

**Minutes of the Meeting of the State Highway Commission
Held May 24, 25 and 26, 1948.**

At 9:00 o'clock Monday morning, May 24, the Commission met in the Central Highway Office Building, Richmond. The meeting was called to order by the Chairman. Present - Messrs. E. P. Barrow, Geo. P. DeHardit, J. P. Harpine, Wayles R. Harrison, S. W. Rawls, Howard C. Rogers, J. B. Wampler, and J. A. Anderson.

Delegate J. H. Daniel appeared before the Commission relative to the expenditure of \$20,000.00 of secondary funds on Route 625 in Charlotte County and requested that the Commission consider an additional \$5,000.00, making a total of \$25,000.00 to be amortized by the county over a period of five years.

The Chairman took up the question of an agreement between the G. & O. Railway and the City of Richmond relative to the Department changing the canal in connection with the construction of Westham Bridge in Henrico County on Route 147.

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

WHEREAS, at a regular meeting of the State Highway Commission of Virginia held at its office in Richmond, Virginia, on the 24th day of May, 1948, it appeared to said Commission that an agreement is necessary between the G. & O. Railway Company, the City of Richmond and the Chairman of this Commission for the relocation and reconstruction of a portion of the James River and Kanawha Canal for an approximate distance of 1,500 feet; and

WHEREAS, said agreement is necessary in order to construct and maintain a bridge at Westham in Henrico County, Virginia;

NOW, THEREFORE, be it resolved that James A. Anderson, Chairman of this Commission, be and he hereby is, authorized and empowered as Chairman, on behalf of this Commission, to execute an agreement with the G. & O. Railway Company and the City of Richmond pertaining to the relocation and reconstruction of said James River and Kanawha Canal. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the following resolution be incorporated in the minutes of the Commission:

Whereas, by virtue of the State Revenue Bond Act (Chapter 399, Acts of Assembly of Virginia 1940) the State Highway Commission is authorized and empowered

(a) to construct or acquire by purchase or condemnation, and to improve, operate and maintain any one or more of the projects described in said Act,

(b) to issue revenue bonds of the State of Virginia, payable solely from earnings to pay the costs of such projects,

(c) to couple or unite into one unit for financing purposes any two or more of such projects and to provide for the issuance at one time or from time to time of a single issue of revenue bonds for the purpose of paying the cost of such projects,

(d) to fix and revise from time to time such tolls as may be necessary for the use of such projects on account of which bonds have been issued, and

(e) to use certain funds available for the construction of State Highways to aid in the payment of the cost of such projects, and

Whereas, in the exercise of its duty under said Act to acquire or construct, as the case may be, each of the projects described therein at the earliest date deemed feasible, the Commission has determined to acquire from the Chesapeake Ferry Company the ferry properties commonly known as the Newport News Ferry and the Old Point Ferry (hereinafter collectively called the "Chesapeake Ferries") to acquire the bridge properties owned by the James River Bridge System, a Virginia Corporation, (hereinafter collectively called the "James River Bridges"), to construct a bridge over the York River from a point within the town of Yorktown or within York County to a point in Gloucester County (hereinafter called the York River Bridge), and to construct a bridge over the Rappahannock River from a point in the vicinity of Grey's Point in Middlesex County, to a point in the vicinity of White Stone, in Lancaster County (hereinafter called the Rappahannock River Bridge), and

Whereas, the Commission has determined to unite as a single project for financing purposes the Chesapeake Ferries, the James River Bridges, the York River Bridge and the Rappahannock River Bridge (hereinafter sometimes collectively called the "Undertaking") and the Commission has determined to provide for the issuance of bonds from time to time to pay the cost of the projects comprising the Undertaking, as such costs are defined in the State Revenue Bond Act, including the reimbursement of funds advanced by the Commission to aid in the payment of the cost of the Undertaking; and

Whereas, as a part of the financing of said undertaking, the Commission has authorized the issuance of a bond in the amount of \$2,700,000.00, to cover the cost of acquiring the Chesapeake Ferries, one of the projects embraced within the Undertaking, which bond the Board of Trustees of the Virginia Retirement System has agreed to purchase; but

Whereas, the purchase price for said bond cannot be delivered by May 25, 1948, by which time the award rendered in condemnation proceedings heretofore brought to acquire the Chesapeake Ferries must be paid, now therefore,

Be it Resolved by the State Highway Commission that the State Highway Commissioner be and he is hereby directed to advance the sum of \$2,892,976.88 from funds available for the construction of State Highways in the Construction Districts in which the projects embraced within the Undertaking are located, to pay the condemnation award in the proceedings brought to acquire the Chesapeake Ferry properties, such advance to be reimbursed when the proceeds of the sale of the bond to the Board of Trustees of the Virginia Retirement System are received, all in accordance with the agreement with that agency, and thereafter to operate the Chesapeake Ferries in accordance with the provisions of the Resolution authorizing said bond.

Motion carried.

Moved by General Anderson, seconded by Mr. Wampler, that the following resolution be incorporated in the minutes of the Commission:

WHEREAS, by virtue of the State Revenue Bond Act (Chapter 599 of the Acts of Assembly of Virginia of 1940), the Virginia State Highway Commission (hereinafter sometimes called the "Commission") is authorized and empowered (a) to construct or acquire by purchase or condemnation, and to improve, operate and maintain any one or more of the bridge and ferry projects described in the State Revenue Bond Act, (b) to issue revenue bonds of the State of Virginia, payable solely from earnings, to pay the cost of such projects, (c) to couple or unite into one unit for financing purposes any two or more of such projects and to provide for the issuance at one time or from time to time of a single issue of revenue bonds for the purpose of paying the cost of such projects and (d) to fix and revise from time to time as may be necessary tolls for the use of each project or projects on account of which bonds are issued, such tolls to be so fixed and adjusted in respect of the aggregate of tolls from the project or projects on account of which a single issue of bonds is issued, as to provide a fund sufficient with other revenues of such project or projects to pay the cost of operating and maintaining such projects and to pay such bonds and the interest thereon as the same shall become due; and

WHEREAS, it is the duty of the Commission, under the provisions of the State Revenue Bond Act, to acquire or construct, as the case may be, each of the projects authorized to be acquired or constructed, at the earliest dates deemed by the Commission to be feasible for the acquisition or construction of each such project and the financing thereof under the provisions of the State Revenue Bond Act; and

