. 10959, Route 29, Pittsylvania County, issued September 20, 1945, to C. H. Alverson, Danville, Va., be cancelled as requested. Motion carried.

Moved by Mr. Barrow, seconded by Major Gilpin, that permit No. 7973, Route 70, Wise County, issued October 17, 1945, to Mr. U. B. Giles, Coeburn, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rawls, that permit No. 15784, Henry County, issued November 17, 1945, to Mr. R. A. Henderson, Martinsville, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that permit No. 9305 E, Route 855, Northampton County, issued November 30, 1945, to the War Department, Ft. John Custis, Kiptopake, Va., be cancelled as requested. Motion carried.

Moved by Major Gilpin, seconded by Mr. Barrow, that permit No. 14103, Route 83, Dickenson County, issued April 10, 1945, to Mrs. Margaret Preston, Clintwood, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that permit No. 8744, Route 7, Loudoun County, issued August 14, 1945, to F. J. Hatcher, Leesburg, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wycor, that permit No. 16279, Route 15, Culpeper County, issued October 23, 1945, to Mrs. Thelma E. Gatron, R.F.D., Culpeper, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that permit No. 18028, Route 16, Tazewell County, issued November 15, 1945, to D. A. Jones, Tazewell, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, that permit No. 5888, Route 15, Orange County, issued August 23, 1945, to the Standard Oil Company, Richmond, Va., be cancelled as requested. Motion carried.

Moved by Major Gilpin, seconded by Mr. Rawls, that permit No. 30482 E, Patrick County, issued January 2, 1945, to the Appalachian Electric Power Co., be cancelled as requested. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wyszor, that permit No. 13810, Route 460, Nottoway County, issued February 2, 1946, to Hochal M. Pries, R.F.D., Blackstone, Va., be cancelled as requested. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rogers, that permit No. 13832, Campbell County, issued September 20, 1946, to the Appalachian Electric Power Co., Lynchburg, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. DeHardit, that permit No. 12223, Hennessmond County, Route 5B, issued March 10, 1946, to Mr. E. F. O'Berry, RFD #1, Suffolk, be cancelled as requested. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that permit No. 21724 S, Essex County, Route 617, issued July 18, 1946, to the Virginia Electric and Power Co., be cancelled as requested. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. DeHardit, that permit No. 17801, Route 75, Washington County, issued January 31, 1946, to Mr. Frank Edward Jones, R.F.D. 1, Abingdon, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wyszor, that permit No. 17884, Route 29, Pittsylvania County, issued January 26, 1946, to Jake Osborne, Route 5, Chatham, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, that the Chairman of the State Highway Commission, J. A. Anderson, having certified in writing that in the reallocation and improvement of Route 11, Project 603 DR1, at Chilhowie, Smyth County, section of the original right of way of Route 11 between Stations 114,65 and 116,78 has been abandoned and will not be required for the uses of the State Highway System, or for the use of any other party or parties, the conveyance of this parcel of land, lying outside of the 80 ft. right of way acquired in accordance with revised plans, to the adjacent property owner, S. D. Mountain, for the consideration agreed upon, \$50.00, is approved; and the Chairman is hereby directed to execute, in the name of the Commonwealth, special warranty deed to S. D. Mountain, in accordance with Chapter 10, Act of the General Assembly, approved February 7th, 1940. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, as provided by Chapter 10, Act approved February 7th, 1940, that since that portion of the two parcels of land acquired by condemnation from Naomi V. Grisson which lies between the West (25 ft. from centerline) right of way line of Route 674, the Northeast (80 ft. from centerline) right of way line of Route 220, and the lands of Hartman, et al, on the Northwest, is not necessary for the uses of the State Highway System, as certified by the Chairman of the State Highway Commission, the conveyance of this tract or parcel of land, lying outside of the highway right of way, containing approximately 0.29 acre, to Ralph O. Knowles and Edlie J. Knowles, joint owners, is approved; and the Chairman is hereby directed to execute, in the name of the Commonwealth of Virginia, special warranty deed making conveyance of same to said Ralph O. Knowles and Edlie J. Knowles in consideration of the sum of \$3,287.80. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, as provided by Chapter 10, Act approved February 7, 1940, that since the two abandoned parcels of original right of way of the Old Lynchburg-Salem Turnpike adjacent to the property of the Roanoke Oil Company, Inc., at Villamont, containing approximately 0.40 acre, and lying outside of the right of way acquired in accordance with revised plans for Route 460, Project 104-ARI, Bedford County, will not be needed for the uses of the State Highway System, as certified in writing by the Chairman of the State Highway Commission, the conveyance of these parcels of land, in exchange for right of way granted the Commonwealth by the Roanoke Oil Company, Inc., in accordance with revised plans, is approved; and the Chairman is hereby authorized to execute, in the name of the Commonwealth, a quitclaim deed making conveyance of these parcels to the Roanoke Oil Company, Inc. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, that the Chairman having certified in writing that a certain parcel of excess or residue right of way and land, located on and along the southeast side of Route 1 at or near the south or west corporate limits of South Hill, Mecklenburg County, is no longer necessary for the uses of the State Highway System, the Chairman is hereby authorized and empowered to execute and deliver a deed of release and quitclaim conveying the said parcel of right of way and land to Malinda E. Williams, the owner of the land south of and adjacent thereto, in consideration of the payment of the sum of One Hundred Dollars (\$100.00) to the Commonwealth of Virginia; the said parcel being a part of the land acquired by the Commonwealth from G. A. Smith, et ux, by deed dated October 15, 1927, and recorded in the land records of said County in Deed Book 96, at Page 52; and provided, however, that no part of the land to be so conveyed shall be closer than forty (40) feet to the survey and plan centerline as shown on sheet 4 of plans for Project 471-AN-1,2 on file in the office of the Commission at Richmond; the foregoing being as provided for in Chapter 10, Acts of the General Assembly of Virginia, approved February 7, 1940. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Wampler, as provided by Chapter 10, Act approved February 7, 1940, that since that portion of Lot No. 207 of Cloverdale Subdivision, acquired by deed from Agnes W. Miller and Mary Capelle, which lies outside of the right of way for Route 60, Project 174-RI, between 1.771 Mi.W. of W.C.L. Richmond and 0.806 Mi. E. of Midlothian P.O., in Chesterfield County, is not necessary for the uses of the State Highway System as certified by the Chairman of the State Highway Commission, the conveyance of this residue parcel of land, containing approximately 0.12 acre, to J. H. Morrison is approved; and the Chairman is hereby directed to execute, in the name of the Commonwealth of Virginia, special warranty deed making conveyance of same to said J. H. Morrison in exchange for deed conveying to the Commonwealth the additional right of way required across the front of his lot for improvement of Project 174-RI. Motion carried.

