

Meeting of the State Highway Commission
of Virginia, held in Roanoke
and Richmond respectively
October 9 and 10, 1946

At 1:00 P.M. Monday, October 8, Messrs. E. P. Barrow, S. W. Rawls, and J. A. Anderson, left Richmond by automobile for Roanoke. In Lynchburg they met Mr. Wayles R. Harrison. Tuesday morning, October 9, Messrs. DeHardit, Gilpin and Wyster arrived.

At 9:00 A.M. the Commission met in the City Market Auditorium to hear all those from the Salem, Bristol, Lynchburg and Stanton Districts who were present and wished to be heard on the tentative allocation of funds for the fiscal year 1946-1948.

The meeting adjourned at 2:30. Messrs. Barrow, DeHardit, Harrison, Rawls and Anderson drove to Richmond where they spent the night.

At 9:00 A.M. Wednesday, October 10, the Commission met in the Central Highway Office Building to hear all those from the Richmond, Suffolk, Fredericksburg and Culpeper Districts who wished to be heard on the tentative allocation of funds for the current fiscal year.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the minutes of the September 11 meeting be confirmed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission approve the permits issued from September 11 to October 10, 1946, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Rawls, that the Commission confirm authority by letter ballot to print the report on the Twenty Year Plan as submitted to the Commission September 11. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids opened September 18 for the construction of Project S 630 Cl. 2, 32, Route 49, 0.986 Mi. N. Little Nottoway River- 0.96 Mi. S. Little Nottoway River, to the low bidder, R. H. Reso, Westhampton Station, Richmond, Va., at his bid of \$86,890.01 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$95,560.00 chargeable to this project, financed 100% with State funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 18 for the construction of Project SW-FAP 1236 C3S2, C1S2, C2S2, Alternate Route 1, Four Mile Fork-0.87 Mi. S. of Rappahannock River, to the low bidder, E. W. Hechler, RFD 3, Richmond, Va., at his bid of \$196,646.30 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$216,300.00 chargeable to this project; financed 25% with State funds and 75% Federal funds. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Harrison, that the Commission confirm award of contract on bids received September 18 for the construction of Project S 1401 A,B1,M1, Route 35, 0.064 Mi. N. of NCL Boykins-0.341 Mi. N. of NCL Boykins, to the low bidder, Garrett, Moon & Poole, Blackstone, Va., at their bid of \$53,063.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$58,360.00 chargeable to this project, financed 100% with State funds. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received September 18 for the construction of Project S 187 G; 781 SW1, Route 16, 0.21 Mi. N. of SCL Farmville-0.23 Mi. S. of SCL Farmville, to the low bidder, F. D. Cline, Greensboro, N.C., at his bid of \$80,376.06 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$86,400.00 chargeable to this project; financed 100% with State funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission confirm award of contract on bids received September 18 for the construction of Project S 878 B6, Route 122, Bridge over Gills Creek, to the low bidder, Phillip L. Baird, Romoaks, Va., at his bid of \$29,950.26 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$ 32,900.00 chargeable to this project; financed 100% with State funds. Motion carried.

Moved by Mr. DeHardit seconded by Mr. Rawls, that the Commission confirm award of contract on bids received September 18 for the construction of Projects S 86 SW1; 183 SW1 - 347 SW1, Route 1, Stafford Court House-Falmouth, to the low bidder, B. W. Jackson Contracting Company, Richmond, Va., at their bid of \$4,646.64 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$5,100.00 chargeable to this project; financed 50% with County funds and 50% State funds. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that the Commission confirm award of contract on bids opened September 27 for the construction of Project EN-U-PAP 1400 ES, EI, DI, C, Route 350, 11,508 Miles S. of Intersection of Route 238-Intersection Route 7, to the low bidder, Nello L. Toer Company, Durham, N.C., at their bid of \$436,912.97 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$546,800.00 chargeable to this project; financed with 25% State and 75% Federal funds. Motion carried.

