

MINUTES OF THE MEETING OF THE STATE HIGHWAY
COMMISSION OF VIRGINIA, HELD IN RICHMOND
SEPTEMBER 11, 1945.

At 9:00 A.M. Tuesday, September 11, the State Highway Commission met in the Central Highway Building, all members being present with the exception of Mr. Poindexter whose absence was caused by illness.

The Chairman introduced Mr. Wayles R. Harrison who was appointed to the Commission by the Governor to fill the vacancy caused by the passing of Mr. A. D. Starling.

Moved by Mr. Wampler, seconded by Mr. Wyzor, that the minutes of the meeting of the Commission of May 22 be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the permits issued from May 22 to September 11 inclusive, as recorded in the Auditing Office, be approved. Motion carried.

A Tribute to Alves Daniel Starling

Whereas on June 20, 1945, our fellow member Alves Daniel Starling of Danville departed this life, and

Whereas Mr. Starling had been a most valuable asset to the Highway Commission and highway development in Virginia for many years and had faithfully served as a Member of this body since July 1, 1942, Therefore

Be It Resolved that the State Highway Commission deplores the loss of this able and outstanding gentleman and colleague whose every act was marked by the highest character and consideration.

Be It Further Resolved that a copy of this Resolution be spread upon the official minutes of the State Highway Commission and that a copy be transmitted to the family of the late Alves Daniel Starling as a tribute of respect and love and as an expression of the heartfelt sympathy of this Commission.

The Chairman gave to each member of the Commission a copy of his letter of September 4 to Mr. J. H. Bradford, Director of the Budget, submitting the 1946-'48 budget for the Highway Department.

The memorandum of August 21, on the "War's End", to the employees of the Department, written by the Chairman in the name of the Commission, was read.

The Chairman read to the Commission a letter of June 30, 1945, from the Tidewater Automobile Association of Virginia quoting the following from the annual report of the President of that association:-

"I wish to make special mention of the cooperation we have received from the State Highway Department".

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission confirm the following action on bids received June 28, 1945, for the plant in schedules which were rejected on the original bids received April 28, 1945, and including the three schedules on which Pace was low bidder and was unable to fulfill his contract:

Schedule #1, Bristol District - No bids received - Maintain this by regular surface treatment.

Schedule #2, Bristol District - Offer this to the low bidder Sam Finley, Inc., on his bid for H-2, Hot Bituminous Concrete Binder Course, eliminating the F-1 top and increasing the tonnage of H-2 to 24,300 tons - bid \$7.79 per ton.

Schedule #4, Salem District - Award to Sam Finley, Inc., at their bid of \$8.33 per ton.

Schedule #5, Alt., Lynchburg District - Award to the Allegheny Asphalt and Paving Company, Pittsburgh, Pa., at their bid of \$7.45 a ton.

Schedule #7, Alt., Richmond District - Award to the low bidder, Atlantic Bitulithic Company, Washington, D.C., at their bid of \$7.75 per ton.

Schedule #14, Alt., Fredericksburg District - Award to Sam Finley, Inc., at his bid of \$8.37.

Schedule #23, Staunton District - Award to F. D. Glines, Greensboro, N.C., at his bid of \$6.98 per ton.

Total 88.43 miles of Plant Mix work, a tonnage of 104,414 at a total of \$810,227.08.

Motion carried.

Moved by Mr. Wycor, seconded by Mr. Barrow, that on Bituminous bids of July 10 on two schedules in the Bristol District, the Commission confirm award of contract to the Pendleton Construction Corporation of Wytheville on Schedule 5, and confirm rejection of the bid of the Virginia Asphalt Paving Company, Inc., Roanoke, Va., on Schedule 8; providing 44.02 miles of surface treatment at a total cost of \$81,318.00. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Barrow, that the Commission confirm award of contract on bids of July 10 for the construction of Project 1 604 AS, Route 175, Intersection of Main Street in Chincoteague-0.307 Mi. E. of Mosquito Creek, to the low bidder, W. E. Graham & Sons, Cleveland, N.C., at their bid of \$69,412.78, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$76,350.00 chargeable to this project. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Barrow, that the Commission confirm rejection of bids of July 10 on Project 574 HW1, M2, Route 13-Y, (DA-NR 62-B(1)), ~~2.247~~ 2.247 Mi. E. of E.C.L. of Norfolk-0.04 Mi. W. of E.C.L. of Norfolk, and readvertise the project in about two months when more favorable prices may be secured. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Barrow, that the Commission confirm award of contract on bids of July 12, for the construction of Project S 463 FW2, B1W, Route 60, 2.00 Mi. E. of E.C.L. of Norfolk-E.C.L. of Norfolk, to the low bidder, T. E. Ritter Company, Norfolk, Va., at their bid of \$301,739.68, that 10% additional be set aside to cover the cost of engineering and additional work and \$596.50 for work by State Forces, making a total of approximately \$332,500.00 chargeable to this project, including the remodeling of bridge over Little Creek. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received August 2, for the construction of Project SW 160 M2, AW1, E, SW; SW 1554 R, Routes 58-617, Concrete Sidewalk; 0.039 Mi. E. of ECL Franklin-0.135 Mi. S. of S.A.L. Overpass, Southampton and Isle of Wight Counties, to the low bidder, W. H. Scott, Inc., Franklin, Va., at the bid of \$5,985.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$7,700.00 chargeable to this project; fifty percent of cost of sidewalk payable by the counties of Southampton and Isle of Wight, they having agreed to go ahead. Motion carried.