WHEREAS, the Commission has determined (i) to acquire the ferry properties owned by the Chesapeake Ferry Company, consisting of the properties commonly known as the Newport News Ferry, operating across Hampton Roads from the City of Newport News to Pine Beach in the City of Norfolk, and as the Old Point Ferry, operating from Old Point in Elizabeth City County across Hampton Roads to Willoughby, in the City of Norfolk (said ferry properties being hereinafter sometimes collectively called the "Chesapeake Ferries"), (ii) to acquire the bridge properties owned by the James River Bridge System, a Virginia corporation, comprising the existing bridges across the James, Chuckatuck and Nansemond Rivers, together with connecting roads, in the Counties of Warwick, Isle of Wight and Nansemond (hereinafter sometimes collectively called the "James River Bridges"), (iii) to construct a bridge across the York River extending from a point within the Town of Yorktown, in York County, or within York County, to a point in Gloucester County, and approaches thereto (hereinafter sometimes collectively called the "York River Bridge"), and (iv) to construct a bridge across the Rappahannock River extending from a point in the vicinity of Gray's Point in Middlesex County to a point in the vicinity of White Stone, in Lancaster County (hereinafter sometimes called the "Rappahannock River Bridge"); and

WHEREAS, the Commission has heretofore instituted condemnation proceedings to acquire the Chesapeake Ferries, and by virtue of the decree entered in said proceedings the Commission can acquire the Chesapeake Ferries by the payment by May 25, 1948, of the amount of the condemnation award, with interest from February 26, 1948, in accordance with the terms of said decree; and

WHEREAS, the Commission is now (a) negotiating for the purchase of the James River Bridges, (b) engaged in the preparation of plans and specifications for the construction of the York River Bridge, and (c) engaged in preliminary studies relating to the construction of the Rappahannock River Bridge; and

WHEREAS, the Commission has determined to couple and write as a single unit for financing purposes the Chesapeake Ferries, the James River Bridges, the York River Bridge and the Rappahannock River Bridge (hereinafter sometimes collectively called the "Undertaking"), and the Commission has determined to provide for the issuance, from time to time of revenue bonds of the State of Virginia to pay the cost of the projects comprising the Undertaking, as such costs are defined in the State Revenue Bond Act, all of which bonds when issued to constitute bonds of a single issue payable from and secured by a pledge of the revenues of the Undertaking, without preference, priority or distinction as to lien or otherwise, but,

WHEREAS, because the details of the permanent financial plan for such bonds cannot now be formulated since final arrangements have not been made for the acquisition and construction of all the projects comprising the Undertaking and because of the immediate necessity to provide funds for the acquisition of the Chesapeake Ferries, the Commission has determined to authorize the issuance of a toll revenue bond to cover the cost of such ferries and thereafter, at the earliest possible date to authorize the refunding of said bond if necessary and the

issuance, from time to time, of additional bonds to cover the costs of the other units comprising the Undertaking, all of which bonds when issued to constitute the complete issue of bonds for the Undertaking, now, therefore,

BE IT RESOLVED, by the State Highway Commission as follows:

ARTICLE I

AUTHORIZATION, FORM, EXECUTION

AND DELIVERY OF BONDS

Section 101. For the purpose of providing funds to cover the cost of the projects constituting the Chesapeake Ferries, as such cost is defined in the State Revenue Bond Act, including such items of costs as have been or are advanced by the State Highway Commission, there shall be issued a toll revenue bond of the State of Virginia in the following form:

UNITED STATES OF AMERICA

STATE OF VIRGINIA

STATE OF VIRGINIA TOLL REVENUE BOND

\$2,700,000

The State of Virginia, by the State Highway Commission as an agency thereof, solely from the special fund provided therefor from tolls and revenues, and from no other source, as provided in the Act of the General Assembly hereinafter mentioned, for value received, hereby promises to pay to the bearer or, if this bond be registered, to the registered owner hereof, the principal sum of

TWO MILLION SEVEN HUNDRED THOUSAND DOLLARS

according to the following schedule of payments:

<u>Date of Payment</u>	<u>Amount of Payment</u>
May 1, 1949	\$200,000.00
May 1, 1950	\$200,000.00
May 1, 1951	\$200,000.00
May 1, 1952	\$200,000.00
May 1, 1953	\$200,000.00
May 1, 1954	\$200,000.00
May 1, 1955	\$200,000.00
May 1, 1956	\$200,000.00
May 1, 1957	\$200,000.00
May 1, 1958	\$300,000.00
May 1, 1959	\$300,000.00
May 1, 1960	\$300,000.00

and to pay, solely from said special fund and not otherwise, interest on the unpaid balance of said Two Million Seven Hundred Thousand Dollars at the rate of three per centum (3%) per annum until said principal sum has been fully paid, such interest being payable semi-annually on the first days of May and November of each year. Both the principal of and the interest on this bond are payable at the office of the Treasurer of Virginia, in the City of Richmond, Virginia, in any coin or currency of the United States of America which, at the respective dates of the payment thereof, is legal tender for the payment of public and private debts. The State Highway Commission reserves the right to anticipate the payment of any instalment of principal of this bond at any interest payment date by the payment of principal and interest to the date of such anticipated payment only.

The State of Virginia is not obligated to pay this bond or the interest thereon except from the revenues of the project hereinafter described, and the faith and credit of the State are not pledged to the payment of the principal or interest hereof. The issuance of this bond shall not directly or indirectly or contingently obligate the State to levy or to pledge any form of taxation whatever therefor or to make any appropriation for its payment.

