

Minutes of the Meeting of the State Highway  
Commission of Virginia, Held in  
Lexington, October 16-17, 1951.

At 12:30 o'clock, Tuesday, October 16, the State Highway Commission met at the Robert E. Lee Hotel, Lexington, Virginia. Present - Messrs. J. A. Anderson, E. P. Barrow, Burgess E. Nelson, S. W. Rawls, Edward C. Rogers, J. E. Wampler and Tucker O. Watkins, Jr.

Following lunch the meeting was called to order by the Chairman.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the minutes of the meeting of August 14 be approved. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission approve the permits issued from August 14 to October 16, inclusive, as recorded in the Auditing Division. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that the Commission approve the cancellation of permits from August 14 to October 16, as authorized June 25, 1947, and recorded in the Auditing Division. Motion carried.

Moved by Senator Nelson, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1577-03-04, Route 660, Int. Route 611-3.088 MI. S. Int. Route 611, Pulaski County, to the low bidder, Pioneer Construction Co., Inc., Roanoke, Virginia, at the bid of \$79,182.55 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$87,100.00 chargeable to this project. Motion carried.

Moved by Senator Nelson, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1592-01, Route 644, 0.70 MI. E. of W. Virginia Line (E. of Horsepen)-0.45 MI. E. of E. Intersection Route 655, Tazewell County, to the low bidder, McAmis Brothers, N. Tazewell, Virginia, at the bid of \$110,696.58 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$121,750.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1385-04, Route 688, Int. Route 687 (Near Brumley Gap)-Int. Route 80 (Hayters Gap), Washington County, to the low bidder, Walter N. Webber, Lynchburg, Virginia, at the bid of \$40,577.37 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$44,400.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1571-01-02, Route 668, East End Staunton River Bridge at Altavista (Campbell County Line)-1.398 Mi. East, Pittsylvania County, to the low bidder, D. E. Worley Construction Co., Rocky Mount, Virginia, at the bid of \$98,995.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$108,800.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1358-07, Route 615, 0.023 Mi. W. Int. Route 1 (Beechwood)-Int. Route 668 (Jackson Corner), Mecklenburg County, to the low bidder, A. C. Shearer Co., Chapel Hill, N.C., at the bid of \$52,548.26 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$57,800.00 chargeable to this project. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1338-05-05, Routes 622 and 624, Int. Route 622 (Near Delhart)-N.C. State Line AND Int. Route 626-Int. Route 624 (Near Delhart), Grayson County, to the low bidder, Adams & Tate Construction Co., Roanoke, Virginia, at the bid of \$78,715.71 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$84,400.00 chargeable to this project. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1322-01, Route 615, Int. Route 611 (N. of Barbour's Creek P.O.)-Botetourt County Line, Craig County, to the low bidder, Pioneer Construction Co., Inc., Roanoke, Virginia, on REGULAR BID of \$80,179.52 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$86,200.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Projects 1528-07; 1574-08, Routes 609, 670 and 629, Group No. 22; Int. Route 628 (S. of Wharfe Store)-Int. Route 705, Dinwiddie County AND Int. Route 301 (S. Rives School)-0.008 MI. E. Int. Route 608 (S. of Petersburg), Prince George County, to the low bidder, Burton P. Short & Son, Petersburg, Virginia, at the bid of \$61,765.28 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$67,950.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1515-08-08, Route 600, 0.308 MI. E. Int. Route 40-0.672 MI. E. Int. Route 40, Campbell County, to the low bidder, John P. Harvey, Lynchburg, Virginia, at the bid of \$40,859.34 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$44,900.00 chargeable to this project. Motion carried.

Moved by Mr. Wampler, seconded by Senator Nelson, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1512-08-04, Routes 616, 612 and 644, 0.015 MI. E. Int. Route 629 (Near Ordsburg)-Int. Route 629 (Near Concord) AND Int. Route 58 (Near Diamond Grove)-0.110 MI. S. Int. Route 647 (N. of Charlie Hope), Brunswick County, to the low bidder, Jones & Clary Construction Co., Lawrenceville, Virginia, at the bid of \$69,512.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$76,460.00 chargeable to this project. Motion carried.

Moved by Senator Nelson, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1502-04, Route 682, 0.019 MI. W. Int. Route 43 (Kaise Mill)-Int. Route 680 (Panick Mill), Bedford County, to the low bidder, Pioneer Construction Company, Inc., Roanoke, Virginia, at the bid of \$80,542.95 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$88,600.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1507-08-12, Route 615, Int. Route 11 (Near Greenville)-Augusta-Rockbridge County Line, Augusta County, to the low bidder, Yount & Company, Staunton, Virginia, on REGULAR BID of \$126,005.44 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$138,600.00 chargeable to this project. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1597-06, Route 652, Int. Route 72 (Near Tom's Creek)-Dickenson County Line, Wise County, to the low bidder, MeAmis Brothers, N. Tazewell, Virginia, at the bid of \$114,572.55 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$125,800.00 chargeable to this project; the bid being 0.8% over the allowable 10% and the Project having been advertised three times; the action is confirmed. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1514-01-02, Routes 601 and 655, 0.049 Mi. W. Int. Route 602 (Glenmore)-Int. Route 604 (W. of Manteo), Buckingham County, to the low bidder, A. C. Shearer Co., Chapel Hill, N.C., on ALTERNATE BID of \$181,579.20 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$144,500.00 chargeable to this project; additional \$19,856.00 required to be charged against the 1952-55 Federal Aid Secondary allotment plus matching funds to Buckingham County. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received August 15 for the construction of Project 1524-01-02, Route 600, 0.145 Mi. W. of Int. Route 620 (Stony Point Mills)-Int. Route 654, Cumberland County, to the low bidder, Walter N. Webber, Lynchburg, Virginia, at the bid of \$84,089.25 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$92,500.00 chargeable to this project; additional \$52,518.00 required to be charged against the 1952-55 Federal Aid Secondary Funds and matching funds allotted to Cumberland County. Motion carried.

NO BIDS were received August 15 for the construction of Project 1595-03, Route 605, 0.015 Mi. W. Int. Route 751 (Widner Valley School)-0.026 Mi. N. Int. Route 604, Washington County.

NO BIDS were received August 15 for the construction of Project 1325-03, Routes 607 and 670, 0.055 Mi. W. Int. Route 60 (Near Birchleaf)-0.052 Mi. W. Int. Route 600, Dickenson County.