Moved by Mr. Rawls, seconded by Mr. DeHardit, that the Commission award contract for the construction of Project S 814 W2, Route 211, Kensington Street, Intersection Route 237 (Washington Boulevard) Arlington County, to the low bidder, Carson & Gruman Company, Washington, D.C., at their bid of \$79,890.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$87,850, chargeable to this project; financed with State funds with the exception of cost of sidewalk and cost of sidewalk right of way which is to be financed with 50% of Arlington County funds, Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission award contract for the construction of Project 574 EW1, H2, Route 13Y, 2.247 Mi. E. of E.C.L. Norfolk-O.04 Mi. W. of E.C.L. Norfolk, to the low bidder, Southern Equipment Corporation, Norfolk, Va., at their bid of \$202,193.51, that 10% additional be set aside to cover the cost of engineering and additional work; \$4,512.00 for work by State Forces and \$3,420.00 for work by the Virginian Railway, making a total of approximately \$280,300.00 chargeable to this project; financed with Federal funds amounting to \$70,900.00 and State funds in the amount of \$159,400.00. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Barrow, that the change requested by the Town of Franklin in the routing of Routes 58 and 258 be approved as follows:

1. That U. S. Route 58 entering Franklin from the west pass over Clay Street, to the intersection of Fourth Avenue, thence along Fourth Avenue to Mechanic Street, thence along Mechanic Street to Second Avenue, thence along Second Avenue to the east corporate limits of Suffolk.
2. That U. S. 258 entering Franklin from the South pass along South Street to its intersection with Main Street, thence along Main Street to Second Avenue, thence along Second Avenue to the east corporate limits. Motion carried.

A letter to Governor Darden of October 1st, written by the Commissioner, inviting him to attend the Commission meeting and join them at lunch, together with his reply of the 2nd instant, was read to the Commission.

In view of the increased number of requests for traffic lights the Commission is of the opinion that a general policy should be adopted in regard to the minimum warrants to govern the installation of such lights. On motion of General Anderson, seconded by Mr. Lewis, which was duly carried, the following minimum warrants for traffic signals were adopted.

1 MINIMUM VEHICULAR VOLUME WARRANT

Total vehicular volume entering the intersection from all directions shall equal at least 750 vehicles per peak hour in the average day, of which at least 175 shall enter from the minor road or street.

2 HEAVY LEFT TURN WARRANT

Total vehicular volume entering the intersection from all directions shall equal at least 750 vehicles per peak hour in the average day, of which at least 225 shall left turn and cross through an opposing stream of at least equal volume.

3 MINIMUM PEDESTRIAN VOLUME WARRANT

Pedestrian volume crossing the major street shall equal at least 200 persons per peak hour in the average day, during which vehicles entering the intersection from the major street shall equal at least 800 vehicles.

4 COORDINATED MOVEMENT WARRANT

A traffic control signal not justified under any of the preceding warrants may be permitted where there are other signals with which the one under consideration is to be coordinated, provided such coordinated signal will expedite the free flow of traffic.

5 ACCIDENT HAZARD WARRANT

A traffic control signal not justified under any of the preceding warrants may be permitted at intersections where four or more traffic accidents involving death, personal injury, or property damage to an apparent extent of \$25.00 or more, have occurred within a 12-month period, provided that such accidents are of the type susceptible to correction by a traffic control signal. The types of accidents not susceptible to correction by traffic control signalization include the following:

- (a) Rear end collisions. Signalization often increases this type.
- (b) Collision between vehicles proceeding in the same or opposite directions, one of which makes a turn across the path of the other.
- (c) Accidents involving pedestrians and turning vehicles, both moving on the same "Go" signal.
- (d) Other types of pedestrian accidents, if pedestrians do not obey the signals.

RESOLVED: That the Chairman, having certified in writing that a certain portion of the old 60-foot Southwestern Turnpike land on and along the northeast side of Route 11 and property owned jointly by W. O. Goodwin and Icie Goodwin, his wife, between Behon Road, Route 512, and property of LaFrad, at Glenvar in Roanoke County, is no longer needed for State Highway or road purposes, the release and quitclaim of the said portion of Turnpike land, said to contain 0.086 acre, more or less, to the said W. O. and Icie Goodwin, in consideration of and for their conveyance with general warranty to the Commonwealth of all of their property, said to contain 0.025 acre, more or less, lying on the Southwest side of Route 11, and upon which or a portion formerly stood a garage building, is hereby approved, and the Chairman is authorized to execute a deed of release and quitclaim; as provided for by Chapter 10, Acts of the Virginia General Assembly, approved February 7, 1940. The said parcel of land to be conveyed to the Commonwealth is on project 771-C and the said portion of Turnpike is on Projects 771-C and 771-EW-1, both being shown on sheet 3 of plans for Project 771-EW-1, on file in the Central Office of the Department of Highways; and the said portion of Turnpike being also lying southeast of and adjacent to the line "D" to "E" to "A" as shown on a map and survey showing property of "W. O. Goodwin", dated March 1, 1946, made by F. A. Spiggle, State Cert. Land Surveyor; a blueprint copy of said map being on file in the office of the Right of Way Engineer of said Department and marked R/W File No. 78.