This bond is issued to provide funds to pay the cost of acquiring the ferry properties commonly known as the Newport News Ferry operating across Hampton Roads from the City of Newport News to Pine Beach in the City of Norfolk and the ferry properties commonly known as the Old Point Ferry operating across Hampton Roads from Old Point in Elizabeth City County to Willoughby in the City of Norfolk (said ferry properties being hereafter sometimes collectively called the "Chesapeake Ferries" or the "project".) This bond is issued under and pursuant to a resolution (hereinafter called the "Resolution") duly adopted by the State Highway Commission on May 24, 1948. Reference is hereby made to the Resolution for the provisions, among others, with respect to the collection and disposition of the revenues of the project, the fund charged with and pledged to the payment of the principal of and the interest on the bond, the nature and extent of the security, the terms and conditions under which the bond is issued and under which it may be redeemed, the rights, duties and obligations of the State of Virginia and of the State Highway Commission, and the rights of the holder of the bond, and, by the acceptance of this bond, the holder hereby assents to all of the provisions of the Resolution. This bond is issued and the Resolution was adopted under and pursuant to the Constitution and Laws of the State of Virginia, particularly Chapter 299, Acts of Virginia, 1940, as amended (hereinafter sometimes called the "Revenue Bond Act"), which Resolution, in accordance with and as required by the Revenue Bond Act, provides for the fixing and charging by the State Highway Commission of tolls for use of the Chesapeake Ferries sufficient to provide funds to pay the cost of maintaining, operating and repairing such project and to pay the bond and the interest thereon as the same shall become due. The Resolution also provides for the deposit to the credit of the special fund designated the "Chesapeake Ferries Sinking Fund" of such tolls over and above the cost of maintaining, repairing and operating the Chesapeake Ferries, which special fund is by said Resolution pledged to and charged with the payment of the bond and the interest thereon.

As declared by the Revenue Bond Act, this bond shall have all the qualities and incidents of a negotiable instrument under the Negotiable Instruments Law of the State of Virginia.

This bond may be registered by the holder on the books of the State Highway Commission kept in the office of the Chairman and such registration shall be noted on the back of this bond, after which no valid transfer of this bond shall be made except on said books until after registered transfer to bearer.

All acts, conditions and things required by the Constitution and laws of the State of Virginia and the rules and regulations of the State Highway Commission to happen, exist and be performed precedent to and in the issuance of this bond, have happened, exist and have been performed as so required.

IN WITNESS WHEREOF, the State of Virginia, under the authority aforesaid, has caused this bond to be signed and sealed by the Chairman of the State Highway Commission and attested by the Secretary of said Commission, all as of the 1st day of May, 1946.

(signed) J. A. Anderson (SEAL)
Chairman of the State Highway
Commission

Attest:

S. W. Rawls (signed)
Secretary of the State Highway
Commission.

Section 102. The bond shall be signed by the Chairman of the State Highway Commission and the official seal of the Commission shall be thereunto affixed and attested by its Secretary. For the purpose of said bond, the written, printed or typewritten word "SEAL" shall be deemed to be the official seal of the Commission. The bond shall be delivered to the Treasurer of Virginia to be delivered to the Board of Trustees of the Virginia Retirement System upon the payment by it of the purchase price in accordance with the agreement entered into under which said bond shall be sold to it. The proceeds of said bond shall be paid into the State Treasury and carried on the books of the Comptroller in a special account. All moneys paid as accrued interest on said bond shall be placed to the credit of the Chesapeake Perpetual Sinking Fund (hereinafter created). The balance of said proceeds shall be disbursed and paid out by the State Treasurer, to pay the cost of the project

substituting the Chesapeake Ferris as such cost is defined in the State Revenue Bond Act, including such items of cost as have been or are advanced by the State Highway Commission, upon warrants of the State Comptroller issued upon vouchers signed by the Chairman of the Commission.

ARTICLE II

REDEMPTION OF BOND

Section 201. The bond secured hereby may be redeemed, at the option of the Commission, in whole on any date from any moneys that may be made available for such purpose, at the principal amount of the bond, together with the interest accrued thereon to the date fixed for redemption, provided that if the bond is redeemed while it is still held by the Board of Trustees of the Virginia Retirement System and at any time within one year after the payment of the purchase price of said bond by said Board, there shall also be paid a premium equal to the amount of any loss, if any, which will be incurred by the Board of Trustees of the Virginia Retirement System by reason of the necessity of such Board having to sell securities held by it in order to purchase said bond and then having to reinvest the proceeds paid to it upon the redemption of said bond in other securities at less favorable terms than were secured upon the sale of securities to secure funds to purchase said bond.

Section 202. A notice calling the bond signed by the Chairman and designating the redemption date, shall be delivered to the holder of the bond or shall be published at least thirty (30) days before the redemption date in a daily newspaper of general circulation published in the City of Richmond, Virginia, and shall be filed at the places at which the bond shall be payable.

Section 203. Notice having been delivered, or published, and filed in the manner and under the conditions hereinabove provided, the bond so called for redemption shall, on the redemption date designated in such notice, become and be due and payable at the principal amount thereof, without premium, unless such premium is required under the provisions of Section 201 hereof, plus accrued interest to such redemption date. On the date designated for redemption, notice having been published and filed and moneys for payment of the redemption price being available for such purpose, interest on the bond so called for redemption shall cease to accrue, such bond shall cease to be entitled to any lien, benefit or security under this Resolution, the holder of such bond shall have no rights in respect thereof except to receive payment of the redemption price thereof, such bond shall not be deemed to be outstanding under this Resolution, and the bond so redeemed shall be cancelled.

ARTICLE III

REVENUES AND FUNDS

Section 301. The Commission covenants that it will fix and place in effect a schedule of tolls for the use of the Chesapeake Ferries and that from time to time and as often as it shall appear necessary, it will revise such tolls as may be necessary or proper, so that the tolls collected will at all times provide funds sufficient to pay the cost of maintaining, repairing, and operating the Chesapeake Ferries under economical management and to pay the principal of and the interest on the bond issued under this Resolution as the same fall due. Forthwith upon the adoption of any such schedule or revision thereof the Commission will file certified copies thereof with the Secretary of the Commission.

Section 302. The Commission further covenants that tolls will be classified in a reasonable way to cover all traffic, so that the tolls may be uniform in application to all traffic falling within any reasonable class, regardless of the status or character of any person, firm or corporation participating in the traffic, and that no reduced rate or toll will be allowed within any such class, except through the use of commutation or other tickets or privileges for service based upon frequency or volume, and that no free passage will be permitted except to members, officers and employes of the Commission in connection with their duties pertaining to the Chesapeake Ferries.