Moved by Mr. Wyszor, seconded by Mr. Wampler, that the Commission confirm authority to construct Project S 1021 MB, Route 19, 0.543 Mi. E. of ECL of Tazewell-0.493 Mi. E. of WCL of Tazewell, with State forces at such time as labor and equipment are available, no bids having been received at the opening of same on August 2. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rawls, that the Commission confirm award of contract for the construction of Project 771 BW1, DR1, B1, FR1, B2, Route 11, from 3.84 Mi. W. of W.C.L. of Salem to 6.449 Mi. W. of W.C.L. of Salem, to the low bidder, Ralph E. Mills Co., and W. H. Jackson, Roanoke, Va., at their bid of \$375,012.21 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$410,500.00 chargeable to this project; financed with 75% Federal Aid and 25% State Funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract to the Harleyville Mutual Casualty Company, Harleyville, Pa., for insurance on the Department's fleet of automobiles and trucks for the year July 1, 1945 to June 30, 1946. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission award contract for the construction of Project S 366 R4, Route 460, from 0.615 Mi. E. of Connection to Ford Station-0.671 Mi. W. of Connection to Ford Station, to the low bidder, Perkins-Barnes Construction Co., Blackstone, Va., at their bid of \$95,768.89, that 10% additional be set aside to cover the cost of engineering and additional work and \$75.00 for Work by State Forces, making a total of approximately \$105,400.00 chargeable to this project, financed 100% with State funds. Motion carried.

After receipt of petition signed by Mrs. E. N. Vaiden and others regarding relocation of Route U.S. 460, Project S 366 R4, at Ford, the engineers of the Department carefully restudied the whole problem on the ground and recommended that the revision as planned be adhered to. The Commission accepted this recommendation.

Moved by Mr. Wisor, seconded by Mr. Rawls, that the Commission award contract for the construction of Project S 558 A2, Route 80, from Intersection of Route 19 at Rosedale-2,389 Mi. N. of Route 19 at Rosedale, to the low bidder, W. E. Graham & Sons, Cleveland, North Carolina, at their bid of \$284,308.51, that 10% additional be set aside to cover the cost of engineering and additional work and \$100.00 for Work by State Forces, making a total of approximately \$312,800.00 chargeable to this project, financed 100% with State funds. Motion carried.

Moved by General Anderson, seconded by Mr. DeHardit, that the Commission award contract for the construction of Project S 448 DRI, Route 2, from 7.508 Mi. S. of SCL Bowling Green-8.569 Mi. S. of SCL of Bowling Green, to the low bidder, E. W. Grannis Co., Fayetteville, N.C., at their bid of \$61,123.74 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$67,200.00 chargeable to this project, financed 100% with State funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission reject the bids opened September 8 on Project 626 MW5, EW2, FW, Route 480, from 0.764 Mi. E. of ECL Waverly-WCL of Waverly and 0.648 Mi. W. of ECL Windsor-0.427 Mi. E. of WCL Windsor, and roadvertise within a few months. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that 0.52 mile of road be added to the mileage in the Town of Buchanan between the Southwest Corporate Limits and Route 11, and that Street No. T-1301, 0.04 mile in length, be dropped from maintenance and turned back to the Town authorities, as requested by the Buchanan Town Council and Botetourt County Board of Supervisors and provided for by Chapters 208 and 271 respectively, Acts of 1940, making a total in the Town of 0.91 miles of T-Mileage. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Harrison, that the Commission confirm the action of the Commissioner of May 31, 1945, notifying Mr. Gordon E. Pace, P.O. Box 588, Hampton, Va., that in view of his failure to complete contracts awarded to him on bids of April 28 within the period specified, for furnishing, delivering and applying plant mix, his check for \$1,000.00 was forfeited and retained by the State as liquidated damages. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wisor, that the \$500. per mile construction fund be allocated to the City of Bristol for the year 1944-1945 to be used on a section of Moore Street, between Oakview Avenue and Euclid Avenue, Routes 11, 19 and 88. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the \$500. per mile construction fund be allocated to the Town of Phoebus for the years 1944-1945 and 1945-1946, to be used to place black top surface on Route 80 in the Town. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the \$500. per mile construction fund be allocated to the City of Radford for the year 1944-1945 to be expended on Route 102, Tyler Avenue in the City. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the \$500. per mile construction fund be allocated to the Town of Salem for the year 1945-1946 to be expended on Route 11 from Broad Street to Dry Branch in the Town. Motion carried.