BE IT RESOLVED THAT, The Chairman of the State Highway Commission, J. A. Anderson, having certified in writing that certain land situate in and at the four corners of the intersection of Routes 163 (old Route 168) and 31, as shown on sheet 4 of survey and plans for Project 699-F, on file in the office of the Department of Highways at Richmond, is now in the City, but when acquired by the Commonwealth was in the County of York; that pursuant to annexation and the provisions of law in such cases, the City gained jurisdiction over and the right and duty of maintenance of the said routes within the area annexed; and that the said land (and corners) is no longer needed by the State Highway Commission for the uses of the State Highway System, and in consideration of the foregoing should be granted and released to the City. (Williamsburg)

THEREFORE, BE IT FURTHER RESOLVED THAT the Commission hereby approves and authorizes the grant and release of the land and corners aforesaid by quitclaim deed and for and in consideration of the premises and of the sum of One Dollar (\$1.00); the foregoing being as provided for under Chapter 10, Act of the General Assembly, approved February 7, 1940. Motion carried.

The Chairman advised the Commission of his invitation to Governor Tuck to be with them for lunch today, and regret was expressed at his inability to be present.

A letter of November 19, 1945, regarding The Highway Department for 1942-1945, addressed to Governor Darden by the Chairman was read to the Commission - and follows:

"Re-The Highway Department 1942-1945.

To give a summary of highway work during your administration is to give a brief history of the Department during World War II. The great highway industry of America went to war and nowhere has that been more true than in Virginia.

Important highway legislation has been enacted including (1) Increasing the Commission from 5 to 9 members, (2) The raising of legal load limits, (3) Authority to construct limited access highways, (4) Setting up minimum allocations for the Secondary System.

The Bonus and Retirement System applicable to all State employees have been most helpful.