Moved by Senator Nelson, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 15 for the construction of Project 2654-05-08, Route 522, 6.674 Mi. N. NCL Winchester-9.328 Mi. N. NCL Winchester, Frederick County, to the low bidder, Faulconer Construction Co., Charlottesville, Va., at the bid of \$83,522.45, that 10% additional be set aside to cover the cost of engineering and additional work, \$82.00 for work by State Forces and \$4,668.00 for Railroad Work, making a total of approximately \$112,800.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received August 16 for the construction of Project 5142-03-04, Route 6, Widening Bridges over Deep Run and Tuckahoe Creek, Henrico and Goochland Counties, to the low bidder, J. Kannon Ferrin Co., Richmond, Virginia, at the bid of \$15,778.55 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$16,150.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received August 16 for the construction of Project 2099-04-05, Route 17, 0.122 MI. N. Int. Route 615 near Tabbs-2.50 MI. N. Int. Route 635, York County, to the low bidder, W. H. Scott, Franklin, Virginia, at the bid of \$208,468.55, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$229,400.00 chargeable to this project. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 16 for the construction of Project 2520-11, Route 360, 0.018 MI. E. Amelia County Line (E. End Goodes Bridge over Appomattox River)-1.825 MI. E. Nutbree Creek (E. Int. Route 604), Chesterfield County, to the low bidder, Asphalt Paving Service Inc., Richmond, Virginia, at the bid of \$150,847.56, that 10% additional be set aside to cover the cost of engineering and additional work and \$52,220.00 for work by State Forces, making a total of approximately \$198,150.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received August 16 for the construction of Project 2520-06, Route 380, 3.051 MI. W. of W.C.L. Richmond-0.759 MI. W. of W.C.L. Richmond, Chesterfield County, to the low bidder, W. H. Scott, Franklin, Virginia, at the bid of \$528,534.92, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$561,500.00 chargeable to this project. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received August 16 for the construction of Project 2847-02, Route 51, Int. Routes 80 and 51 in Williamsburg-H.C.L. Williamsburg, City of Williamsburg, to the low bidder, Waring and Taylor, Rockfish, Virginia, at the bid of \$12,514.80 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$13,550.00 chargeable to this project. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received August 16 for the construction of Projects 1819-02-03, 2858-07, Route 15, Int. Routes 580 and 47-1, 221 Mi. S. Int. Route 49 (N. of Clarksville), Charlotte and Henningburg Counties, to the low bidder, J. R. Ford Co., Inc., Lynchburg, Virginia, at the bid of \$105,184.08, that 10% additional be set aside to cover the cost of engineering and additional work and \$681.00 for work by State Forces, making a total of approximately \$116,865.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received August 18 for the construction of Project 1964-08, Route 15, 5,277 Mi. E. Int. Route 58 (Near Bowers Hill)-5,945 Mi. E. Int. Route 58 (Broadmoor), Norfolk County, to the low bidder, E. W. Woulfolk, Bowling Green, Virginia, at the bid of \$59,885.85 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$65,875.85 chargeable to this project; additional \$42,850.00 required to be provided in the 1952-53 allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 18 for the construction of Project 1955-02, Route 460, 0,159 Mi. S. Int. Route 219-0,007 Mi. N. Int. Route 219, Giles County, to the low bidder, Steele & Stegge, Rustburg, Virginia, at the bid of \$86,225.70 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$94,847.87 chargeable to this project; additional \$14,850.00 required to be provided in the 1952-53 allocations. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received August 16 for the construction of Project 8221-06-07, Route 12, 2,600 Mi. N. of N.C.L. Boyce-0,482 Mi. N. of S.C.L. Berryville, Clarke County, to the low bidder, Echols Brothers, Inc., Staunton, Virginia, at the bid of \$251,005.88, that 10% additional be set aside to cover the cost of engineering and additional work, and \$8,908.00 for work by State Forces, making a total of approximately \$269,913.88 chargeable to this project; additional \$81,000.00 required to be provided in the 1952-53 allocations. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received August 16 for the construction of Project 6812-05, Route 48, Bridge over Waqua Creek 1.2 Mi. from Danielstown, Brunswick County, to the low bidder, Waring and Taylor, Rockfish, Virginia, at the bid of \$14,098.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$15,508.80 chargeable to this project; additional \$600.00 required to be provided in the 1952-53 allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received August 18 for the construction of Project 2755-02-02, Route 40, Overpass and Approaches Virginian Railway in Kenbridge, 0.017 Mi. W. Int. 6th Avenue-0.158 Mi. W. Int. 6th Avenue, Lunenburg County, to the low bidder, A. J. Ponton, Jr., Morrison, Virginia, at the bid of \$82,596.05, that 10% additional be set aside to cover the cost of engineering and additional work, \$468.00 for work by State Forces and \$758.00 for work by Virginian Railway, making a total of approximately \$81,850.00 chargeable to this project; additional \$9,720.00 required to be provided in the 1952-53 allocations. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received August 18 for the construction of Project 1801-03-03, Route 15, 1.160 Mi. So. of Nelsonia-1.480 Mi. No. Nelsonia, Accomack County, to the low bidder, George and Lynch, Wilmington, Delaware, at the bid of \$405,521.95, that 10% additional be set aside to cover the cost of engineering and additional work and \$110.00 for work by State Forces, making a total of approximately \$446,200.00 chargeable to this project; additional \$79,974.00 required to be provided in the 1952-53 allocations. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received August 18 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material Type H-2, Bristol District, Schedule No. 10-51, to the low bidder, R.G. Pope Construction Company, Bristol, Virginia, at the bid of \$15,007.50, that 10% additional be set aside to cover the cost of engineering and additional work and \$429.00 for work by State Forces, making a total of approximately \$16,980.00 chargeable to this project; additional \$1,850.00 required to be provided from the Bristol District Reserve Fund. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received August 18 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material Type H-2, Bristol District, Schedule No. 11-51, to the low bidder, Adams and Tate Construction Co., Roanoke, Virginia, at the bid of \$10,517.70 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$11,550.00 chargeable to this project; additional \$1,550.00 required to be provided from the Bristol District Reserve Fund. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received August 16 for the construction of Project 4075-01-02, Route 190, Bridge and Approaches North Landing River Pungo Ferry, Princess Anne County, to the low bidder, McLean Contracting Company, Baltimore, Maryland, at the bid of \$218,470.45, that 10% additional be set aside to cover the cost of engineering and additional work and \$55.00 for work by State Forces, making a total of approximately \$240,400.00 chargeable to this project; additional \$125,400.00 required to be provided in the 1952-53 allocations. Although the bid was tabulated as being 10.2% over estimate, the estimate contained a vital error in the item of Electric Conduits and Wiring; had it been written as \$18,000.00 instead of \$1,800.00 it would have been reasonable. Under the circumstances the award to McLean is confirmed. Motion carried.

NO BIDS were received on August 16 for the construction of Route 14, Project 5757-02 - Mathews County; From Mathews O.R.-1.15 MI. South.

Route 80, Project 4550-01 - King William County; 2.70 MI. from Central Garage - King William Courthouse.

Route 14, Project 5748-04 - King and Queen County; From 0.50 MI. E. Stevensville-4 MI. W. of Stevensville.

Moved by Senator Nelson, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 15 for the construction of Project 1645-04, Route 1, Chamberlayne Avenue and Asalea Avenue from Hammond Avenue to Brook Road, City of Richmond, to the low bidder, Atlantic Bitulithic Co., Richmond, Virginia, at the bid of \$355,675.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$290,000.00 chargeable to this project; subject to concurrence by the City of Richmond and receipt of agreement to pay 50% of the cost of the work; the allowable 10% to be reduced by \$10,000.00 to stay within the allocation. Motion carried.

Moved by Senator Nelson, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 20 for the construction of Project 2088-05, Route 17, Toll Collecting Facilities Gloucester Point Approach to the York River Bridge at Yorktown, Gloucester County, to the low bidder, Taller and Cooper, Inc., Brooklyn, New York, at the bid of \$47,550.00 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$52,400.00 chargeable to this project. (Revenue Bond Act Project). Motion carried.