Moved by General Anderson, seconded by Mr. Barrow, that the Commission allocate to the City of Norfolk the \$500. per mile construction fund for the years 1941-1942, 1942-1943 and 1945-1946, and the funds be impounded until such time as they can be most advantageously used. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission allocate to the City of Richmond the \$500. per mile construction fund for the year 1945-1946 to be expended on a section of Route 1. Motion carried.

Moved by Mr. Wycor, seconded by Mr. Rawls, that the Commission allocate to the City of Martinsville the \$500. per mile construction fund for the year 1945-1946 for expenditure on Route 106, the widening of Franklin Street. Motion carried.

Moved by Mr. Wycor, seconded by Major Gilpin, that permit No. 13815, Route 29, Pittsylvania County, issued March 27, 1945 to Leonard Setliff, Route 4, Danville, Va., be cancelled as requested. Motion carried.

Moved by Major Gilpin, seconded by Mr. Rawls, that permit No. 11111, Route 56, Lee County, issued February 24, 1945 to the Old Dominion Power Company, Inc., Big Stone Gap, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that permit No. 10857, Route 220, Roanoke County, issued April 19, 1945, to the G and P Telephone Co. of Va., Roanoke, Va., be cancelled as requested. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wampler, that permit No. 15558, Route 49, Lunenburg County, issued May 5, 1945, to Nathaniel White, Victoria, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that permit No. 15609, Route 460, Bedford County, issued May 7, 1945, to Glyde Witt, Forest, Va., be cancelled as requested. Motion carried.

Moved by Mr. Barrow, seconded by Major Gilpin, that permit No. 9687, Route 39, Bath County, issued June 15, 1945, to Halsey Chisholm & Morris, Inc., Charlottesville, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that permit No. 12234, Route 170, Norfolk County, issued June 28, 1944, to U.S. Engineers, Fort Norfolk, Norfolk, Va., be cancelled as requested. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Wampler, that permit No. 16085, Route 80, Warwick County, issued January 27, 1945, to the Virginia Electric and Power Co., Newport News, Va., be cancelled as requested. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Wycor, that permit No. 11418, Route 17, Essex County, issued June 14, 1944, to W. C. Brooks & Son, Inc., Tappahannock, Va., be cancelled as requested. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wycor, that Blanket Permits No. 501 and No. 1742 S, issued January 3, 1940, to the East Tennessee Light & Power Co., Bristol, Virginia-Tennessee, be cancelled as requested. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the descriptions for routing Route 258 in the Town of Grottoes, approved by the Commission on May 22, 1945, be changed as requested by the Town to read as follows:

Designated under Chapter 288, Acts of 1940 -
Rockingham County (Town of Grottoes) Route T-695, from
3rd Street in Grottoes to Intersection of Route T-663 - -0.15 mile

Rockingham County (Town of Grottoes) Route T-663, from
Route T-695 southeast to Intersection of Route 12 - -0.14 mile

Designated under Chapter 172, Acts of 1938 -
Rockingham County (Town of Grottoes) from Route 866
at WGL of Grottoes along 3rd Street to Intersection
of Route T-695 - -0.75 mile

a total of 1.04 mile. Motion carried.

A resolution of the Montgomery County Board of Supervisors, of May 22, 1945, requesting the Highway Commission to name a bridge over Little River on Route 813 in Montgomery County, the "Robert Wado Taylor Memorial Bridge", was considered. Under Chapter 363, Acts of 1942, action by the Board is sufficient and upon Motion of Mr. Wycor, seconded by Mr. Wampler, the Commission approved the request; the cost and expenses incident to the naming of the bridge and providing suitable markers to be paid by Montgomery County.

The Chairman explained to the Commission a proposed Bill to authorize the State Highway Commission, by summary means and procedure, to determine under certain circumstances the justice of any claim for damages to person or property incurred or inflicted in and about the construction or maintenance by the Commission of the public highway systems of the State and the amount of such damages, and to pay same out of funds duly appropriated and available for such purpose. On motion by Mr. Rawls, seconded by Mr. Wycor, and duly carried, the Commission authorized the Chairman to have such a Bill introduced at the next regular session of the legislature.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission rescind resolution of June 16, 1942, relative to Parallel Service Drives and that a plan be worked out for the maintenance by the Highway Department of such roads that have been constructed according to plans and specifications approved by the Department and the right of way on which drive is constructed is deeded to the State. Motion carried.

The Chairman brought to the attention of the Commission an opinion of the Attorney General regarding the interpretation of the "Sidewalk Act", Chapter 133, Acts of 1938. It is the sense of the Commission that the law refers only to walkways, etc. along existing highways where they function as facilities on roads under control of the Highway Commission and this will be the policy of the Department in handling requests to build sidewalks, etc.