Section 303. All ferry tolls and other revenues arising from the operation or ownership of the Chesapeake Ferries and properties in connection therewith shall be collected by the Commission or by its agents or employes and shall be paid daily into the State Treasury for the credit of a special fund which is hereby created and designated the "Ferry Revenue Fund" (hereinafter sometimes called the "Revenue Fund").

Section 304. Payments from the Revenue Fund shall be made by the State Treasurer upon warrants signed by the State Comptroller and issued upon vouchers signed by the Chairman of the Commission. But before the Chairman of the Commission shall sign any such vouchers there shall be filed with the secretary of the Commission a certificate of the Auditor of the Commission certifying that such payment is necessary for the maintenance, repair or operation of the Chesapeake Ferries under economical management, and specifying the payee and the amount and the particular purpose of each such payment to be made.

Section 305. On or before the tenth day of each month it shall be the duty of the Chairman of the Commission to cause to be transferred from the Revenue Fund and deposited to the credit of a special fund which is hereby created and designated the "Chesapeake Ferries Sinking Fund" (herein sometimes called the "Sinking Fund"), an amount equal to the amount of all moneys in the Revenue Fund on

the last day of the preceding month after reserving in the Revenue Fund the amount shown by the estimates of the Commission to be necessary for maintaining, repairing and operating the Chesapeake Ferries for the current month and the next ensuing month.

Section 306. Subject to the terms and conditions set forth in this Resolution moneys in the Sinking Fund shall be disbursed either for (a) the payment of interest upon the bond issued under the provisions of this Resolution as such interest falls due or (b) payment of the principal of such bond at their maturity or (c) the purchase or redemption of such bond before maturity or (d) the payment of necessary charges of the paying agents for paying such bonds and interest, and such moneys are hereby pledged to and charged with the payments mentioned in this Section.

Section 307. The Chairman of the Commission shall, from time to time as may be necessary, cause to be withdrawn from the Sinking Fund and remitted to the paying agent at which the bond is payable, sufficient moneys for paying interest on and installments of principal of the bond as the same become due.

Section 308. Any moneys not derived from the revenues of the Chesapeake Ferries which may be paid to the State Highway Commission at any time for the purpose of retirement of the bond issued hereunder shall be placed in the Sinking Fund and applied to such purpose so far as possible in the same manner as other moneys in the Sinking Fund.

Section 309. The bond issued hereunder, when paid, redeemed or purchased by the State Highway Commission, either at or before maturity, shall be delivered to the Secretary of the Commission and shall thereupon be cancelled and shall not be reissued. The bond, when so cancelled, may at any time be cremated by the Commission in the presence of one of its officers and an officer of any paying agent who shall execute a certificate of cremation in duplicate, describing the bond in detail, and an executed copy of such certificate shall be filed with the Secretary of the Commission.

Section 310. After provision shall be made for the payment of the bond issued hereunder and the interest thereon, and all expenses and charges herein required to be paid, any balance in the Sinking Fund shall be paid to any person, body or authority entitled to receive the same.

ARTICLE IV

PARTICULAR COVENANTS

Section 401. The Commission covenants for and on behalf of the State of Virginia that it will promptly pay the principal of and interest on the bond issued hereunder and secured hereby at the places

and on the dates and in the manner herein and in said bond and in the coupons thereto appertaining specified, and any premium required for the redemption of said bond, according to the true intent and meaning thereof. The principal, interest, and charges of the paying agents, and premiums, if any, are payable solely out of the revenues of the Project, which revenues are hereby pledged to the payment thereof in the manner and to the extent hereinabove particularly specified, and nothing in the bonds or coupons or in this Resolution shall be construed as obligating the State of Virginia to levy or to pledge any form of taxation whatsoever therefor or to make any appropriation for their payment, except as provided in this Resolution and as required by the State Revenue Bond Act, and no bondholder shall have any recourse to the power of taxation.

Section 402. The Commission covenants that it will establish and enforce reasonable rules and regulations governing the use of the Project and the operation thereof, and that all compensation, salaries, fees and wages paid by it in connection with the maintenance, repair and operation thereof will be reasonable and that no more persons will be employed by it than are necessary, and that it will operate such Project in an efficient and economical manner, and that it will comply with all valid acts, rules, regulations, orders and directions of any legislative, executive, administrative or judicial body applicable thereto.

Section 403. The Commission covenants that it will at all times maintain the Project and every part thereof in good repair and condition, and will continuously operate the same, and will from time to time make all needful and proper repairs, renewals and replacements.

Section 404. The Commission covenants that it will insure and at all times keep the Project insured to the full insurable value thereof in a responsible insurance company or companies authorized and qualified under the laws of the State of Virginia to assume the risks thereof, against loss or damage thereto from such causes as are customarily insured against by companies engaged in similar business.

Section 405. The Commission covenants and agrees that so long as any of the bonds secured hereby are outstanding, none of the gross revenues of the Project shall be used for any purpose other than as provided in this Resolution, and that no contract or contracts will be entered into or any action taken by which the rights of the bondholders might be impaired or diminished.

Section 406. The Commission covenants that it will keep an accurate record of the daily tolls and other revenues collected and of the number and class of vehicles and the number of pedestrians using the Undertaking and of the application of such tolls. Said records shall be open to the inspection of all interested persons.

ARTICLE V.

REMEDIES AND MISCELLANEOUS

Section 501. Each of the following events is hereby declared an "event of default", that is to say: If

(a) payment of the principal of the bond shall not be made when the same shall become due and payable, either at maturity or by proceedings for redemption or otherwise; or

(b) payment of any installment of interest shall not be made when the same shall become due and payable or within thirty (30) days thereafter; or

(c) any part of the Project necessary for its efficient operation shall be destroyed or damaged and shall not be promptly repaired, replaced or reconstructed (whether such failure promptly to repair, replace or reconstruct the same be due to the impracticability of such repair, replacement or reconstruction or to lack of funds therefor or for any other reason); or

(d) final judgment for the payment of money shall be rendered against the Commission or the State as a result of the ownership, control or operation of the Undertaking and any such judgment shall not be discharged within sixty (60) days from the entry thereof or an appeal shall not be taken therefrom or from the order, decree or process upon which or pursuant to which such judgment was granted or entered, in such manner as to set aside conclusively the execution of or levy under such judgment, order, decree or process or the enforcement thereof; or