Moved by Mr. Barrow, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1848-03-04-05, Route 301, 0.171 Mi. N. Int. Route 3-3, 548 Mi. S. of South End Potomac River Bridge, King George County, to the low bidder, J. E. Ford Co., Inc., Lynchburg, Virginia, at the bid of \$239,412.89, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,494.00 for work by State Forces, making a total of approximately \$254,850.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1540-05-08, Route 627, 0.182 Mi. E. of E. End of Bridge over Fontaine Creek-0.184 Mi. W. of W. End of Bridge over Fontaine Creek, Greensville County, to the low bidder, Donald H. Selvage, Amherst, Virginia, at the bid of \$42,894.16 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$47,150.00 chargeable to this project. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1891-04-05, Routes 622 and 606, Int. Route 55 (Near Littleton)-W. Int. Route 604, Sussex County, to the low bidder, T. F. Franklin, Salem, Virginia, at the bid of \$78,448.78 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$86,300.00 chargeable to this project. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1853-05-08, Route 662, 2.124 Mi. N. Int. Route 2 (Near Pasconian Springs)-0.041 Mi. S. Int. Route 665 (Near Waterford), Loudoun County, to the low bidder, A. B. Torrance and Co., Inc., Elkton, Virginia, at the bid of \$27,523.40 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$30,300.00 chargeable to this project. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 20 for the construction of Projects 1889-01 and 1889-02, Routes 610 and 628, Group No. 25, 0.094 Mi. W. Int. Route 1 (Near Pine Grove Camp)-Int. Route 551 (Near Ramoth Church), Stafford County-Project 1889-02, Int. Route 640-Int. Route 602 (Revis P.O.) Middlesex County-Project 1889-01, to the low bidder, W. M. McIntosh, Inc., Richmond, Virginia, at the bid of \$12,727.68 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$14,000.00 chargeable to this project. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1540-07-08, Route 619, 0.167 Mi. No. of E. End of Bridge over Three Creek-0.077 Mi. S. of S. End Bridge over Three Creek, Greensville County, to the low bidder, Donald E. Salvage, Ashurst, Virginia, at the bid of \$47,155.04, and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$51,850.00 chargeable to this project. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received September 20 for Furnishing, Delivering and Applying Plant Mixed Bituminous Material Types F-1, H-2, L-5, Culpeper District, Schedule 71-51, to the low bidder, Arlington Asphalt Company, Rosslyn, Virginia, at the bid of \$151,515.72 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$166,450.00 chargeable to this project. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1341-06-09, Route 718, Int. Route 725 (Near Dryburg)-0.086 Mi. S. Int. Route 719, Halifax County, to the low bidder, W. E. Scott, Franklin, Virginia, at the bid of \$109,358.92 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$120,300.00 chargeable to this project; additional \$41,607.00 required to be charged against 1952-55 Federal Aid Secondary allotment plus matching funds to Halifax County. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1335-02-03-04, Routes 608 and 767, Int. Route 806 (Henry)-Int. Route 40 (Ferrum), Franklin County, to the low bidder, H. E. Nuckols, Hollins, Virginia, at the REGULAR BID of \$224,446.68 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$246,800.00 chargeable to this project; additional \$25,171.00 required to be charged against the 1952-55 Federal Aid Secondary Allotment plus matching funds to Franklin County. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Watkins, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1875-05, Route 460, ECL Farville (Bridge Street)-0.507 Mi. E. of ECL Farville, Prince Edward County, to the low bidder, T. E. Brown, Charlotte, N. C., at the bid of \$85,921.20, that 10% additional be set aside to cover the cost of engineering and additional work, \$119.00 for work by State Forces, and \$15, 664.00 work to be done by the Town of Farville, making a total of approximately \$110,800.00 chargeable to this project; additional \$14,800.00 required to be provided in the 1952-55 allocations. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Barrow, that the Commission confirm award of contract on bids received September 20 for the construction of Project 5287-01, Route 258, Vaughan Bridge - Over Nottoway River, Southampton County, to the low bidder, Donald H. Selvage, Amherst, Virginia, at the bid of \$38,100.80 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$59,700.00 chargeable to this project; additional \$5,700.00 required to be provided in the 1952-55 allocations. Motion carried.

Moved by Mr. Barrow, seconded by Senator Nelson, that the Commission confirm award of contract on bids received September 20 for the construction of Projects 2600-01 and 2529-02-03, Route 244, 0.258 Mi. E. Arlington Fairfax County Line-0.340 Mi. W. Arlington-Fairfax County Line AND 1.089 Mi. W. of Int. Route 7 (Baileys L.Roads)-Int. Route 258 at Amundale, Arlington and Fairfax Counties, to the low bidder, Guy H. Lewis & Son, McLean, Virginia, on REGULAR BID of \$254,750.75, that 10% additional be set aside to cover the cost of engineering and additional work and \$661.00 for work by State Forces, making a total of approximately \$280,800.00 chargeable to this project; additional \$40,800.00 required to be provided in the 1952-55 allocations. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rawls, that the Commission confirm award of contract on bids received September 20 for the construction of Project 1695-03-04, Routes 11, 56 and 19, 5.151 Mi. E. of EOL Bristol-2.869 Mi. E. of EOL Bristol, Washington County, to the low bidder, Vesallic Construction Company, Salem, Virginia, at the bid of \$129,174.08, that 10% additional be set aside to cover the cost of engineering and additional work, \$605.00 for work by State Forces and \$180,062.00 by the N & W Railway, making a total of approximately \$272,760.00 chargeable to this project; additional \$122,760.00 required to be provided in the 1952-55 allocations. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Commission confirm REJECTION of bids received September 20 for the construction of Project 2733-06, Route 40, 0.289 Mi. E. Int. Route 622-0.017 Mi. E. of Int. Route 625, Franklin County, the low bid being 24.2% over estimate. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that the Commission confirm REJECTION of bids received September 20 for the construction of Project 1396-06-07, Route 621, Westmoreland County, 0.148 Mi. N. of N. End of Bridge over Nomin Creek-0.404 Mi. S. of So. End of Nomin Creek, the low bid being 13.4% over estimate. Motion carried.

Moved by Mr. Wampler, seconded by Senator Nelson, that the Commission confirm REJECTION of bids received September 20 for the construction of Project 1560-04-05-06-09, Route 600, 0.061 Mi. S. of So. End of Bridge over Aylett Creek-0.061 Mi. N. of N. End of Bridge over Aylett Creek AND 0.118 Mi. S. of So. End of Bridge over Fox Mill Run-0.218 Mi. N. of No. End of Bridge over Fox Mill Run, King William County, the low bid being 12.5% over estimate, Motion carried.

NO BIDS were received September 20 for the construction of Project 1752-08, Route 58, 0.546 Mi. W. of ECL Jonesville-0.650 Mi. W. of ECL Jonesville, Lee County.

NO BIDS were received September 20 for the construction of Project 1899-08, Route 172, 0.028 Mi. S. of Int. Route 171-4.576 Mi. E. of Int. Route 171, York County.

NO BIDS were received September 20 for the construction of Project 5398-02, Route 3, WCL Fredericksburg-0.556 Mi. W. of Fredericksburg, Spotsylvania County.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the Final Budget be approved for the Revenue Bond Projects covering the period of September 1, 1950, through August 31, 1951, in the amount of \$1,225,500. with a reserve maintenance fund of \$485,000.00, Motion carried.