RESOLVED: That the Chairman, having certified in writing that a certain parcel of land containing 1.55 acres, more or less, comprising a portion of the old Staunton-Jonnings Gap 80-ft. Turnpike (former location of Route 250) and a portion of the land acquired by the Commonwealth from A. S. Bailey, widow, by deed dated August 23, 1938 and recorded in the land records of Augusta County in Deed Book 292, at Page 342, located on the northeast side of and along Route 250 and Project 596 D-2, plan sheets 5 and 6, is no longer needed for the uses of the State Highway System, the conveyance of the said parcel of land to Augusta Motor Sales, Incorporated, of Staunton, by deed of special warranty is hereby approved, and the Chairman is hereby authorized to execute and deliver such a deed in exchange for and in consideration of the conveyance with general warranty to the Commonwealth by the said Augusta Motor Sales, Incorporated, of three (3) certain strips or parcels of land containing 0.48 acre, more or less, and located along and adjacent to the northeast existing right of way (normal width 80 ft.) line of said route and project for the purpose of widening the said existing right of way to the designated one-half of the normal 110-ft. width on the northeast side, and in further consideration of the payment of One Hundred and Twelve Dollars (\$112.00) to the Commonwealth, which is the agreed value of the excess of 1.12 acres, more or less, over the 0.48 acre, more or less, to be conveyed to the Commonwealth, as provided for by Chapter 10, Act of the Virginia General Assembly, approved February 7, 1940.

Moved by Mr. Rawls, seconded by Mr. Barrow, as provided by Chapter 10, Act approved February 7, 1940, that since the parcels of land acquired from Mrs. Minnie Thompson, E. C. Smythors and Charles Cooley, lying outside of the right of way for Route 89, Project 1275 A, South of the Town of Galax, Grayson County, are not needed for the uses of the State Highway System, as certified in writing by the Chairman of the State Highway Commission, the sale of these parcels of land, aggregating approximately 0.40 acre, for a consideration of \$200.00, is approved, and the Chairman is hereby authorized to execute, in the name of the Commonwealth, a special warranty deed making conveyance of these parcels to J. A. Messer. Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin, that, whereas, at a meeting of the Town Council of Gate City on the 27th day of August, 1945, the following resolution was adopted:

"WHEREAS, E. B. Elliott has purchased the lots in the Town of Gate City, Virginia, formerly owned by S. A. Ellis fronting on U.S. Highway #23; and

"WHEREAS, it is the intention of the said E. B. Elliott to acquire title to a portion of the land now owned by the State Highway Commissioner of Virginia for the benefit of the Commonwealth which is adjoining and adjacent to the lots aforesaid and being the unused right of way back of the curb line in front of said lots.

"NOW, THEREFORE, BE IT RESOLVED, and it is hereby resolved by this Council that it has no objection to the said State Highway Commissioner conveying the strip of unused right of way back of the curb line to the said E. B. Elliott, and doth hereby recommend that the said conveyance be made, but said conveyance be made under the express condition that the State Highway Commissioner shall turn over to the Town of Gate City the purchase money received for said conveyance.

"BE IT FURTHER RESOLVED, that a copy of this resolution be mailed to State Highway Commissioner, Richmond, Virginia, and a like copy to Mr. John N. Nicor, State Highway Department, Bristol, Virginia."; and

WHEREAS, J. A. Anderson, Chairman, State Highway Commission, has certified in writing that the land proposed to be conveyed to E. B. Elliott, pursuant to said resolution, is no longer needed for the uses of the State Highway System; and the Chairman has recommended that the conveyance be made in accordance with said resolution.

THEREFORE, BE IT RESOLVED: That the said conveyance is hereby approved and the Chairman is hereby authorized to execute deed of release and quitclaim in accordance with the said resolution, as provided for under Chapter 10, Act of the Virginia General Assembly, approved February 7, 1940. Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin; that, whereas, at a meeting of the Town Council of Gate City on the 4th day of June, 1945, the following resolution was adopted:

"WHEREAS, the Inter-Mt. Telephone Company has purchased a portion of a lot situate in the Town of Gate City, Scott County, Virginia, and being a part of the lots heretofore conveyed to E. B. Elliott and J. D. Bledsoe by W. V. Keys, et ux., the portion of the land now owned by the Inter-Mt. Telephone Company being a small triangular lot situate on the south side of U.S. Route 23, adjoining the Old Highway on the South, and property formerly owned by B. J. Broadwater on the West; and,

"WHEREAS, it is the intention of the Inter-Mt. Telephone Company to acquire title to a portion of the land now owned by the State Highway Department which is adjoining and adjacent to the lot aforesaid in order that there be sufficient space for the Inter-Mt. Telephone Company to erect a building thereon.