Letters from Mr. M. E. Talbot of Norfolk to the Governor and me, suggesting a memorial boulevard to connect the Navy Yard at Portsmouth with the Naval Operating Base in Norfolk was discussed by the Commission. It was moved by General Anderson, seconded by Mr. Rawls that the matter be held for further study and future consideration. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that permit No. 14728, Route 60, Elizabeth City County, issued May 28, 1945, to the G & P Telephone Co. of Va., Newport News, Va., be cancelled as requested. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that permit No. 16891 S, Pittsylvania County Route 544, issued August 21, 1945, to Mr. W. R. Dodd, Dry Fork, Va., be cancelled as requested. Motion carried.

Moved by Mr. Barrow, seconded by Mr. DeHardit, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 238 in York County being no longer necessary for use as a highway the same be abandoned as a part of the Primary System and revert to the Secondary System upon opening of new section in lieu thereof: Section 1 shown on plat dated September 13, 1945, Project 1289 A. Motion carried.

Moved by Mr. DeHardit, seconded by Mr. Rawls, that as provided by Chapter 212, Section 1, Act approved March 19, 1926, and upon recommendation of the Commissioner, the following section of Route 133 in Prince Edward County being no longer necessary for use as a highway the same be abandoned as a part of the Primary System and revert to the Secondary System upon opening of new section in lieu thereof: Section 1 shown on plat dated March 20, 1945, Project 1274 A. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Harrison, that as provided by Chapter 415, Section 8, Act approved March 31, 1932, and upon recommendation of the Commissioner, the following sections of Routes in Pittsylvania County Secondary System be abandoned: Section 2, Route 693, Section 3, Route 729, shown on plat dated August 21, 1945; and that Section 1 also shown on the plat referred to be added to the system. Motion carried.

Moved by Mr. Harrison, seconded by Mr. Rawls, that as provided by Chapter 237, Acts of 1940, and upon recommendation of the Commissioner, the following sections of Route 675 in Shenandoah County being no longer necessary for use as a highway the same be abandoned upon opening of new sections in lieu thereof: Sections 3 and 4 shown on plat dated September 5, 1945, Section A. That Sections 1 and 2 be added to the system in lieu of abandoned sections. Motion carried.

Moved by Mr. Harrison seconded by Mr. Rawls, that the Commission allot to the City of Danville for 1945-1946 the \$500.00 per mile construction fund to be applied against the construction of Project 1443 MBLA, Route 58, the Danville By-pass. Motion carried.

A report and recommendation from Messrs. Killion and Marye was read to the Commission on the subject of additions to the Secondary System and the rescinding of present instructions. It was moved by Mr. Harrison, seconded by Mr. Rawls, that the present instructions on the subject of additions to the Secondary System be rescinded and new instructions issued and sent to the Boards of Supervisors in which no specific time be fixed for considering requests for additions, but that they be considered as the actual need for additions arise; the following letter to be sent to the Boards of Supervisors.

"For sometime we have felt that the procedure for making additions to the Secondary System as provided in the attached copies of letters issued April 4, 1939 and March 23, 1942 is not entirely satisfactory.

Therefore we have given the matter careful study, and have decided on the following procedure:

1. The letters of April 4, 1939 and March 23, 1942 are hereby rescinded.

2. Additions and abandonments to the Secondary System will be made under the provisions of the Secondary Road Law, which is as follows:

"Sec. 8. The local road authorities shall, however, continue to have the powers now vested in them for the establishment of new roads in their respective counties, to become parts of the secondary system of State Highways within such counties; provided, however, that the State Highway Commissioner shall be made a party to any proceeding before the local road authorities for the establishment of any such road, and provided further that when any such board or commission appointed by the board of supervisors to view a proposed road and shall award damages for the right of way for the same to be paid in money, it may be paid by the board of supervisors or other governing body of the county out of the general county levy funds; and, further that no expenditure by the State shall be required upon any new road so established by the local road authorities, except as may be approved by the State Highway Commissioner. The jurisdiction and procedure for abandonment of roads in the secondary system of State highways, shall remain in the local road authorities as now provided by law; provided, however, that the State Highway Commissioner shall likewise be made a party to any such proceeding. The State Highway Commissioner, by and with the approval of the State Highway Commission and the board of supervisors shall have power and authority to make such changes in routes in, and addition to, the secondary system of State highways from time to time, as the public safety or convenience may require.