For 39 months we had gasoline rationing; an even longer period of car and tire rationing. Revenues for 39 months dropped about 25%, while prices have risen about 50%. For 41 months we had the W.P.B. 'Stop Construction' order. Steel, asphalt and other highway materials were severely rationed. One year our new equipment purchases dropped to \$1,500 as compared to a \$300,000 annual average.

In January 1942 we had 14,518 highway workers, in March 1945 this dropped to 5,703. The number is now 6,799 or less than half we had in the first war winter. Shortages of materials, equipment and labor and no new construction caused our revenues to accumulate, yet we had a smaller cash balance July 1, 1945 than on July 1, 1944.

Having neither the funds nor the right to pay war wages it may be many months before labor is available for us. Even the convict road force is down 50% and it has been used almost exclusively for highway maintenance and for farm labor.

In spite of war-time handicaps much has been accomplished including (1) Construction of some twenty million dollars worth of access roads and bridges mainly in the Hampton Roads area, (2) Construction of 2 flight strips costing about one million, (3) Repairing more than one thousand pieces of equipment for the Army, (4) Recruiting a heavy ordnance repair company using highway personnel as a nucleus, (5) Furnishing of Personnel to head Civilian Defense, Surplus Property, Postwar Employment and War-time Traffic, (6) More than 700 men and women went to the armed forces, (7) Building of important bridges and modernizing of obsolescent sections of arterial routes, (8) Putting up better traffic signs, (9) Rental and sale of heavy equipment, collection of scrap, sale of war bonds, etc., (10) Excellent maintenance on all important routes and the keeping open of routes used by war workers, school buses and R.F.D. carriers.

Veteran employees deserve great credit for the job they've done on our great 47,000 mile system. The patience and cooperation of our public have been noteworthy. We trust that everyone will use good judgment in passing on our efforts to get our roads properly maintained and improved in the postwar period.

A Look to the Future

The Twenty Year Plan just submitted is flexible and deserves consideration and support. In eight years it provides for making all school bus routes and other important secondary highways passable the year round. It also provides for additional aid to cities and for the modernizing of all main highways.

Federal funds will give special aid to urban routes and farm to market roads.

The Highway Department is just entering the era of its greatest usefulness and service. Our plans are ready and when labor is available and prices reasonable we can go forward rapidly. Our main roads emerged from the war in shape for tourist and commercial traffic. We have opportunities unsurpassed by any other Highway Department.

In conclusion I want to say that your leadership has been an inspiration to everyone. You have called out the best that is in us."

A report was given the Commission on the projects which have recently been withdrawn from advertisement for bids and which would probably be deferred for some time in favor of more pressing projects and winter damage repair work. Among the projects was one on Route 58, Danville-East.

A letter of February 11 by the Chairman to the Chairman of the Senate and House Finance Committee on Need for Increased Highway Revenues was read to the Commission.

Mimeographed information on Secondary System Pro Rata Share each County would receive of additional \$3,550,000, under the additional one cent gas tax, and comparison with amount received when total appropriation was \$8,500,000, was given to the Commission.

House Joint Resolution No. 38 and Committee Substitute for House Joint Resolution 38, regarding the expenditure of funds provided for the Secondary System of Highways were read to the Commission.

House Joint Resolution No. 39, expressing appreciation of the General Assembly to the officers and employees of the Commonwealth and its political subdivisions was read to the Commission.

The Chairman gave the Commission a verbal progress report on the Hopewell Ferry project. Mr. Barrow read a telegram he received today on the subject.

A report on proposed regional meetings with engineers, boards of supervisors and leaders in highway development to be held this spring and summer, was given the Commission by the Chairman.

The Chairman gave to each member of the Commission a typewritten record of Primary Construction awards and authorizations in excess of allocations for the four year period ended March 25, 1946. He also gave to each member a mimeographed sheet of estimated revenues and appropriations - fiscal year July 1, 1946 - June 30, 1947.

A delegation appeared before the Commission requesting two additional approaches to the Shirley Highway in Fairfax County, and including one more clover leaf on this route. Among those who appeared were Congressman Howard T. Smith, Mr. G. Wallace Carper, Chairman of the Board of Supervisors of Fairfax County, Mr. R. M. Loughborough, Executive Secretary of the County, Mr. Lynch, Mr. Campbell and one other gentleman.