"NOW, THEREFORE, BE IT RESOLVED, and it is hereby resolved by this Council that it has no objection to the said Highway Commissioner conveying a portion of the strip of land that the said Highway Department now owns which is adjoining and adjacent to the Inter-Mt. Telephone Company, and doth hereby recommend that the said conveyance be made by the Highway Department to the Inter-Mt. Telephone Company, but that said conveyance be made under the express condition that the Inter-Mt. Telephone Company will erect a building on said lot in accordance with a blue print this day presented to the said Council of Gate City, Virginia, and that the said Inter-Mt. Telephone Company will construct the five foot walk along that side of said lot bordering on U.S. Highway #23, and will also connect the present sidewalk on Old Road to new sidewalk, and thereby making a sidewalk around the entire property now owned by the Inter-Mt. Telephone Company, and further condition that the State Highway Department shall turn over to the Town of Gate City the purchase money received for said conveyance.

"BE IT FURTHER RESOLVED that a copy of this resolution be mailed to State Highway Commissioner, Richmond, Virginia, and a like copy to Inter-Mt. Telephone Company, Bristol, Tennessee." and

WHEREAS, J. A. Anderson, Chairman, State Highway Commission, has certified in writing that the land proposed to be conveyed to the Inter-Mountain Telephone Company, pursuant to said resolutions, is no longer needed for the uses of the State Highway System, subject to the condition and provision in said resolution that the said Company construct, set aside, and dedicate for public use the five-foot sidewalk on and along the northwest side of the land proposed to be conveyed; and the Chairman has recommended that the conveyance be made in accordance with said resolution.

THEREFORE, BE IT RESOLVED: That the said conveyance is hereby approved and the Chairman is hereby authorized to execute a deed of release and quitclaim in accordance with the said resolution, as provided for under Chapter 10, Act of the Virginia General Assembly, approved February 7, 1940. Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following sections of Route 250 in Albemarle 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 January 20, 1945, Project 722 A5,D. That as provided by Chapter 415, Section 8, Act approved March 31, 1932, section 8 shown on the plat referred to be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Barrow, 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 64 in Russell 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 and 7 shown on plat dated March 9, 1945, Project 1252 A, section 3 to revert to the Secondary System. That as provided by Chapter 415, Section 8, Act approved March 31, 1952, section 3-A also shown on the plat be added to the Secondary System as a connection. Motion carried.

Moved by Mr. Rawls, 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 148 in Amelia 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 July 7, 1945, Project 1407 D1, 2, B1. Motion carried.

Memorandum of September 10 from Mr. R. P. Ellison, Executive Assistant, on the recruitment of personnel, was read to the Commission and discussed by each member. They agreed with the analysis of the situation and expect the Department to find ways and means to get the work done and at the same time properly conserve funds and the energy and enthusiasm of the employees.

The Chairman told the Commission of the contents of a letter of August 20 from the Rev. John DuBose of Route 1, Elkton, regarding the immediate improvement of Route 607 in Page County, and his reply.

A detailed statement of estimated revenues and appropriations for 1945-1946 was given to each member of the Commission.

The Chairman read to the Commission a statement prepared for release by the Commission to the Press regarding the hearings on the tentative allocation of funds for the fiscal year 1945-1946 and current highway problems - as follows:

The Commission took careful stock of conditions confronting the Highway System at the War's End, voicing its deep appreciation of the patience and fortitude of the public it serves during the past five years of War and Preparation for War and asks that same public to continue to recognize the handicaps under which we still work. As rapidly as labor becomes available, the Commission will restore Virginia's war-worn highway system and will see that it is properly maintained, improved and modernized. The Commission fully realizes that years of too little labor, too little equipment and the scarcity of materials have left marks it will take a long time to eradicate.

During the past five years, prices have risen in highway work and other fields and employees have left the Highway Department by the thousands for Military Service and War Industry. Only in the last few weeks has there started an all too slow return of workers to the Department.

Our revenues have been curtailed an average of twenty-five per cent for several years and prices have risen more than a third. The net result of this is that highway revenues go only about half as far as they did five years ago.

Because of the stoppage of construction by Federal order, the inability to buy equipment and parts and the loss of thousands of workers, including two thousand salaried employees, our depleted revenues have accumulated. Yet on July 1, 1945, we had a smaller balance with the State Treasurer than on July 1, 1944.

As we have neither the funds nor the right to pay war wages, it may be many months before sufficient labor is available for our needs. There may well be a repetition of the experience we had following World War I and this could be intensified. Writing October 1, 1919, almost a year after the end of the War, Commissioner Coleman said, "The labor situation is still acute, but from the reports we get there is ample labor to carry forward our program, provided the labor can be induced to return to work on a reasonable wage basis."

Even the convict road force has been cut fifty (50) per cent in five years and this depleted force is now used almost exclusively on highway maintenance and in harvesting food crops.

The Commission feels assured that most people in Virginia are aware of conditions and that everyone will exercise patience and good judgment in meeting the situation. Better days are surely ahead and the Commission faces the future with hope and confidence, believing that the coming years will bring better highways and better living for all.

The Commission expects to hold public hearings on Tentative allocations in Roanoke on Tuesday, October 9, for the Bristol, Salem, Lynchburg and Staunton Construction Districts, and in Richmond on Wednesday, October 10, for the Richmond, Suffolk, Fredericksburg and Julpeper Districts. -

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission add to the State System 1.19 miles of road in York County, under Chapter 172, Acts of 1938, as follows:

From present Route 168 at a point 0.386 Mi. East of Queens Creek, South to a point 0.454 Mi. East of Colonial Parkway at the intersection of Route 168.