(e) an order or decree shall be entered, with the consent or acquiescence of the Commission, appointing a receiver or receivers of the Project or any part thereof of the revenues thereof, or any proceeding shall be instituted, with the consent or acquiescence of the Commission for the purpose of effecting a composition between the Commission and its creditors, pursuant to any federal or state statute now or hereafter enacted, if the claims of such creditors are under any circumstances payable out of the revenues of the Project, or if such order or decree, having been entered without the consent or acquiescence of the Commission, shall not be vacated or discharged or stayed on appeal within sixty (60) days after entry thereof, or if such proceeding

having been instituted without the consent or acquiescence of the Commission, shall not be withdrawn or any order entered therein shall not be vacated, discharged or stayed on appeal within sixty (60) days after the institution of such proceeding or the entry of such order; or

(f) the Commission shall make default in the due and punctual performance of any other of the covenants, conditions, agreements and provisions contained in the bonds or in this Resolution on the part of the Commission to be performed, and such default shall continue for thirty (30) days after written notice specifying such default and requiring same to be remedied shall have been given to the City by any bondholder.

Section 502. Upon the happening and continuance of any event of default as provided in Section 501 of this Article, then and in every such case any bondholder may proceed to protect and enforce the rights of the bondholders under this Resolution by a suit, action or special proceeding in equity or at law, for the specific performance of any covenant or agreement contained herein or in aid or execution of any power herein granted or for the enforcement of any proper legal or equitable remedy as such bondholder shall deem most effectual to protect and enforce the rights aforesaid. All such proceedings at law or in equity shall be instituted, had and maintained for the equal benefit of all holders of the bond then outstanding.

Section 503. Nothing in the bond or in this Resolution shall be construed as pledging the faith and credit of the State or as creating any debt or liability of the State.

Section 504. In case any one or more of the provisions of this Resolution or of the bond or coupons issued hereunder shall for any reason be held to be illegal or invalid, such illegality or invalidity shall not affect any other provision of this Resolution and said bond and coupons shall be construed and enforced as if such illegal or invalid provisions had not been contained therein.

Section 505. The officers and agents of the Commission are hereby authorized and directed to do all the acts and things required of them by the bond and this Resolution for the full, punctual and complete performance of all of the terms, covenants, provisions and agreements of the bond and this Resolution.

Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the minutes of the meeting of March 23 be approved. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that the Commission approve the permits issued from March 23 to May 24 inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that the permits cancelled by the Commissioner, as authorized June 25, 1947, and recorded in the Auditing Division, be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Harpine, that the Commission confirm award of contract on bids received May 6 for the construction of Project 1058 J, Routes 460 and Alt. 301, Intersection of Route 36-Intersection Virginia Avenue (Crater Road) City of Petersburg, to the low bidder, W. H. Scott, Franklin, Virginia, at his bid of \$89,275.60, that 10% additional be set aside to cover the cost of engineering and additional work and \$2,472.52 for work by Petersburg and State Forces, making a total of approximately \$78,650.00 chargeable to this project, to be financed by the City of Petersburg with the understanding the City will be reimbursed the State's share sometime during the fiscal year 1948-'49, allocation of \$37,500.00, the State's portion, being set up in the 1948-'49 allocations. Motion carried.

Moved by Mr. Harpine, seconded by Mr. Rawls, that the Commission confirm rejection of bids received May 6 for the construction of Project 3 226 BE, Route 1, Lighting System for Bridge over Rappahannock River Bridge at Fredericksburg, the low bid being 11.1% over estimate. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm rejection of bids received May 6 for the construction of Project 690 AR2, OR1, Route 24, 1.198 Mi. S. of Vera - 0.596 Mi. S. of Vera, the one bid received being 26.6% over estimate. Motion carried.

Moved by Mr. Rogers, 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 100 in Carroll County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1 through 14 inclusive as shown on plat dated September 10, 1947, Project 754 F. Motion carried.

Moved by Mr. Rawls, 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 275 in Loudoun County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2 and 3 shown on plat dated November 26, 1947, Project 1377 F, B2. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 100 in Carroll County is no longer necessary for uses as a highway and the same be abandoned upon opening of new section in lieu thereof: Section 1 shown on plat dated September 16, 1947, Project 754 E3, E1. Motion carried.

Moved by Mr. Rawls, 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 primary highway in New Kent County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2, 4 and 5 - Route 60, Project 157 B1 and section 7 - Route 155, Project 257 E4, E4. Motion carried.

Moved by Mr. Wampler, 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 sections of Route 42 in Giles County being no longer necessary for uses as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 1, 2, 3, 4, 5, 6, 7, 8, 10 and 11 shown on plat dated December 22, 1947, Project 1070 F. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, as provided by Chapter 10, Act approved February 7, 1940, that since part of the parcel of land acquired from W. C. Stanley in 1941 on Route 606 for connection with Route 57, Project 1102-C2, Henry County, will not be required for the uses of the State Highway System, as certified by the Chairman of the State Highway Commission, the conveyance of this parcel of land, lying outside of the right of way retained for Route 606, is approved; and the Chairman is hereby authorized to execute, in the name of the Commonwealth, deed of quitclaim to the Bassett Country Club, Inc. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, as provided by Chapter 10, Act approved February 7, 1940, that since residue parcels of Lots 24, 25 and 26 at Lorton, Fairfax County, Virginia, Route 380, Project 1400-E3, acquired from Douglas Springman, Joseph M. Springman and Rosemary Saleman, lying outside of the East right of way line of Route 350 and the South right of way line of Route 642, will not be required for the uses of the State Highway System, as certified by the Chairman of the State Highway Commission, the conveyance of these residue parcels, in exchange for right of way required for the widening and improvement of Secondary Road Connections with Route 350, is approved; and the Chairman is hereby authorized to execute, in the name of the Commonwealth, a deed of special warranty making conveyance of these residue parcels of land to W. Parker Richardson and Mary C. Richardson. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that as provided by Chapter 212, Section 2, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of old Route 250 in Albemarle County being no longer necessary for use as a public highway the same be abandoned as such and public notice thereof be given:

Old location of Route 250 from the center line with the right of way opposite Station 118,75 northwesterly 1.03 Mi. to the center line with the right of way opposite Station 164,40 - length 1.03 miles.