Moved by Mr. Wampler, seconded by Mr. Watkins, that the Commission confirm its letter ballot action authorizing the Chairman, J. A. Anderson, to name five nominees to hold the stock of the Gloucester-Yorktown Ferry Corporation, Motion carried.

Moved by Mr. Watkins, seconded by Mr. Wampler, that the Commission confirm its letter ballot action to donate the purchased stocks, bonds and so forth of the Yorktown-Gloucester Ferry Corporation to the Board of Trustees of the Yorktown Ferry Corporation, this being merely a bookkeeping item, Motion carried.

Moved by Mr. Rawls, seconded by Mr. Rogers, that the 1951-52 budget for the Revenue Bond Projects be approved in the amount of \$1,225,500.00 with a reserve maintenance fund of \$485,000.00. Motion carried.

The Commission was advised that the ferries which were operated by the Highway Department under orders from the Governor because of a strike by the ferry employees, were returned to the owners on September 30, 1951.

Moved by Mr. Wampler, seconded by Mr. Watkins, that whereas, under authority of Section 55-115.2 of the 1950 Code of Virginia, amended, request is made by the City of Alexandria for payment at the rate of \$500. per mile annually on additional streets meeting the required standards,

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$500. per mile annually be made to the City of Alexandria on streets totaling 1,618 miles, effective beginning the second quarter, October 1, 1951. Motion carried.

Moved by Mr. Rawls, seconded by Senator Nelson, that whereas, by terms of an annexation decree in the Circuit Court of the County of Norfolk, effective January 1, 1951, the corporate boundaries of the City of South Norfolk were extended to include within the annexed area the Town of Portlock and adjacent sections of Norfolk County.

NOW, THEREFORE, BE IT RESOLVED, that streets within the annexed area, totaling 14.02 miles and meeting the standards required under Section 55-115.2 of the 1950 Code of Virginia, amended, be added to the designated streets within the City of South Norfolk. The additional 14.02 miles to be made effective for payment at the annual rate of \$500. per mile beginning the third quarter, January 1, 1951. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Watkins, that whereas, under authority of Section 55-115.2 of the 1950 Code of Virginia, amended, request is made by the Town of Salem for payment at the rate of \$500. per mile annually on additional streets meeting the required standards.

NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$500. per mile annually be made to the Town of Salem on streets totaling 0.842 mile, effective beginning the first quarter, July 1, 1951. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that as provided under Article 6.1, Section 55-76.1 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following sections of old Route 62 in Pittsylvania County being no longer necessary for uses as a part of the Primary System they be discontinued upon opening of new sections in lieu thereof; Sections 1, 2, 3 and 4 shown on plat dated June 18, 1951, Project 4671-01. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Wampler, that as provided under Article 6.1, Section 55-76.1 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following sections of old Routes 21 and 52 in Wythe County being no longer necessary for uses as a part of the Primary System they be discontinued upon opening of new sections in lieu thereof; Sections 1, 2, 3, 4, 5, 6, 14, 15 and 16, shown on plat dated September 20, 1950, Project 2898-01-02. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that as provided under Article 6.1, Section 33-76.1, of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following section of old Route 58 in Wise County being no longer necessary for use as a part of the Primary System it be discontinued upon opening of new section in lieu thereof; Section 1 shown on plat dated August 7, 1951, Project 2597-03. Motion carried.

Moved by Mr. Rogers, seconded by Mr. Wampler, that as provided under Article 6.1, Section 33-76.1, of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following sections of old Route 58 in Scott County being no longer necessary for uses as a part of the Primary System they be discontinued upon opening of new sections in lieu thereof; Sections 1, 2, 2A and 3 shown on plat dated August 14, 1951, Project 478-A. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Rogers, that as provided under Article 6.1, Section 33-76.5 of the 1950 Code, Amended, and upon recommendation of the Commissioner, the following section of old Route 258 in Isle of Wight County being no longer necessary for uses as a part of the Primary System it be abandoned to the extent of alteration, a new section having been opened in lieu thereof; Section 1 shown on plat dated August 14, 1951, Project 3246-04. Motion carried.

WHEREAS, in connection with the property acquired by the Commonwealth of Virginia from G. A. Jones, et al, in the latter part of 1950, or thereabouts, for the Lexington Residency Headquarters just south of the Town of Lexington and off Route 11, the Department of Highways, in cooperation with Clover Creamery Company, Incorporated, G.A. Jones, et al, and Nancy W. Scott constructed a JOINT USE SEWER LINE from said property to a connection with the sewer system of the Town of Lexington near the intersection of Routes 11 and 251.

WHEREAS, the location, easement and right of way, extension, construction, etc., of said joint use sewer line was provided for (a) in a certain CONTRACT dated January 5, 1951, by and between the Commonwealth of Virginia, at the relation of the Department of Highways, G. A. Jones, et al, Nancy W. Scott and Clover Creamery Company, Incorporated, recorded in the Clerk's Office of the Circuit Court of Rockbridge County in Deed Book 210 at Page 282; and (b) in a certain AGREEMENT - RIGHT OF WAY EASEMENT dated January 6, 1951, by and between Beatrice M. Copper, et al, the Commonwealth of Virginia, at the relation of the Department of Highways, G. A. Jones, et al, Nancy W. Scott, and Clover Creamery Company, Incorporated, recorded in said Clerk's Office in Deed Book 210 at Page 286.

WHEREAS, the covenant and agreement numbered 9 in said CONTRACT dated January 5, 1951, is in the following words:

"This Joint Sewer Line is and shall continue to be a private sewer line owned and controlled by the parties to this Contract. If and when the Town of Lexington, Virginia, agrees to take over said Line, then all of the parties hereto covenant to convey said Joint Sewer Line and right of way to the Town of Lexington, Virginia."

WHEREAS, in the said AGREEMENT - RIGHT OF WAY EASEMENT dated January 8, 1951, the following words are recited;

"The party of the second part agrees to maintain the sewer line to be constructed until such time as the line may be taken over by the Town of Lexington."

WHEREAS, the Council of the Town of Lexington, at a lawful meeting held on September 20, 1951, unanimously adopted a RESOLUTION duly recorded in the minutes of said meeting in the following words;

"BE IT RESOLVED, WHEREAS, there has been constructed a Joint Private Sewer near the Southern Corporate Limits of the Town by the Department of Highways of Virginia, Alexander Jones, et als. Said sewer line being laid and constructed in an approved manner and it meets with the approval of the Town Manager that said Private Sewer Line be made a part of the public sewer system of the Town of Lexington; and,

WHEREAS, the owners of said sewer line desire to have said sewer made a public sewer and a part of the Town system, provided the Town will accept and receive a deed to the same, whereby said Town will perpetually keep and maintain said sewer line as a part of its Sewer System;

NOW, THEREFORE, the Mayor and Clerk of the Council of the Town of Lexington are hereby directed to execute the deed of gift, accepting said Sewer Line and Right of Way in behalf of said Town, said deed to be recorded in the Clerk's Office of the Circuit Court of Rockbridge County, Virginia.