Motion carried.

The Annual Report of the Commission for the fiscal year ending June 30, 1945, was signed by the Members present and will be forwarded to the Governor in the near future.

The Interregional System of Highways was explained by the chairman and each member was given a copy of the report prepared by R. Marye on the subject together with a copy of the Design Standards adopted for the same. The specific routes or "lines of travel" recommended by the Committee for inclusion within the Interregional system in Virginia were as follows:

1. Route U.S. 1 from the District of Columbia Line to the North Carolina Line.
2. Route U.S. 11 from the West Virginia Line to the Tennessee Line at Bristol.
3. Route U.S. 80 from the Hampton Roads Area to Richmond, thence Route U.S. 250 from Richmond to Staunton, thence an overlap on Route 11 to Lexington, thence Route U.S. 80 west to the West Virginia Line.
4. Finally, a connection between U.S. Route 11 at New Market to Washington via U.S. Route 211.

On motion of General Anderson, seconded by Mr. DeHardit, the Commission approved the following:

1. All routes recommended by the Interregional Highway Committee, with the single exception of the substitution of Route 55 for Route 211 be included in Virginia's portion of the National System.
2. Route 501 from Petersburg south to the N. C. Line, provided the Public Roads agrees to its inclusion within North Carolina.
3. Route 13 from the Maryland Line to Cape Charles, provided the Public Roads approves the addition within Delaware and Maryland.

Motion carried.

DISTRIBUTION OF URBAN FEDERAL AID FUNDS

A brief explanation of the "urban" portion of the 1944 Federal Aid Act was given to the Commission by Mr. Burton Marye, Jr., Traffic and Planning Engineer. Mr. Marye explained that under the provision of the Act there was authorized for expenditure within Virginia on Federal Aid Highways within urban areas of 5,000 population and over, a net sum of \$1,519,776 per year for each of the first three post war years. That the Commission was faced with two specific tasks, first, the delineation of urban areas and second, a general policy in regard to the distribution of urban funds.

Mr. Marye recommended that urban areas be delineated by the municipal limits of cities and towns of 5,000 population and over, and by the county boundaries of Arlington County. Further, that as urban funds had been apportioned by the Congress to the several States in the ratio that the urban population of each State bore to the urban population of the United States, that Virginia follow the same procedure in the allocation of urban funds to the eight construction districts and to the cities and towns within such districts. On motion of General Anderson, seconded by Mr. Barrow, the motion was carried that :

1. Urban areas in Virginia be delineated by the municipal limits of cities and towns of 5,000 population and over and by the county boundaries of Arlington County.

2. Urban Federal Aid funds to Virginia be first distributed to the eight construction districts in the ratio that the urban population within each district bore to the urban population of the State, and that over a period of years each urban place within each district receive its pro rata share of such funds based upon the same formula provided;

- (a) There is clear evidence of need
- (b) The location, type of facility, plans and specifications are approved by the Highway Commissioner, and
- (c) The Municipality agrees to put up its share of the required matching funds.

TWENTY-YEAR PLAN

Mr. Marye explained briefly that:

1. Estimated cost of bringing the rural Primary System to adequate standards for the traffic of twenty years hence would be approximately 422 million dollars.

2. That the estimated cost of urban extensions, based on incomplete data, was between 50 and 60 million dollars.

3. Based upon 30% of available funds being spent upon the Secondary System, it would be possible under certain conditions to, within an 8-year period, hard-surface all roads carrying over 50 vehicles per day and provide either a hard-surface or a stabilized surface for all school bus routes within that same period of time.

4. That by the end of the twenty years it would be possible to increase the Secondary hard-surfaced mileage from the present 7,791 to 17,707 miles, a gain in this type of road of 9,916 miles, and decrease the mileage of unsurfaced road from the present 12,824 to 1,363 miles, a reduction in unsurfaced mileage of 11,461 miles.

5. That our ability to finance the overall program in any stated number of years would depend upon future Federal fiscal policy which would determine the amount, if any, of continued Federal Aid. That our estimate of future revenue include a continuance of Federal Aid at approximately the pre-war level rather than at the higher level authorized for three years by the 1944 Federal Aid Act.

A full report of allocations by districts available for construction from funds for the period 1940-1945, covering work not under way, was given to the members of the Commission together with the following table of construction funds for the fiscal year 1945-1946. -

Tentative Allocation of State Funds	\$8,596,200.
First Post War Year, Primary Federal Aid (Less 10% for Grade Crossings)	<u>3,702,630.</u>
Total Funds	\$12,298,830.