"That the service of any process or notice in any such proceedings upon the district engineer of the State Highway Department having the supervision of maintenance and construction of highways in any such county, shall be termed sufficient service on the State Highway Commissioner. (Acts 1934, Chapter 140.)"

Board of Supervisors

3 In making additions and abandonments, the supervisors are requested to follow the provisions of the General County Road Law as found in Sections 2039 (2), 2039 (3), 2039 (4), 2039 (5), 2039 (6), 2039 (7), 2039 (8), of the Code of 1930 and Section 9, Chapter #15, Acts 1938.

4 Except in unusual cases the State Highway Commissioner will not concur in the addition of any road to the Secondary System which does not serve at least three houses per mile on the average.

5 Additions and abandonments will be considered by the Commissioner whenever they are presented to him, and not restricted to once a year as required under previous instructions contained in the letters of April 4, 1939 and March 23, 1942.

6 Full report of the action of the Board of Supervisors under Sections 2039 (2), 2039 (3), 2039 (4), 2039 (5), 2039 (6), 2039 (7), 2039 (8) of the Code of 1930 and Section 9, Chapter 315, Acts 1938, must accompany all requests for additions and abandonments except in those cases where the road to be added has previously been established by proper legal procedure, in which event the proceedings should be cited.

It is our desire to cooperate to the fullest extent with the Boards of Supervisors, in the addition of roads to the Secondary System where justification can be established, but we urge you to carefully consider all factors before making any request for additions.

We also request you to give careful consideration to abandoning roads which no longer serve a useful purpose. There are many miles of road on the Secondary System over which there has been no travel for years, and in some cases are actually grown up in bushes and trees, but we have found difficulty in securing their abandonment.

With appreciation for your interest in our mutual problems."

The chairman explained to the Commission that a meeting of the Southeastern Association of State Highway Officials would be held in Atlanta, December 3rd and 4th and recommended that two members of the Commission who desired to go be designated to attend the meeting. The Chairman was authorized to find the two members and place the Commission on a rotation basis to attend future meetings.

A list of projects, for which plans are completed and ready for advertisement, was given to the Commission. The list covered a total expenditure of \$15,782,078.00. The Commission recommended that each project be considered on its merits and that in general no contract be awarded in an amount more than ten percent of the approximate estimate. This was agreed to. On suggestion of Mr. Rawls each member will designate the projects they think should be undertaken first and send the information in to the Commissioner.

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

			<u>Amount</u>
City Street Funds			\$50,015.84
Planning 1%			17,831.07
Landscaping 1%			17,831.07
<u>Route</u>	<u>County</u>	<u>Description</u>	
4	Tazewell	Richlands - Raven	150,000.00
11	Washington	Old Glade - East and West	140,000.00
16	Smyth & Tazewell	Survey - Marion to Tazewell	20,000.00
19	Russell	Hansonville - Washington County Line	20,000.00
23	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
78	Wise	Norton - Scott County Line	23,500.00
80	Russell	Int. Route 19 - 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	96,367.52
94	Grayson	Fries - Int. Route 58	120,000.00
94	Wythe	Int. Route 52 - South	150,000.00
100	Wythe	Patterson - Carroll County Line	60,000.00
Reserve			<u>50,572.00</u>

1945-1946 Bristol District Total

Motion carried. \$1,783,107.00
 \$20,000.00 - Allocation-1945-1946
 20,270.00 - Old Allocation
 \$ 40,270.00 - TOTAL

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

			<u>Amount</u>
City Street Funds			\$92,883.50
Planning 1%			16,492.65
Landscaping 1%			16,492.56
<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	46,000.00
45	Bedford	End Surface Treatment - North	30,584.50
57	Henry	Bassett - West	47,000.00
11) 100)	Pulaski	Dublin - North and South	190,000.00
100	Carroll	Sylvanus - North	250,000.00
102	Floyd	Montgomery County Line - South	73,000.00
108	Franklin	Fenhook - South	60,000.00
220	Roanoke	South Roanoke - South	171,686.90
Reserve			<u>48,315.00</u>
1945-1946 Salem District Total			\$1,649,256.00

Motion carried.