Said section of road being shown on plans on file in the office of the Department of Highways, Richmond, Virginia. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the closing of the following section of Route 85 in Taxewell County having been advertised as required by law, -

Old location from the south side of the new location at Station 156,00 looping northwesterly 0.15 mile to Station 162,50 - length 0.15 mile,

and no objections having been filed in writing in the office of the State Highway Commission, the same is hereby declared abandoned altogether and eliminated from the Primary Highway System as of this date, all as provided by Section 2, Chapter 212, Act approved March 19, 1926. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the request of Nella L. Teer Company, Contractor, for an extension of time on Project SE-D-FAP 1400 ES, DL, C, Route 250, 11.508 Mi. South of Intersection of Route 236 to Intersection of Route 7, Fairfax County, be granted for 118 days and the return of \$1680.00, as recommended by the Chief Engineer. Motion carried.

Moved by Mr. Wampler, seconded by Mr. DeHardit, that the request of R. W. Moore & Company, Contractors, for an extension of time on Project S 1003 MI, Route 250, WCL Monterey-EGL Monterey, be granted for 29 days and the return of \$290.00, as recommended by the Chief Engineer. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that

WHEREAS Senator William H. East, a member of the State Highway Commission from September 1929 to September 1938, departed this life on March 31, 1948, and

WHEREAS the record made by Senator East during the period he served on the Commission was one of devoted and unselfish service to the State and to the people, and

WHEREAS Senator East during the course of his long life was an asset to his State as an able public servant,

BE IT RESOLVED that the State Highway Commission deeply regrets the passing of this able and outstanding gentleman whose death represents a distinct loss to the State of Virginia, and

BE IT FURTHER RESOLVED that a copy of this resolution be spread upon the official minutes of the Highway Commission and that a copy be transmitted to the family of Senator East as an expression of the sympathy of the Commission in their loss. Motion carried.

WHEREAS, the District of Columbia, a municipal corporation, and the Public Roads Administration have conceived the necessity for a comprehensive transportation study of the Washington Metropolitan Area including all of the District of Columbia as well as adjacent areas of Maryland and Virginia, and

WHEREAS, such a transportation study will be of benefit not only to the Highway authorities of the District of Columbia but to the Virginia State Highway Commission in its assessment and evaluation of Virginia Highway needs in the Washington Metropolitan Area, and

WHEREAS, a mutual agreement has been reached by the Commissioner of the District of Columbia, the State Roads Commission of Maryland and the State Highway Commission of Virginia as to the scope, utilization and financing of the proposed transportation study whereby the District of Columbia will spend approximately \$105,000, the State of Maryland approximately \$18,000 and the Commonwealth of Virginia approximately \$27,000.

NOW, THEREFORE BE IT RESOLVED by the State Highway Commission of Virginia that its Chairman, J. A. Anderson, acting for and on behalf of the State Highway Commission and the Commonwealth of Virginia be, and he is hereby, authorized and empowered to enter into a written agreement dated the 13th of May 1948 between the District of Columbia, a municipal corporation, the State Highway Commission acting for and on behalf of the Commonwealth of Virginia and the State Roads Commission of Maryland acting for and on behalf of the State of Maryland.

At 8:30 A. M. the Commission left by automobile, traveling via Routes 58, 168 and 17 to Portsmouth, thence to the Monticello Hotel, Norfolk, for lunch . . . via Routes 480 and 13 to Little Creek, Cape Charles and Accomac, spending the night at Whispering Pines at Accomac.

On the ferry from Little Creek to Cape Charles the Commission held an executive session and transacted the following: -

Moved by Mr. Harrison, seconded by Mr. Wampler, that after carefully studying the request of the Board of Supervisors of Spotsylvania County to add to the Primary System Route 613 from New Bridge to Route 209 at Post Oak, the addition be not made at this time and that the highway systems in this vicinity remain in status quo. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that the Commission confirm its action by letter ballot in April not to reroute Highway 47 as recommended by the Charlotte County Board of Supervisors which would add 0.4 mile to the Primary System. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Harrison, that the request to extend Route 57 in Patrick County over Route 625 to Route 8, be not granted. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that Route 304 in the Town of South Boston be extended from the east corporate limits of South Boston west over Hodges Street to the intersection of Route 129 (Main Street) a distance of 0.498 mile, making a total of 3.584 miles of highways in South Boston. (Section 9, Chapter 415, Acts of 1932). Motion carried.

Letters of thanks from Mrs. Virginia G. McElvey and Mrs. Lena Millisen McElvey were read to the Commission relative to the fine tribute paid to Mr. W. W. McElvey.

Acknowledgement by Mrs. Wm. E. East of the expression of sympathy extended her at the time of the passing of Senator East was read to the Commission.

Very careful consideration was given to the request of Delegate Daniel that the Highway Commission approve the expenditure of \$25,000.00 of secondary funds for improvement of Route 47 in Charlotte County to be amortized by the county over a period of five years. The Commission voted by letter ballot in April to hold to its action to advance \$20,000.00 provided those interested advanced an additional \$10,000.00 to do the work desired. (Building of a road to Pacific Mills near Drakes Branch).

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the following policy

RE: Right of Way - Use of land by adjoining property owners for installation of gasoline pumps and/or advertising signs

be adopted under the following conditions:

Inasmuch as wider rights of way are being acquired by the State Highway Department for the ultimate development of the highway, at such time as adequate funds are available for the construction of the same, including such preliminary features as tree planting, the correction of existing drainage conditions, et cetera, the State Highway Commission does not consider it advisable to lease, rent, or otherwise grant permission for the use of any of the land so acquired except in extreme or emergency cases, and then only for a limited period. In cases where the land adjoining the highway is to be used for commercial purposes, such as a filling station, store, et cetera, and where the existing road is located on the opposite side of the right of way, thereby placing said place of business from 65 (in the case of 110' right of way) to 100' or more (in the case of 160' right of way) away from the main traveled road, the owner of such place of business may locate his driveways and pumps, in the case of a filling station, and/or essential advertising signs, principally one banner sign located immediately in front of his building, on the State right of way, providing the same are at least as far from the edge of the existing pavement as those in evidence on said road are from the nearest edge of the pavement to their similar structures. In such cases, agreements for "Commercial Uses" may be entered into for use of portions of the right of way for temporary or limited periods under the following policies and conditions to govern.