Apportionment of Above Construction Funds

District	Apportionment of \$10,298,830. 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 1956.	Total of Combined Funds
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	Percentage	Amount	Percentage	Amount	
Bristol	13.89	\$1,430,507.	17.85	\$352,600.	\$1,783,107.
Salen	18.27	1,866,665.	14.13	282,600.	1,649,255.
Lynchburg	12.16	1,252,338.	12.39	247,800.	1,500,138.
Richmond	14.86	1,530,406.	10.21	204,200.	1,734,606.
Suffolk	13.65	1,406,790.	13.85	277,000.	1,682,790.
Fredericksburg	7.76	801,249.	6.81	136,200.	937,449.
Culpeper	12.14	1,250,278.	10.42	208,400.	1,458,678.
Staunton	12.25	1,261,607.	14.56	291,200.	1,552,807.
	<u>100.00</u>	<u>10,298,830.</u>	<u>100.00</u>	<u>2,000,000.</u>	<u>12,298,830.</u>

Moved by Mr. Wampler, seconded by Mr. Rawls, that the tentative allocation of funds for the Bristol District for 1945-1946 be as follows:

			<u>Amount</u>
City Street Funds			\$50,015.34
Planning 1%			17,831.07
Landscaping 1%			17,831.07
<u>Route</u>	<u>County</u>	<u>Description</u>	
4	Tazewell	Richlands - Raven	180,000.00
11	Washington	Old Glade - East and West	150,000.00
19	Russell	Hansonville - Washington County Line	100,000.00
25	Scott	Gate City - South	100,000.00
23	Wise	Pound - Kentucky Line	100,000.00
42	Bland	West Int. Route 21 - West	60,000.00
58	Grayson	Near Troutdale - West	150,000.00
72	Scott	Route 71 - North	100,000.00
75	Wise	Norton - Scott County Line	25,500.00
80	Russell	Int. Route 18 - Blackford	75,000.00
80	Washington	Russell County Line - South	120,000.00
83	Buchanan	Grundy, Int. Route 4 - Northeast	62,000.00
89	Grayson	Galax - South	96,357.52
94	Grayson	Fries - Int. Route 88	120,000.00
94	Wythe	Int. Route 52 - South	150,000.00
100	Wythe	Patterson - Carroll County Line	80,000.00
Reserve			<u>50,572.00</u>
1945-1946 Bristol District Total			\$1,783,107.00

Motion carried.

Moved by Mr. Wynn, seconded by Mr. Rawls, that the tentative allocation of funds for the Salem District for 1945-1946 be as follows:

			<u>Amount</u>
City Street Funds			\$92,683.50
Flaming 1%			16,492.55
Landscaping 1%			18,492.55
<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Roanoke and Montgomery	West Glenvar - West	500,000.00
11	Roanoke and Botetourt	Tinker's Creek Bridge and Approaches	90,000.00
24	Bedford	Intersection Route 122 - West	25,000.00
42	Craig	East Newport - East	48,000.00
43	Bedford	End Surface Treatment - North	50,584.50
57	Henry	Bassett - West	47,000.00
11) 100)	Pulaski	Dublin - North and South	190,000.00
100	Carroll	Sylvanus - South	250,000.00
102	Floyd	Montgomery County Line - South	75,000.00
108	Franklin	Penhook - South	50,000.00
820	Roanoke	South Roanoke - South	171,686.90
Reserve			<u>48,515.00</u>
1945-1946 Salem District Total			\$1,649,255.00

Motion carried.

Moved by Mr. Harrison, seconded by Mr. Rawls, that the tentative allocation of funds for the Lynchburg District for 1945-1946 be as follows:

			<u>Amount</u>
City Street Funds			\$60,869.88
Planning 1%			15,001.38
Landscaping 1%			15,001.38
<u>Route</u>	<u>County</u>	<u>Description</u>	
29	Nelson	Bridge and Approaches Rockfish River	75,000.00
29	Pittsylvania	Bridge and Approaches Banister River	54,503.00
41	Pittsylvania	Int. Route 29 (North Danville) - West	100,000.00
58	Pittsylvania	West Danville - West	75,000.00
58	Halifax	Int. Route 501 - Mecklenburg County Line	85,000.00
60	Cumberland	Powhatan County Line - West	85,000.00
130	Amherst	Colony Gate - Int. Route 1006	50,000.00
130	Amherst	Pedlar River - West	255,000.00
360	Pr. Edward	Mottoway County Line - West	175,000.00
480	Campbell	Lynchburg - East	155,000.00
501	Halifax	Halifax - South	100,000.00
	Halifax	South Boston By-pass	154,488.96
		Reserve	<u>44,273.80</u>
		1945-1946 Lynchburg District Total	\$1,500,158.00

Motion carried.