WHEREAS, the Town of Lexington, acting by and through its Mayor and Town Clerk, as provided in said RESOLUTION, and all of the parties to the said CONTRACT dated January 5, 1951, except the Commonwealth of Virginia, at the relation of the Department of Highways, have executed a DEED dated August 11, 1951, by which the said parties granted and conveyed unto the Town of Lexington, Virginia, all of their right, title and interest in and to the sewer lines (said joint use sewer line) and rights of way which were the subject matter of the said CONTRACT dated January 5, 1951, and said AGREEMENT - RIGHT OF WAY EASEMENT dated January 8, 1951, and recorded as aforesaid, in consideration of the premises and that the Town of Lexington will perpetually maintain said sewer lines (said joint use sewer line) as a part of the public sewer system owned and operated by the Town of Lexington; and in order to complete the said grant and conveyance it is necessary that the said DEED dated August 11, 1951, be executed by and on behalf of the Commonwealth of Virginia, at the relation of the Department of Highways; and

WHEREAS, the State Highway Commissioner has certified in writing that since the Town of Lexington has agreed, as evidenced by its execution of the said DEED dated August 11, 1951, to perpetually maintain the said sewer lines (said joint use sewer line) as a part of its public sewer system, it is no longer necessary, in connection with the supervision, operation, construction and maintenance of the public highways and roads of the Commonwealth of Virginia for the Commonwealth of Virginia, or the Department of Highways, to be vested with any of the right, title or interest or to be further subject to any of the obligations, covenants and agreements which were granted and conveyed, and imposed and recited in the said CONTRACT dated January 8, 1951, and said AGREEMENT - RIGHT OF WAY EASEMENT dated January 8, 1951; and the said State Highway Commissioner has recommended that he be authorized to execute the said DEED dated August 11, 1951, in the name of and on behalf of the Commonwealth of Virginia, at the relation of the Department of Highways.

NOW, THEREFORE, BE IT RESOLVED, that in consideration of the premises and of the execution of the said DEED dated August 11, 1951, in the name of and on behalf of the Town of Lexington, Virginia, and pursuant to Article 6.1 and/or Article 6.2, Chapter 1, Title 55, of the 1950 Code of Virginia, as amended, the State Highway Commissioner be, and he hereby is authorized to execute the said DEED dated August 11, 1951, in the name of and on behalf of the Commonwealth of Virginia, at the relation of the Department of Highways.

Very full and careful consideration was given by the Commission at its meeting in Lexington on October 18 to the refusal of W. H. Scott, Inc., to execute contract on his low bid received May 22, 1951, for the construction of Project 1601-08-09, Route 13, 1.160 MI. S. Nelseonia-1.460 MI. N. Nelseonia, Accomack County. It was noted that the Department's engineers advised as follows:

"The contractor, Mr. Scott, shortly after the error in his bid had been discovered, came to this office bringing with him his work sheets which showed in what manner the error most probably occurred. On the work sheets the written words showing unit prices were not shown. The numerical figures which did show the unit prices had at one time been erased and were somewhat blurred. The extensions, however, were perfectly clear. Mr. Scott explained that in transferring the unit figure of \$5.35 per square yard for concrete pavement onto the bidding proposal, he mistook the figure '5' for '5', which latter was shown on the bid received. It seems crystal clear that this had to be an inadvertent mistake. There could be no possible advantage to the contractor in making such an error.

"It seems to us that the case is quite parallel to one described on Page 44 of the August issue of ENGINEERING NEWS RECORD, herewith attached. In this parallel case an employee of a contractor in bidding on a large school project wrote in \$2,689, in lieu of \$25,289. However, the School Board insisted upon full compliance with the terms of the contractor's bid. The contractor then brought legal action to recover. The Supreme Court of the State of Nebraska rendered a decision in favor of the contractor."



In view of the above, including the decision of the Nebraska Supreme Court, and the recommendation of the Department's engineers, it was moved by Mr. Rawls, and seconded by Mr. Barrow, that the Commission exact no penalty from the contractor. Motion carried.

Moved by Mr. Watkins, seconded by Mr. Rogers, that the Commission name the new bridge over the Dan River at South Boston the "John Randolph Bridge" and that the Chairman advise the local interested officials that this action has been taken, that name plates be furnished, the cost of the plaques to be taken care of by the Town of South Boston and Halifax County. Motion carried.

The following letter was presented to the Governor and the Budget Advisory Committee by the Commissioner on Tuesday, October 9. Copies of this letter were sent to each Member of the Commission. The various items discussed in this letter were fully considered by the Members of the Commission and it was the consensus that the statements made were timely. It is felt that as the General Assembly for 1952 gets underway that many of these matters will be considered by the appropriate committee. The Commissioner was directed to keep the Members of the Commission informed as to the status of the various problems before the Commission.

Re - Highway Budget 1952-54.

In submitting our Budget two years ago in October 1949, I said -

"If it is expected that our highways be brought to reasonable standards in 5 or 6 years then our anticipated revenues will be entirely inadequate. If, however, the people are willing to accept the rate of progress set forth in the 20-Year Plan submitted to you about four years ago, then our funds may be reasonably adequate." I wish that I could bring you today as optimistic outlook as I voiced two years ago.

There is accumulating a great mass of evidence that our people are far from satisfied with the progress we are making on the three parts of our overall program. The Commission might be likened to an old fellow who has three sets of children. He has the tremendous job of looking after all the children of each group.

First - There is the modernization and rebuilding of our nine thousand mile Primary System - One of the major items in this is furnishing about 2,000 miles of dual lane highways at an approximate cost of \$100,000.00 per mile. This calls for \$200 million. Bringing to modern standards several thousand miles of the next most important primary roads will cost another \$200 million.

Second - Giving reasonably adequate service on the 39,000 miles of Secondary Roads in 97 of our counties is a staggering problem. Traffic, that a few years ago was content with a passable year round road, now demands that no more work be done on the important, money-making arteries of the Primary System until their Secondary Roads are rebuilt and hardsurfaced. Only one of our 97 counties is so favored by nature that funds available to it are fully adequate. Ninety-six counties have funds that vary from fairly adequate to less than 10¢ on a dollar of need.

Third - Helping our Cities and Towns with their problems of traffic congestion and arterial street improvement becomes increasingly costly and difficult. More urban funds are needed just as more funds are needed on our Primary and Secondary Systems.

So the old chap with three sets of needy and demanding children can expect louder and more insistent cries for life's necessities. No children are satisfied in the 1950's with bare minimum essentials. They want the advantages that other children have. They want roads that are in keeping with the motor vehicles that use them.

Here are a few of the Highway Problems that make for an intricate, complex and exceedingly difficult situation.

Our Highways have never been abreast of the motor vehicle. Roads built 20 to 25 years ago are obsolescent, dangerous and hopelessly inadequate. The task of giving Virginia a modern Highway System is greater than getting main routes out of the mud in the 20's and early 30's. To add to the problem thousands of bridges must be rebuilt.

From 1940 to 1950 motor vehicle registration in the U. S. increased 50%. In Virginia the increase was 89%. This is 78% above the National average. The reason for this is probably found in the fact that for 10 years or more Virginians have enjoyed full employment at good wages. Also our increase in population almost doubled the National average.

In five years, '46 to '51, traffic on the Virginia Primary System jumped 86.8%. On many roads the increase in five years has been 100% or more. Imagine the congestion that results from such increases - increases that are above the National average.

Every month since September 1946 has been a peak month for highway traffic in Virginia. There is no end to the growth in sight.

Revenues are up but increases do not equal additional costs.

We are more than grateful for the increases in wages and salaries granted by the Governor with your aid and advice.