The Commission assured the delegation that their requests would be carefully studied and given consideration.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that after carefully considering the problems referred to by Mr. W. E. Buford of Charlottesville in his correspondence with Messrs. Harrison and Rogers of the Commission and others, that the Commissioner be instructed to write Mr. Buford that it is the belief of the Commission that the connection between Howardsville and Route 6 will be made a passable year-round road before winter sets in; and that it hopes to improve Route 626 from Howardsville to Route 56 in Nelson County to accomplish the same objective during the current construction season. Motion carried.

The Commission heard the following resolution:

"Resolved by the Citizens Committee favoring the Yorktown and Rappahannock Bridges, that they petition the State Highway Commission of Virginia to exert its best efforts to induce the War Department of the United States, to modify its requirements for the construction of bridges over navigable rivers, in order that a lower height and more inexpensive bridge may be erected by the Commonwealth of Virginia across the Rappahannock River; that the Highway Commission use its utmost efforts to further this matter, that an application for a Bridge across the Rappahannock River be made, and a public hearing held thereon, and that this committee extend its full cooperation to the Commission in this endeavor."

The Commission was advised that the War Department had been requested to state its minimum requirements for a bridge at this point.

Mr. Barrow reported on road conditions in his District and stressed particularly the break-up on lightly surfaced roads during the severe winter.

The State Highway Commission today set up tentative allocations for the expenditure of funds estimated to be available for the Primary System for the fiscal year 1946-1947. The total amount tentatively allocated is \$7,048,815.00. These funds are made up of the usual receipts from the Motor Vehicle Fuel Tax, Motor Vehicle and Bus Line Licenses, and other items, plus an amount of \$861,651.00, which represents 90% of the first postwar year's appropriation for Secondary Federal Aid from the Federal Government. The remaining 70% will be used on the Secondary System of highways.

The first postwar year's Primary Federal Aid was included in the allocation to the Primary System for the year 1945-1946. The decision of the Commission to match Secondary Federal Aid to the counties by direct appropriation, reduced the funds available for primary construction by approximately \$1,800,000.

The governing principles in the selection of projects on which tentative allocations have been made are chiefly the modernization of obsolescent sections of existing paved highways and bridges, and providing for the paving of a reasonable portion of the approximately 600 miles of unpaved roads now on the Primary System.

In addition to these two main items, a few allocations were made for improvement through small towns by the construction of curb and gutter and widening out the pavement.

It is expected that allocations for the Primary System for the year 1947-1948 will be made sometime during the fall, at which time, in addition to the regular receipts from the gas tax and motor vehicle licenses, there will be included the second year amounts for Primary and Secondary Federal Aid.

CONSTRUCTION FUNDS - FISCAL YEAR 1946 - 1947

Tentative Allocation of State Funds	\$6,187,159.
First Post War Year, 1946 Secondary Federal Aid(30% of Apportionment Less 10% for Grade Crossings)	861,656.
Total Funds	<u>\$7,048,815.</u>

APPORTIONMENT OF ABOVE CONSTRUCTION FUNDS FOR YEAR 1946 - 1947

District	Apportionment of \$5,048,815. Based on Factors of Area, Population and Mileage.		Percentages to be used in application of \$2,000,000. Fund on the Basis of the Uncompleted Mileage in the Primary System as Provided for in Chapter 172, Acts of Legislature 1938		Total of Combined Funds
	Percentage	Amount	Percentage	Amount	
Bristol	13.89 %	701,280.	17.63 %	352,600.	\$1,053,880.
Salem	13.27	669,978.	14.13	282,600.	952,578.
Lynchburg	12.16	613,936.	12.39	247,800.	861,736.
Richmond	14.86	750,254.	10.21	204,200.	954,454.
Suffolk	13.65	689,163.	13.85	277,000.	966,163.
Fredricksburg	7.78	392,798.	6.81	136,200.	528,998.
Gulpeper	12.14	612,926.	10.42	208,400.	821,326.
Staunton	12.25	618,480.	14.56	291,200.	909,680.
TOTAL	100.00	\$5,048,815.	100.00	\$2,000,000.	\$7,048,815.