Moved by Mr. Barrow, seconded by Mr. Hawie, that the tentative allocation of funds for the Richmond District for 1945-1946 be as follows:

	<u>Amount</u>
City Street Funds	\$142,298.00
Planning 1%	17,348.08
Landscaping 1%	17,348.08

<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Chesterfield	Walthall Revision	175,000.00
1	Chesterfield	Int. Route 10 and Route 1	60,000.00
1	Dinwiddie	Butterworth Revision	150,000.00
1	Brunswick	Bridge and Approaches Meherrin River	200,000.00
1	Brunswick	Alberta - North and South	150,000.00
10	Chesterfield	Revision at Chester	75,000.00
10	Pr. George	Hopwell - East	75,000.00
48	Brunswick	Bridge and Approaches Meherrin River	85,000.00
60	New Kent	East Bottoms Bridge - East	300,000.00
60	Chesterfield	Richmond - West	176,511.78
60	Dinwiddie	Revision at Ford	77,000.00
		Reserve	<u>64,104.10</u>
		1945-1946 Richmond District Total	\$1,754,806.00

Motion carried.

Moved by Mr. Rawls, seconded by Major Gilpin, that the tentative allocation of funds for the Suffolk District for 1945-1946 be as follows:

	<u>Amount</u>
City Street Funds	\$147,528.17
Planning 1%	16,827.90
Landscaping 1%	16,827.90

<u>Route</u>	<u>County</u>	<u>Description</u>	
10	Surry	Prince George County Line - East	50,000.00
13	Accomack	Maryland Line - South	400,000.00
157	Norfolk	Norfolk - East	131,548.00
60	Princess Anne	Norfolk - East	340,000.00
60	James City	West Toano - West	166,708.78
168	York	West Williamsburg - West	88,353.25
189	Hamsemond	South Holland - South	275,000.00
		Reserve	50,000.00
			<hr/>
1945-1946 Suffolk District Total			\$1,682,790.00

Motion carried.

Moved by Mr. DeHerdin, seconded by Mr. Rawls, that the tentative allocation of funds for the Fredericksburg District for 1945-1946 be as follows:

	<u>Amount</u>
City Street Funds	\$9,488.08
Planning 1%	9,374.49
Landscaping 1%	9,374.49

<u>Route</u>	<u>County</u>	<u>Description</u>	
1	Stafford	Acquia Creek Revision	100,000.00
2	Caroline	South Bowling Green - South	75,000.00
3	Richmond	Potusky Creek - East	75,000.00
3	Stafford	East Fredericksburg - East (Judyville Revision)	40,000.00
17	Stafford	West Falmouth - West	260,860.00
33	King William	Thru West Point	50,000.00
36	Mathews	Int. Route 225 - East	100,000.00
18	King George	East Passapatanzy - East	106,025.67
101	Caroline	Bowling Green - East	75,000.00
		Reserve	28,328.50
1945-1946 Fredericksburg District Total			\$987,449.00

Motion carried.

Moved by General Anderson, seconded by Major Gilpin, that the tentative allocation of funds for the Culpeper District for 1945-1946 be as follows:

			<u>Amount</u>
City Street Funds			\$35,754.53
Planning 1%			14,586.78
Landscaping 1%			14,586.78
<u>Route</u>	<u>County</u>	<u>Description</u>	
7	Fairfax } Loudoun }	Dranesville - West	100,000.00
7	Fairfax	Int. Route 211 - West Falls Church	90,000.00
120	Arlington	Glebe Road, Int. Route 1 - Route 211	232,629.18
250	Louisa } Fluvanna }	Ferncliff - East and West	220,000.00
260	Albemarle	Yancey Mills - West	321,920.15
350	Fairfax	Henry G. Shirley Memorial Highway (State Matching Funds)	585,000.00
Reserve			44,200.80
1945-1946 Culpeper District Total			<u>\$1,459,878.00</u>

Motion carried.

Moved by Major Gilpin, seconded by Mr. Rawls, that the tentative allocation of funds for the Staunton District for 1945-1946 be as follows:

			<u>Amount</u>
City Street Funds			\$77,412.83
Planning 1%			15,528.07
Landscaping 1%			15,528.07
<u>Route</u>	<u>County</u>	<u>Description</u>	
11	Rockbridge	South Steeles Tavern - South	231,000.00
12	Clarke	Boyce - South	63,000.00
12	Augusta	Waynesboro - North	24,000.00
59	Bath	West Warm Springs - West	121,736.73
60	Frederick	West Virginia Line - East	120,000.00
60	Alleghany	Covington - East	160,000.00
211	Page	Luray - East and West	50,000.00
220	Alleghany	Iron Gate - Clifton Forge	225,000.00
259	Rockingham	West Broadway - West Virginia Line	100,000.00
266	Page	South Luray - South	50,000.00
269	Highland	McDowell - West Virginia Line	185,000.00
340	Clarke	Gaylord - North	25,000.00
522	Warren	Remount Station - Chester Gap	75,000.00
Reserve			<u>44,801.33</u>
1945-1946 Staunton District Total			\$1,562,807.00

Motion carried.

On motion of Mr. Rawls, seconded by Major Gilpin, and duly carried, the Commission adjourned at 12:15 P.M.

ATTESTED-

S.W. Rawls
Secretary

APPROVED-

J.A. Anderson
Commissioner.