In spite of these increases, which we old-timers regard as generous, our first problem is to find ways to attract and hold talented young men and women. Their talents are needed to cope with the complex problems of our Highway System of today and tomorrow.

Right of Way costs are increasing more rapidly than other highway costs. Frequently the State pays property owners for values the State has created. Because adequate right of way cannot be secured at reasonable prices routes are made dangerously inadequate by uncontrolled access from road-side developments.

The problem of the Toll Road is on us. We cannot visualize a Toll Road System, yet a few hundred miles of Toll Roads could endanger our whole State System of more than 48,000 miles.

It is but natural that the problems of the Highway Commission are taken for granted by most of our citizens. When our city, county and town officials and community leaders understand highway problems it is likely that an adequate highway program would be fully supported. The relationship of highway transport to Education, Agriculture, Industry and our entire Economy and way of life should be well known to all our leaders. The proper size, weight and speed of commercial vehicles should be determined. Probably our schedules of fees, penalties and road regulations should be restudied.

It is good indeed to see that the toll of highway accidents is being carefully investigated. I am sure that Virginia's high rates will be reduced.

What funds are required to adequately meet the needs of Virginia's Highway System?

The above and other problems which are brought to the Governor and his advisers may call for full study during the coming biennium by a committee appointed by the Governor and the General Assembly. Their study might well determine how more adequate service can be given the people of Virginia with the funds available.

May I end this presentation with a paragraph used in 1949-

"Because of your determination to keep our Department and Highway System free from Partisan strife and our funds free from diversion we hope to be able to justify your trust in us and give Virginia in due course a Highway System free of debt and second to none."

The State Highway Commission wishes to thank you for your continual interest and help.

Moved by Mr. Rogers, seconded by Senator Nelson, that the State Highway Commission approve the purchase of a certain tract of land containing about 148 acres, together with a certain 80-foot right of way, located approximately one-half mile north of Route 560 and on Routes 619 and 650, in Richmond County, from Claude L. King and Ines Harvey Winstead, for the sum of Fourteen Thousand (\$14,000.00) Dollars, for the location and maintenance of a permanent Convict Road Force Camp site; as provided for by Section 53-109.1 of the 1950 Code of Virginia, as amended, and as recommended and requested by General J. A. Anderson, State Highway Commissioner, in his letter to the State Highway Commission under date of October 9, 1951. Motion carried.

A discussion as to the duties and responsibilities of the various chief officers of the Highway Department resulted in the following:-

It was agreed that most of our principal officers had not only had their duties vastly increased due to such items as Secondary and Urban Federal Aid, Increased Traffic, the Revenue Bond Act, etc., and that most of these principal officers have had their staffs, both secretarial and clerical, increased. It was pointed out that the routine duties of the Commissioner took more and more time. It was moved by Mr. Rawls and seconded by Mr. Rogers that the Commissioner be authorized and empowered to appoint a Deputy Commissioner who could act for him in his absence and relieve him of many details of the work of his office. Motion carried.

The Commissioner was instructed to clear this matter with our Assistant Attorney General, Mr. Bowles, and to give necessary instructions to the appointee regarding his additional duties and responsibilities. It was supposed that our Chief Engineer, Mr. C. S. Mullen, would be named Deputy Commissioner.

WHEREAS, the State Highway Commissioner, J. A. Anderson, has certified in writing that the residue of certain right of way acquired by deed, from the J. D. Farish Estate, in connection with the construction or other improvement of Route 501, Project 1816-01, Caroline County, is not needed for the uses of the State Highway System; and WHEREAS, the Commonwealth has acquired additional right of way from Mary J. Edwards, et al, needed for the construction or other improvement of abovesaid project, by option-agreement dated April 17, 1951, which instrument provided for the conveyance of the abovesaid residue of land to said Edwards, et al, as part of the consideration; NOW, THEREFORE, BE IT RESOLVED, that in consideration of the premises, the Commissioner is hereby authorized, as provided for under Title 58, Chapter 1, Code of Virginia of 1950, as amended by Chapter 403, Acts of Assembly of 1950, to execute a deed of special warranty to the abovesaid property owners.

WHEREAS, the State Highway Commissioner, J. A. Anderson, has certified in writing that a portion of the lands acquired from John S. Akers and Hattie G. Akers, his wife, on Project 2098-04, Route 52, Wythe County, is not needed for the uses of the State Highway System; and WHEREAS, the Commonwealth has acquired certain lands from Edd Jennings for the construction or other improvement of Project 2098-06, Route 52, in accordance with the provisions of an option-agreement dated September 10, 1951, which instrument provided for the conveyance of the said portion of land declared as not needed for Highway purposes to Edd Jennings; NOW, THEREFORE, BE IT RESOLVED, that in consideration of the premises, the Commissioner is hereby authorized, as provided for under Title 55, Chapter 1, Code of Virginia of 1950, as amended by Chapter 403, Acts of Assembly of 1950, to execute a special warranty deed to the abovesaid property owner.

WHEREAS, J. A. Anderson, State Highway Commissioner, has certified in writing that two lots or parcels of land and all appurtenances thereunto belonging acquired by the Commonwealth, in connection with the construction of Alternate Route 58, Project 1771-07, Pittsylvania County, from Odell Hancock by deed, recorded in Deed Book 329, Page 552, are not needed for the uses of the State Highway System; NOW, THEREFORE, BE IT RESOLVED, that the said lots or parcels of land and all appurtenances thereunto belonging be advertised for sale and that if a satisfactory bid is received, the Commissioner is authorized as provided for under Title 55, Chapter 1, Code of Virginia of 1950, as amended by Chapter 403, Acts of Assembly of 1950, to execute special warranty deed to the party submitting such satisfactory bid for the said lots or parcels of land and all appurtenances thereunto belonging.

WHEREAS, the State Highway Commissioner, J. A. Anderson, has certified in writing that the five lots or parcels of land and all appurtenances thereunto belonging acquired from the heirs of W. B. Fowlkes Estate by deed, recorded in the Clerk's Office of Pittsylvania County in Deed Book 257, Page 349, is not needed for the uses of the State Highway System; NOW, THEREFORE, BE IT RESOLVED, that the said lots or parcels of land and all appurtenances thereunto belonging, be advertised for sale and that if a satisfactory bid is received, the Commissioner is authorized as provided for under Title 55, Chapter 1, Code of Virginia of 1950, as amended by Chapter 403, Acts of Assembly of 1950, to execute special warranty deed to the party submitting such satisfactory bid for the said lots and parcels of land and all appurtenances.      Route Alt. 58, Project 1771-07.

Moved by Mr. Rawls, seconded by Mr. Watkins, that whereas, under authority of Section 53-113.2 of the 1950 Code of Virginia, amended, request is made by the Town of Bedford for payment at the rate of \$500.00 per mile annually on additional streets established prior to July 1, 1950, and meeting the required standards. NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$500.00 per mile annually be made to the Town of Bedford on streets totaling 0.94 mile, effective for payment beginning the first quarter, July 1, 1951. Motion carried.