Moved by Mr. Wampler, seconded by Mr. Wycor, that the tentative allocations for Bristol District be as follows:

BRISTOL DISTRICT

			<u>Amount</u>
	City Street Funds -		61,557.
	Matching Urban Federal Aid - 25% -		12,416.
	Planning 1% -		10,539.
	Landscaping 1% -		10,539.
<u>Route</u>	<u>County</u>	<u>Description</u>	
16	Tazewell	Asborrys P.O. - North	75,000.
16	Tazewell	Bridge and Approaches Clinch River at North Tazewell	98,952.
42	Smyth	Int.Rt. 16 - West	75,000.
58	Washington	Near Damascus - East	151,417.
61	Tazewell	Bridge and Approaches Clinch River at North Tazewell	47,856.
64	Russell	North Hansonville - Dickensonville	150,000.
66	Scott	Fort Blackmore - West	80,000.
72	Scott & Wise	Dungannon - North	90,000.
352	Lee	Route 66 toward St. Charles	140,000.
		Reserve	<u>51,604.</u>
		1946-1947 Bristol District Total	\$1,053,880.

Motion carried,

Moved by Mr. Wynn, seconded by Mr. Rawls, that the tentative allocations for the Salem District be as follows:

SALEM DISTRICT

<u>Route</u>	<u>County</u>	<u>Description</u>	<u>Amount</u>
		City Street Funds -	\$ 114,072.
		Matching Urban Federal Aid - 25% -	77,206.
		Planning 1% -	9,526.
		Landscaping 1% -	9,526.
24	Bedford	Int. Rt. 122 - Int. Rt. 43	75,000.
24	Bedford	Campbell County Line - West	100,000.
40	Patrick	Woolwine - East	50,000.
42	Craig	West Newcastle - West	40,000.
43	Botetourt & Bedford	End Hard Surface towards Blue Ridge Parkway	25,000.
102	Montgomery	Hall's Filling Station - South	132,948.
104	Patrick	Bridge over Dan River at Bateman's Place	45,000.
116	Roanoke	Roanoke - South	75,000.
297	Bedford	Bridges and Approaches Big Otter and Little Otter Rivers	150,000.
		Reserve	<u>42,300.</u>
		1946-1947 Salem District Total	\$ 952,578.

Motion carried.

Moved by Mr. Harrison, seconded by Mr. Wisor, that the tentative allocations for the Lynchburg District be as follows:

LYNCHBURG DISTRICT

			<u>Amount</u>
City Street Funds -			\$ 74,917.
Matching Urban Federal Aid - 25% -			63,152.
Planning 1% -			8,617.
Landscaping 1% -			8,617.
<u>Route</u>	<u>County</u>	<u>Description</u>	
24	Campbell	Grade Crossing Improvement at Evington	20,000.
40	Charlotte	Charlotte Courthouse - East	150,000.
56	Nelson	Massie's Mill - West	25,000.
58	Pittsylvania	Grade Revision at Int. Rt. 855	45,000.
130	Anchast	West Pedlar River - West	259,256.
150	Anchast & Nelson	North Anchast - Colleen	112,000.
460	Prince Edward	Farmville, North Street-Bridge Street	50,000.
Reserve			<u>45,117.</u>
1946-1947 Lynchburg District Total			\$ 861,736.

Motion carried.

Moved by Mr. Harrow, seconded by Mr. Bawls, that the tentative allocations for the Richmond District be as follows:

RICHMOND DISTRICT

	<u>Amount</u>
City Street Funds -	\$175,136.00
Matching Urban Federal Aid - 25%	177,774.00
Planning 1%	9,544.00
Landscaping 1%	9,544.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
49	Mecklenburg	Chase City	50,000.00
49	Lunenburg	Bridge and Approaches Modest Creek	75,000.00
60	Henrico and New Kent	Bottoms Bridge-East and West	152,247.00
154	Prince George	Hopewell-Intercession Route 106	150,000.00
480	Nottoway	Crews	90,000.00
		Reserve	<u>55,209.00</u>
		1946-1947 Richmond District Total	<u>\$954,454.00</u>

Motion carried

Moved by Mr. Rawls, seconded by Mrs. DeBardit, that the tentative allocations for the Suffolk District be as follows:

SUFFOLK DISTRICT

	<u>Amount</u>
City Street Funds	\$181,571.00
Matching Urban Federal Aid - 25%	196,910.00
Planning 1%	9,662.00
Landscaping 1%	9,662.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
58	Southampton	Franklin	20,000.00
58	Norfolk and Princess Anne	Norfolk-East	200,000.00
80	Princess Anne	Virginia Beach	18,000.00
88	Greensville & Southampton	Branchville-West	40,000.00
164	Princess Anne	Virginia Beach	18,000.00
169	Elizabeth City	Phoebus-Buckroe Beach	191,646.00
258	Southampton	Franklin	55,000.00
		Reserve	<u>50,712.00</u>
		1946-1947 Suffolk District Total	\$965,183.00

Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the tentative allocations for the Fredericksburg District be as follows:

FREDERICKSBURG DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 11,678.00
Matching Urban Federal Aid - 25%	7,721.00
Planning 1%	5,290.00
Landscaping 1%	5,290.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
3	Westmoreland	Northrose	50,000.00
3	Lancaster & Richmond	West Lively-West	150,000.00
14	Mathews	Mathews C.H. (Curb and Gutter)	5,000.00
215	King George	Fairview Beach-East	140,114.00
225	Mathews and Middlesex	Twigg's Ferry Slip	50,000.00
360	Northumberland	Heathsville-East	75,000.00
		Reserve	<u>28,805.00</u>
		1946-1947 Fredericksburg District Total	\$528,988.00

Motion carried.

Moved by Mr. Rogers, seconded by Mr. Ewls, that the tentative allocations for the Culpeper District be as follows:

CULPEPER DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 44,000.00
Matching Urban Federal Aid - 25%	84,156.00
Planning 1%	8,215.00
Landscaping 1%	8,215.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
7	Loudoun	West of Lynsons Corner towards Leesburg	100,000.00
16	Culpeper	Culpeper-North	71,656.00
20	Orange	Bridge and Approaches Mine Run Creek	50,000.00
27	Louisa	Fernoliff-North	50,000.00
28	Pr. William	Bridge and Approaches Broad Run	50,000.00
230	Albemarle and Greene	North Crozet-North	150,000.00
233	Fauquier	Morrisville-Catlett	100,000.00
234	Pr. William	Manassas-Stone House	60,000.00
		Reserve	<u>46,103.00</u>
		1946-1947 Culpeper District Total	\$821,326.00

Motion carried.

Moved by Major Gilpin, seconded by Mr. Rawls, that the tentative allocation of funds for the Staunton District be as follows:

STAUNTON DISTRICT

	<u>Amount</u>
City Street Funds -	\$ 96,277.00
Matching Urban Federal Aid - 28%	41,573.00
Planning 1%	9,097.00
Landscaping 1%	9,097.00

<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Warren, Shenandoah & Frederick	Bridge and Approaches Cedar Creek	100,000.00
11	Frederick	Stephens City	75,000.00
11	Rockingham	Bridge and Approaches Cooks Creek	75,000.00
18	Alleghany	South Covington-South	100,000.00
62	Shenandoah	Columbia Furnace-West	75,000.00
261	Frederick	West Virginia Line-South	45,000.00
269	Bath	Williamsville-South	100,000.00
273	Augusta	Route 12-North	40,000.00
274	Frederick & Clarke	Bridge and Approaches Opequon Creek	45,000.00
522	Warren	Bridge and Approaches Happy Creek at Front Royal	54,125.00
		Reserve	<u>45,511.00</u>
		1946-1947 Staunton District Total	\$908,680.00

Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the public hearings on the tentative allocations be held as follows:

For Salem, Bristol, Staunton and Lynchburg Districts, the hearings will be held at the City Market Auditorium, Roanoke, Virginia, on Thursday, May 2nd, at 9:00 A.M.

Districts to be heard in the following order:

Salem
Bristol
Staunton
Lynchburg

For the Richmond, Fredericksburg, Culpeper and Suffolk Districts, the hearings will be held in the Auditorium, First Floor, Central Highway Office Building, Richmond, Virginia, May 3rd, at 9:00 A.M.

Districts to be heard in the following order:

Richmond
Fredericksburg
Culpeper
Suffolk

Motion carried.

There being no further business the Commission adjourned at 12:30 P.M. to meet in Roanoke on May 2.

Approved-


Commissioner.

Attested-


Secretary.