"Agreements for Commercial Uses" - Until such time as the State Highway Commissioner deems it necessary to use right of way acquired for future construction on a project for road purposes, agreements may be made with adjoining property owners for the temporary use of sections thereof. The use of such land will be limited to provisions as set forth in said agreement, which, in general, will cover commercial pursuits consistent with similar operations common to said highway. Such operations and special conditions may include:

- (1) Gasoline pumps but not gasoline tanks.
- (2) One advertising sign located directly in front of said place of business.
- (3) Lighting equipment sufficient to illuminate sign or building to make same visible from the road, but not located so that the direct rays from the light will shine on the roadway and create a hazard to travel. No intermittent or moving lights, nor red, green, or amber lights may be used.

The area of right of way designated for use of the land owner must not be used for the storing of vehicles except while being serviced at the gasoline pumps, and said area must be kept in clean and orderly condition at all times.

Above agreements will be subject to revocation for cause or as outlined above, either in whole or for any portion of the prescribed area that may be required for highway purposes, among which may be (1) the storage of road materials when other nearby suitable areas are not available (2) the planting of trees and shrubs for permanent roadside effects (3) the correction or improvement of drainage (4) the development of wayside, parking or turnout areas (5) for other purposes as may be hereafter deemed necessary by the State Highway Commissioner.

Applications for "Agreements for Commercial Uses" should be made on approved forms to the Resident Engineer. Agreements must be accompanied by a sketch showing the location of the roadway, shoulders, ditches and conditions existing on said right of way, together with description and plat of the area to be covered by the same. The text of the application should show definitely the specific use for which the area is to be utilized. Agreements shall only be issued to owners of property adjoining the area to be used, and may be made for terms not to exceed one year, subject to aforesaid cancellation or revocation clause. The Department of Highways shall not be held responsible in any way for the policing of said areas. No structures are to be erected in said areas without written approval of the State Highway Commissioner.

FENCING - Concrete right of way markers shall be placed on the right of way lines for all right of way acquired under the so-called wider rights of way policy, especially at locations where "Agreements for Commercial Uses" are made.

Existing fences or new fences as may be provided for by the right of way agreement shall be furnished and erected or moved to and on the said right of way line, except in cases where agreements are made for the use of land within the right of way limits for commercial or other purposes. When agreements are made for such areas, the property owners may request and the State may grant the right to eliminate the erection of the fence on the right of way line bordering said areas, in which event the fence as required by the right of way agreement will be delivered to the property owner, thereby completing said transaction. The property owner may then temporarily erect said fencing to enclose the area covered by agreement. Upon expiration or revocation of said agreement, the fencing must be removed immediately from within the right of way. In case it is not removed within thirty (30) days after due notice has been given the owner, the State may remove the fence without recourse. When said fence is not erected on the right of way line as hereinbefore provided, the responsibility of the State for the erection of the same shall cease upon delivery of it to the property owner. Motion carried.

The question of right of way through the Town of Bowling Green, on Route 501, Project 1090-M1 which was referred to General Anderson by the Honorable J. W. DeJarnette, Mayor, on May 11, 1948, was explained to the Commission by Mr. A. H. Pettigrew, Right of Way Engineer; and upon his recommendation the Commission agreed to absorb (in addition to right of way payments of \$2,851.00 already made) the \$379.16 paid to the Virginia Electric & Power Company for moving poles, also the \$144.06 paid to the Tidewater Telephone Company for moving poles, making a total of \$523.22. In accordance with statement submitted by Mayor DeJarnette with his letter above referred to covering the total cost of right of way through Bowling Green, a balance of \$75.00 remains to be paid by the Town.

On motion of Mr. DeHardit, seconded by Mr. Rawls, the above was unanimously adopted.

Mr. A. H. Pettigrew, Right of Way Engineer, read to the Commission letter of May 21, 1948, from the Honorable W. C. Fitzpatrick, Mayor of Farmville, relative to widening of Route 480 through the Town (3rd Street, between North and Bridge Streets), for a distance of approximately four (4) blocks, and explained the reasons why the Town was so anxious to get this work completed as soon as possible.

He also explained to the Commission the heavy right of way costs, estimated to be \$155,300.00, and that the Town was not able to contribute more than \$19,000.00 toward this project - \$10,000.00 in cash and \$8,000.00 a year for three (3) years after work is started.

Upon motion of Mr. Rawls, seconded by Mr. DeHardit, the Commission decided to make a further study of the situation and again consider same when allocations are made in March 1949.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Primary System Additions and Deletions for 1948 be as follows:

Section 11-B, Chapter 288, Acts of 1940, authorizes the State Highway Commission to transfer from the Secondary System to the Primary System, not more than 50 miles in any one year.

Section 11-C, Chapter 184, Acts of 1942, authorizes the State Highway Commission to transfer from the Primary System to the Secondary System, not more than 150 miles during any one year.

REGULATION, BY DISTRICTS, OF ADDITIONS AND DELETIONS, 1948

District	Miles transferred or added to Primary System	Miles of Primary transferred to Secondary System
Bristol	0.00	28.85
Salen	0.00	20.80
Lynchburg	0.00	3.18
Richmond	0.00	13.87
Suffolk	0.00	23.55
Fredericksburg	0.00	19.90
Culpeper	13.91	24.17
Staunton	<u>0.00</u>	<u>9.35</u>
Sub-Totals. .	13.91	143.59
Culpeper (Chap. 172, Acts of 1938)*	<u>0.18</u>	_____
Totals	14.09	143.59

* Chapter 172, Acts of 1938 ("100 Mile Act") permits the State Highway Commission to add not more than 100 miles to the Primary System. To date, exclusive of the 0.18 mile addition herein described, 77.26 miles have been added in accordance with this Act, leaving an undesignated balance of 22.74 miles.