Moved by Mr. Wampler, seconded by Mr. Watkins, that whereas, under authority of Section 53-113.2 of the 1950 Code of Virginia, amended, request is made by the Town of Galax for payment at the rate of \$500.00 per mile annually on additional streets established prior to July 1, 1950, and meeting the required standards. NOW, THEREFORE, BE IT RESOLVED, that quarterly payments at the rate of \$500.00 per mile annually be made to the Town of Galax on streets totaling 0.95 mile, effective for payment beginning the first quarter, July 1, 1951. Motion carried.

Moved by Senator Nelson, seconded by Mr. Rogers, that whereas, Sections 53-50.1, 53-50.2 and 53-50.4 of the 1950 Code of Virginia, amended, offer incorporated towns of less than 3500 inhabitants three choices for maintenance, improvement, construction and reconstruction of eligible streets which are not a part or extension of the State Highway Primary System, said three choices being as enumerated in the Commissioner's letter of May 7, 1950, to all towns under 3500 population; NOW, THEREFORE, BE IT RESOLVED, that from this date henceforth it shall be the policy of the Commission not to permit any such town to change its choice of maintenance, and that if such a change is desired the town will have to secure it by an Act of Legislature. Motion carried.

A report and map were handed General Anderson by District Engineer Kastner regarding roads at proposed airfield in Albemarle County. The following gentlemen from Charlottesville, Albemarle County and the proposed industry appeared before the Commission in Lexington on October 16 and developed the project for some forty minutes.

Mr. J. E. Bowen, City Manager, Charlottesville  
Mr. R. H. Perry, Secretary, Chamber of Commerce, Charlottesville  
Mr. D. A. Robinson, County Executive, Albemarle County  
Mr. Henry Childs, Supervisor, Crozet  
Mr. E. J. Ballard, Supervisor, Ivy  
Mr. W. W. Wood, Earlyville  
Mr. A. R. Van Gorden, Specialties Inc., Syosset, L.I. and  
Charlottesville.

It was explained to the group (without any understanding or agreement being reached) that it was the policy of the Commission to require the industry to put up 50% of the cost of the roads required (minutes of May 2-3, 1948). It was explained also that if any primary funds were used they would be Culpeper District Primary Funds. Further, that if any secondary funds were used they would be Albemarle County Secondary Funds; that the Commission had no other funds and no authority to allocate or appropriate special funds. The group is very much in earnest about getting the industry which they think will employ some 400 people, thinking it is their one opportunity to secure a reasonably adequate airfield.

It was explained to them that the section in the law relating to the construction of airfields was in the nature of authorization and carried no allotment of funds.

The industry is prepared to buy the land and start construction immediately. The group was advised that the abandonment of secondary roads would have to be by the Board of Supervisors with the consent of the State Highway Department. Further, that the addition of public roads to the Secondary System would also have to be by the Board of Supervisors of Albemarle County with the agreement of the Highway Department.

In the period reserved for comments and suggestions by Members of the Commission it was pointed out to the Commissioner that District Engineers should have adequately trained assistants who can not only help them with their work but take over as Acting District Engineer at any time.

Mr. Barrow brought before the Commission the proposal of the School Board of Brunswick County to locate the Central High School on a suitable tract between Lawrenceville and Route 1, but some distance to the south of Route 46. It was agreed by the Commission that it was within the province of the Board of Supervisors of Brunswick County to open the necessary public roads to the school. Mr. Barrow was assured that if the Board of Supervisors requested it that such roads would be given full consideration for acceptance into the Secondary System.

WHEREAS, the State Highway Commissioner, J. A. Anderson, has certified in writing that a certain portion of land acquired from the Valley Turnpike Company by deed dated August 31, 1918, for the Valley Turnpike shown on Project 875-F, Route 53, Frederick County, is no longer needed for the uses of the State Highway System; and WHEREAS, the adjoining property owner, the Atlantic Refining Company, has submitted a satisfactory bid and requested that the land no longer needed be conveyed to it. NOW, THEREFORE, BE IT RESOLVED, that in consideration of the premises, the Commissioner is hereby authorized, as provided for under Title 53, Chapter 1, Code of Virginia of 1950, as amended by Chapter 405, Acts of Assembly of 1950, to execute a special warranty deed to the abovesaid company for that portion of land no longer needed.

WHEREAS, Section 46-336 of the Code of Virginia of 1950 provides that the State Highway Commission may, by general or special order, which may be amended or rescinded from time to time, increase the maximum weights permitted on the road surface of certain highways, or parts thereof, such as in the opinion of the Commission are capable from the standpoint of the design, strength and condition, of carrying such maximum weights as prescribed in Sub-sections (3) and (4) of this section; and WHEREAS, Sub-section (3) of said Section provides maximum limits of 18,000 pounds axle weights and gross weights of 40,000 pounds for vehicles having three or more axles; and WHEREAS Sub-section (4) of said Section provides maximum limits of 18,000 pounds axle weights and gross weights of 50,000 pounds for vehicles having four or more axles; and WHEREAS, Section 46-337 provides that the State Highway Commission shall cause every highway or part thereof, on which the maximum weight per axle and the maximum gross weight have been increased as provided in the preceding Section to be marked with appropriate signs indicating respective weight limits permitted; NOW, THEREFORE, be it resolved that the State Highway Commission under authority of Section 46-336 of the Code of Virginia of 1950 prescribed in Sub-sections (3) and (4) of said Section and hereby orders that appropriate signs be thereon posted;

<u>Route</u>	<u>From</u>	<u>To</u>	<u>Length (Miles)</u>
12	Alma	Rt. 211 at Luray	10.45
15	Rt. 50 at Gilberts Corner	Rt. 22 near Gainesville	13.89
58	Rt. 1 at South Hill	Rt. 618 at LaGrasse	2.85
208	Rt. 522 North of Mineral	Rt. 1 at Four Mile Fork	29.51
	(The 50,000 pound weight limit on Rt. 208 is not effective until the construction of the bridge over North Anna River is completed.)		
258	Rt. 32 at Benns Church	Route 17	2.89
522	Route 22 at Mineral	Rt. 208 North of Mineral	5.65
		TOTAL	64.81

This addition makes a total of 5,456.55\* miles in the 50,000 pound system and 56.72 miles in the 40,000 pound system.

\*5,455.68 miles in the Primary System  
0.85 miles in the Secondary System.



WHEREAS, the Chairman of the State Highway Commission, J. A. Anderson, has certified in writing that certain parcels of land previously recommended to be quitclaimed to W. L. Leonard and Sarah L. Leonard, his wife, be reviewed for the consideration of conveying this same land to said Leonard by special warranty deed, and WHEREAS, the said property owner has submitted a written request that this conveyance be altered from a quitclaim to a special warranty deed, and WHEREAS, the Commission has already recommended and passed on a quitclaim deed to the abovesaid property owner by a resolution adopted at a meeting of the State Highway Commission held on the 12th day of October 1950, in the following words:

"WHEREAS, the Chairman of the State Highway Commission, J. A. Anderson, has certified in writing that certain parcels of land acquired from Lelia Blair Northrop by deed dated July 26, 1950, in connection with Routes 60 and 161, Project 174-H, Chesterfield County, Virginia, is not needed for the uses of the State Highway System, and WHEREAS, the Commonwealth has acquired certain lands from W. P. Leonard, for the construction of Routes 60 and 161, Project 174-H, in accordance with the provisions of an option-agreement dated August 7, 1950, which instrument provides for the conveyance of the said parcels of land acquired from Lelia Blair Northrop to said Leonard, NOW THEREFORE, BE IT RESOLVED, that in consideration of the premises, the Chairman is hereby authorized as provided for under Title 55, Chapter 1, Code of Virginia of 1950, as amended by Chapter 403, Acts of Assembly of 1950, to execute a quitclaim deed to said Leonard for the said parcels of land."