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

	<u>Amount</u>
City Street Funds	\$60,889.68
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	55,000.00
60	Cumberland	Powhatan County Line - West	65,000.00
130	Amherst	Colony Gate - Int. Route 1008	50,000.00
130	Amherst	Pedlar River - West	255,000.00
360	Pr. Edward	Hottoway County Line - West	175,000.00
480	Campbell	Lynchburg - East	155,000.00
601	Halifax	Halifax - South	100,000.00
	Halifax	South Boston By-pass	154,488.96
		Reserve	<u>44,273.60</u>
		1945-1946 Lynchburg District Total	\$1,500,138.00

Motion carried.

Moved by Mr. Harrow, seconded by Mr. Rawls, that the final allocation of funds for the Richmond District for 1945-1946 be as follows:

	<u>Amount</u>
City Street Funds	\$142,298.00
Planning 1%	17,346.06
Landscaping 1%	17,346.06

<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	Bytlerworth Revision	130,000.00
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
46	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
160	Dinwiddie	Revision at Ford	77,000.00
		Reserve	<u>54,104.10</u>
		1945-1946 Richmond District Total	<u>\$1,734,808.00</u>

Motion carried.

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

	<u>Amount</u>
City Street Funds	\$147,526.17
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
18	Accomack	Maryland Line - South	400,000.00
18Y	Norfolk	Norfolk - East	131,548.00
60	Princess Anne	Norfolk - East	340,000.00
60	James City	West Toano - West	166,706.78
68	York	West Williamsburg - West	88,353.25
89	Nansemond	South Holland - South	275,000.00
		Reserve	50,000.00
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		1945-1946 Suffolk District Total	\$1,682,790.00

Motion carried.

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

	<u>Amount</u>
City Street Funds	\$9,488.05
Planning 1%	9,574.49
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
5	Richmond	Totusky Creek - East	75,000.00
8	Stafford	East Fredericksburg - East (Judyville Revision)	40,000.00
17	Stafford	West Palmouth - West	280,860.00
38	King William	Thru West Point	50,000.00
98	Mathews	Int. Route 225 - East	100,000.00
118	King George	East Passapatany - East	105,025.67
101	Caroline	Bowling Green - East	75,000.00
		Reserve	28,326.50
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		1945-1946 Fredericksburg District Total	\$937,449.00

Motion carried.

Moved by General Anderson, seconded by Mr. DeHardit, that the final allocation of funds for the Culpeper District for 1945-1946 be as follows:

			<u>Amount</u>
City Street Funds			\$35,754.33
Planning 1%			14,566.78
Landscaping 1%			14,566.78
<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	Globe Road, Int. Route 1 - Route 211	232,629.16
150	Louisa) Fluvanna)	Ferncliff - East and West	220,000.00
150	Albemarle	Yancey Mills - West	321,920.15
150	Fairfax	Henry G. Shirley Memorial Highway (State Matching Funds)	385,000.00
Reserve			44,200.80
1945-1946 Culpeper District Total			<u>\$1,468,678.00</u>

Motion carried.

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

			<u>Amount</u>
City Street Funds			\$77,412.88
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	281,000.00
12	Clarke	Boyce - South	68,000.00
12	Augusta	Waynesboro - North	24,000.00
39	Bath	West Warm Springs - West	121,756.73
50	Frederick	West Virginia Line - East	120,000.00
60	Alleghany	Covington - East	150,000.00
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	30,000.00
289	Highland	McDowell - West Virginia Line	165,000.00
340	Clarke	Gaylord - North	25,000.00
522	Warren	Remount Station - Chester Gap	75,000.00
Reserve			<u>44,601.30</u>
1945-1946 Staunton District Total			<u>\$1,652,807.00</u>

Motion carried.

The Commissioner spoke on the subject of allocations, construction prices and the shortage of labor. He stated that there are 2,000 salaried vacancies in the Department and thousands of laborers are needed; that the convict force has been cut fifty percent in the last five years and that they had to be transferred from construction to maintenance and be divided with the farmers for the harvesting of food crops. Each member was asked for some expression of opinion and suggestions.

There being no further business the meeting adjourned at noon.

Approved-


Commissioner

Attested-


Secretary