BRISTOL DISTRICT

**A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)**

NONE

**B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)**

	LENGTH
(1) Wise County Route 73 Route 73 from Route 23 in Norton to the Scott County Line.	5.40
(2) Washington County Rt. 42 Route 42 from the Scott County Line west of Mandota to Rt. 19 at Holston.	17.00
(3) Washington County Route 80 Route 80 from Route 11 northeast of Abingdon on to Route 91 south of Lodi.	6.45
TOTAL	28.85

SALEM DISTRICT

**A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)**

NONE

**B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)**

	LENGTH
(1) Giles County Route 42	12.45
Route 42 from Route 480 at Maybrook to Route 100 at Staffordsville.	
(2) Bedford County Route 127	6.35
Route 127 from Route 480 at Forest to Campbell County Line.	
	TOTAL
	20.85

LYNCHBURG DISTRICT

**A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)**

NONE

**B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)**

	LENGTH
(1) Campbell County Route 127	3.10
Route 127 from the Bedford County Line to Route 24 near Fvington.	
	TOTAL
	3.10

RICHMOND DISTRICT

**A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
(Chap. 288 - Acts 1940)**

NONE

**B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
(Chap. 154 - Acts 1942)**

	LENGTH
(1) Lunenburg County Route 49	4.55
Hottoway County Route 49	9.32
Route 49 from Route 186 north of Victoria in Lunenburg County to Route 380 at Burkville in Hottoway County	13.87
	TOTAL
	13.87

SUFFOLK DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
 (Chap. 286 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
 (Chap. 154 - Acts 1942)

	LENGTH
(1) Southampton County Route 98	9.65
Greensville County Route 89	13.90
	23.55
Route 86 from Route 301 south of Emporia in Southampton to Route 195 at Branchville in Greensville County.	
TOTAL	33.65

FREDERICKSBURG DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM
 (Chap. 286 - Acts 1940)

NONE

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM
 (Chap. 154 - Acts 1942)

	LENGTH
(1) Spotsylvania County Route 209	16.40
Route 209 from Route 51 at Enells to Route 668 north of Paytes P. O.	
(2) Stafford County Route 212	3.60
Route 212 from Route 1 at Stafford to Brooke Station.	
TOTAL	19.90

GULPEPER DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM		
(Chap. 288 - Acts of 1940)		LENGTH
(1) Fairfax County Route 738		2.48
Route 738 from the Arlington County Line to the junction of Route 123 in McLean.		
(2) Fairfax County Route 604		11.45
Route 604, the old Georgetown Turnpike, from its junction with Route 123 at Langley to a junction with Route 7 near Bransville.		
 ADD TO THE PRIMARY SYSTEM AS DESIGNATED MILEAGE UNDER CHAPTER 172 - Acts of 1938		
(1) Arlington County		0.18
Beginning at a point on Route 211 just east of Kirkwood Road; thence over a proposed new location and new route to the Spout Run Drive.		
	TOTAL	14.08

B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM		
(Chap. 184 - Acts of 1940)		
(1) Culpeper County Route 242	11.47	
Rappahannock County Route 242	12.70	24.17
Route 242 from Route 229 north of Culpeper to Route 522 in Rappahannock County.		
	TOTAL	24.17

STANTON DISTRICT

A. ADD TO THE PRIMARY SYSTEM BY TRANSFER FROM SECONDARY SYSTEM		
(Chap. 288 - Acts 1940)		
NONE		
B. DELETE FROM PRIMARY SYSTEM, TRANSFER TO SECONDARY SYSTEM		
(Chap. 184 - Acts 1942)		LENGTH
(1) Rockbridge County Route 270		9.36
Route 270 from Route 39 south of Goshen to Route 60.		
	TOTAL	9.36

The following deletions to be accomplished after expenditure of existing appropriations for improvement -

- Route 73 - Horton to Scott County Line
- Route 42 - Mandota to Bolston
- Route 49 - Bridge and Approaches at Modest Creek
- Route 68 - Grading completed - surfacing now being done
- Route 242 - Construction work under way south of Ben Venue on original allocation of \$27,062.94.

Motion carried.

On September 25, 1947, the Commission adopted minimum standards for entrances to commercial establishments. The Attorney General's office is of the opinion that to be effective such minimum warrants should be made a part of the rules and regulations of the State Highway Commission. Therefore, it was moved and seconded that the following new section be added to the rules and regulations in accordance with provisions of section 1802B of Michie's Code of 1942:

Section 21 - No commercial entrance shall be constructed to intersect with the right of way line of any highway in the State Highway System until a permit is first obtained for such entrance in accordance with the Minimum Standards of Entrances to State Highways on file in the Department of Highways in Richmond, Virginia, and in the office of Highway Department District and Resident Engineers.

It is further ordered that this rule and regulation shall be printed and two copies mailed forthwith to the clerk of every court of record in this State, one of which copies shall be posted immediately upon receipt by the clerk at the front door of his court house, and the other copy retained in his office for the information of the public.

This rule and regulation shall become effective sixty (60) days from this date.

The Chairman gave the Commission a report on finances and winter savings. A report on the construction program was also made. All of these factors, as well as revenues, to be considered by the Commission in making allocations for the fiscal year 1948-1950 - the same to be made in March 1948 rather than in the fall of 1948.

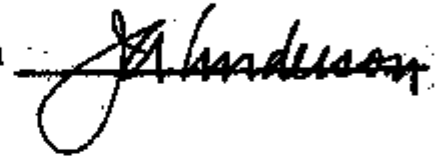
On Tuesday the 25th the Commission proceeded to Old Point Comfort for lunch, thence by way of York River Ferry at Yorktown and the Rappahannock Ferry at Grey's Point to Fredericksburg, spending the night at Hotel Stratford.

Wednesday, May the 28th, the Commission drove over part of the Shirley Highway in Fairfax County and thence to the Hotel Mimslyn, Luray for lunch. At 11:45 the Commission heard Messrs. C. E. Simmons, of No. 100, Nelson, O. T. Riddle and Mr. Roxboro relative to increasing the surface width of Route 42 from Moscow to Churchville from 16 ft. to 20 ft.

At Luray on Wednesday, May 26, the request for Route 42 from Moscow to Churchville to be made a 20 ft. surfaced road instead of 16 ft. as proposed by the Department, was brought to the attention of the Commission. After careful consideration the Commission decided unanimously to hold to the 16 ft. design.

The Commission returned to Richmond after lunch arriving about 4:00 o'clock.

Approved



Attested