NOW, THEREFORE, BE IT RESOLVED, that in consideration of the premises, the Chairman is hereby authorized as provided for under Title 55, Chapter 1, Code of Virginia of 1950, as amended by Chapter 403, Acts of Assembly of 1950, to execute a special warranty deed to the abovesaid property owner for said parcels of land.

Moved by Mr. Watkins, seconded by Mr. Barrow, that whereas, by terms of an annexation decree in the Circuit Court of the County of Pittsylvania, effective July 1, 1951, the corporate boundaries of the City of Danville were extended to include within the annexed area certain portions of roads in the Primary System and other Streets formerly in Pittsylvania County, NOW, THEREFORE, BE IT RESOLVED, that the following extensions of Primary System routes be added to the designated Streets within the City of Danville for payment of the basic rate of \$4,000. per mile, as provided under Section 55-113 of the 1950 Code of Virginia, amended;

Route 29 - From the new SCL to the old NCL Danville -----	5.12 Mi.
Route 29 - From the old NCL to the new NCL Danville -----	1.67 Mi.
Route 29 (Alternate) - Connection in Danville, Intersection of Rt. 29 to the north intersection of Rt. 29 -----	6.18 Mi.
Route 41 - From the intersection of Route 29 to the new NCL Danville -----	1.10 Mi.
Route 58 - From the old NCL Danville to the north intersection of Alternate Route 29 -----	0.98 Mi.
Route 58 - From the south intersection of Alternate Route 29 to the new NCL Danville -----	1.65 Mi.
Route 86 - From the old SCL to the new SCL Danville -----	0.60 Mi.
<b>TOTAL ADDITION</b>	<b>15.80 Mi.</b>

BE IT FURTHER RESOLVED, that under the authority of Section 55-115.2 of the 1950 Code of Virginia, amended, that the City of Danville receive quarterly payments at the annual base rate of \$300. per mile on additional annexed streets totaling 9.90 miles and meeting the required standards.

The above changes to be effective for payment to the City of Danville beginning the first quarter, July 1, 1951. Motion carried.

Moved by Mr. Watkins, seconded by Senator Nelson, that whereas, by resolution of the Town Council of Farmville dated August 14, 1951, request is made for recognition of its status as a Town exceeding 3500 population. NOW, THEREFORE, BE IT RESOLVED, that under authority of Section 55-113 of the 1950 Code of Virginia, amended, the Town of Farmville be made eligible to receive quarterly payments at the annual base rate of \$4000. per mile on Primary System Street extensions, effective beginning the first quarter, July 1, 1951, as follows:

Route 15 - From the NCL Farmville east on Oak and High Streets; thence south on Main Street to the SCL Farmville -----	1.502 Mi.
Route 45 - From the NCL Farmville south on Main Street to the intersection of Route 15 at High Street -----	0.436 Mi.
Route 460 - From the ECL Farmville at Bridge Street west on Third Street to the NCL Farmville at Appomattox St. -----	0.565 Mi.
<b>TOTAL</b>	<b>2.501 Mi.</b>

BE IT FURTHER RESOLVED, that under authority of Section 55-115.2 of the 1950 Code of Virginia, amended, that the Town of Farmville be made eligible to receive quarterly payments at the annual base rate of \$300. per mile on other streets totaling 11.695 miles and meeting the required standards, effective beginning the first quarter, July 1, 1951. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that whereas, the Town of Narrows by letter of June 24, 1950, requested the Department of Highways to assume maintenance of such streets as were eligible under Section 35-50.4 of the 1950 Code of Virginia, amended, and WHEREAS, the Department of Highways did not take over the eligible streets due to a Town project involving the installation of water and sewer mains in those streets, and WHEREAS, the Town supervised the installation of the utilities and provided reasonable traffic service and repaired the pavement damage, they now, by resolution of the Town Council dated October 1, 1951, ask to take over the maintenance of their streets themselves, NOW, THEREFORE, BE IT RESOLVED, that they be allowed to maintain their streets which are not a part of the State Primary System, and that they receive from the Highway Commission, effective July 1, 1950, payment at the rate of \$500. per mile per year for those streets found eligible under terms of Section 35-50.2 of the 1950 Code of Virginia, amended. Motion carried.

WHEREAS, the State Highway Commission, an agency of the Commonwealth of Virginia, has heretofore adopted a resolution authorizing the issuance of \$19,000,000 State of Virginia Toll Revenue Bonds (Series 1949) and the execution and delivery of a Trust Indenture securing said bonds, and WHEREAS, Section 506 of the said Trust Indenture requires the Trustee to maintain a Reserve Account in the Sinking Fund for the purpose of reserving funds sufficient to meet interest payments on the bonds and maturing principal on the serial bonds whenever and to the extent that the remaining moneys in the Sinking Fund shall be insufficient, this amount now being estimated at \$1,077,900, and WHEREAS, Section 602 of the said Trust Indenture provides for the investment of moneys in the said Reserve Account in direct obligations of the United States Government; NOW, THEREFORE, BE IT RESOLVED, by the State Highway Commission that the Trustee be instructed to invest the said \$1,077,900 now deposited in the Reserve Account of the Sinking Fund in the United States Savings Notes Series "A", and that this investment be maintained by the Trustee until such time as it may be proper to withdraw it, according to all provisions of the said Trust Indenture.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the State Highway Commissioner's authorization to act for and on behalf of the State Highway Commission relating to classifying, designating and marking State Highways, posting signs, markers and establishing speed limits, be affirmed and ratified. Motion carried.

Moved by Mr. Barrow, seconded by Mr. Rawls, that the Virginia Department of Highways manual entitled "Road and Bridge Specifications" dated January 1, 1947, together with current amendments be approved; that the State Highway Commissioner be hereby authorized to make such changes, alterations or amendments thereto, from time to time, as he shall deem necessary for the efficient and proper operation of the Highway Department. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the following resolution, acted on by letter ballot, be confirmed:

That WHEREAS, request is made by Dr. John E. Pomfret, President, College of William and Mary, that certain sections of roads which provide for public traffic within the grounds of the institution be taken over for maintenance as a part of the Primary System of Highways, NOW, THEREFORE, BE IT RESOLVED, that under authority of Chapter 172, Section 5-B, Acts of 1952 (100 Mile Act) the proposed driveways within the grounds of the College of William and Mary be added to the Primary System of Highways, as indicated in red on sketch dated August 10, 1951, and described as follows:

From K to L-1	0.169 Mile
From L-1 to C	0.115 "
From C-1 to N	0.101 "
From T to U	0.128 "
	<hr/>
Total	0.508 Mile

Motion carried.

The Honorable J. F. Wycor wired and wrote regarding his enforced absence due to a severe cold.

Each member of the Commission expressed the earnest hope that Mr. Wycor would soon be in possession of fully restored health and energy. The Commissioner was directed to write him for the members of the Commission and wish for him the most of the best.

There being no further business the meeting adjourned at 2:45 P.M.

Approved-

J. A. Anderson  
Chairman

Attested-

P. W. Rawls  
Secretary