

Minutes of the Meeting of the State Highway
Commission of Virginia, Held in
Richmond, January 4, 1944.

On Tuesday, January 4th, 1944, at 9:30 A.M., the State Highway Commission met in the Central Highway Office Building, Richmond, Virginia. Present - Messrs. J. A. Anderson, R. P. Barrow, Emmett H. Poindexter, S. W. Rawls, A. D. Starling and J. E. Wampler.

The meeting was called to order by the Chairman.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the minutes of the meeting of November 16th and 17th be approved. Motion carried.

The Commissioner gave a full and overall picture of conditions facing the Department in regard to the proposal to reduce automobile license fees and the possible diversion of highway funds.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the Commission confirm the permits issued from November 17th, 1943 to January 4th, 1944, inclusive, as recorded in the Auditing Office. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the Commission cancel permit No. 15877, Route 48, Campbell County, issued December 17, 1943 to the Town of Altavista, due to inability to secure necessary labor and materials. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that the Commission cancel permit No. 14086, Route 58, issued October 15, 1943, to the Washington County Sanitary District No. 1, due to inability to drive pipe line under the road because of rock. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that permit No. 23218 S, Route 605, Botetourt County, issued October 21, 1943, to the Appalachian Electric Power Co., Roanoke, Va, be cancelled as requested. Motion carried.

Moved by General Anderson, seconded by Mr. Rawls, that the Commission issue temporary permit No. 15110 to construct a shelter over the bus loading platform at the intersection of S. Thomas Street and Columbia Pike, Route 244 in Arlington County, the shed to be removed when the State Highway Commission deems it necessary. Motion carried. (DeLashmutt Brothers)

Moved by General Anderson, seconded by Mr. Rawls, that the request from the Lehigh Apartments, Inc., 1021 - 20th Street, N.W., Washington, D.C., for a permit to dress right of way of Route 50 between North Bedford Street and North Fillmore Street, Arlington County, and plant 18 trees, be denied. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that as provided by Chapter 212, Section 1, Act approved March 19, 1936, and upon recommendation of the Commissioner, the following sections of Route 6 in Albemarle County being no longer necessary for use as a highway the same be abandoned upon opening of new sections in lieu thereof Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 shown on plat dated October 9th, 1945, Project 680 HB7; sections 3 and 12 to revert to the Secondary System. As provided by Chapter 415, Section 2, Act approved March 31, 1938, sections 1A, 2A, 3A and 4A be added to the Secondary System as connections. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that as provided by Chapter 212, Section 1, Act approved March 19, 1936, and upon recommendation of the Commissioner, the following sections of Route 55 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 1, 2 and 3 shown on plat dated October 5, 1945, Project 1219 A1, B1. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Poindexter, that as provided by Chapter 415, Act approved March 31, 1938, and Chapter 237, Act approved March 27, 1940, the following sections of Secondary roads in Augusta County being no longer necessary for use as secondary highways the same be abandoned upon opening of new sections in lieu thereof Sections 1 and 4 (temporarily designated as new Primary Route 12 until construction of Route 12 is completed between Station 285/60 and Waynesboro), 7, 10, 11, 14, 17, 18, 19, 20, 22 and 24 shown on plat dated October 5, 1945, Project 1161 B, B, 8, 9. Sections 6, 9 and 13 to be abandoned also, (having been taken into Primary Route 12) and sections 8, 12, 15, 16, 21, 23, and 25 to be added to the Secondary System as connections, as provided by Chapter 50, Acts of 1936, section 26 also shown on the plat referred to be abandoned as a part of the Primary System and revert to the Secondary System. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Burrow, as provided by Chapter 10, Act approved February 7th, 1940, that since the parcel of land acquired from Mrs. Lula Newman, Mrs. Emerline Simmons, et al, lying between the intersection of Route 674 and present right of way of Route 220, in Roanoke County, on which to relocate various buildings of J. W. Grisson, in order to clear the right of way of Route 220, is not necessary for the uses of the State Highway System, as certified by the Chairman of the State Highway Commission, the conveyance of this parcel of land, lying outside of the highway right of way, containing approximately 0.25 acre, to J. W. Grisson is approved; and the Chairman is hereby directed to execute, in the name of the Commonwealth of Virginia, special warranty deed making conveyance of same to said J. W. Grisson in part consideration for right of way through his property for widening of Route 220. Motion carried.

Moved by Mr. Poindexter, seconded by Mr. Rawls, that the Chairman of the State Highway Commission having certified in writing that two (2) certain parcels of land, more particularly described in letter dated December 21, 1945, from Mr. A. H. Pettigrew, Right of Way Engineer, to General J. A. Anderson, Commissioner, are not needed for uses of the State Highway System, the Chairman is hereby authorized to convey these two parcels of land by quitclaim deed, under Chapter 10, Act approved February 7, 1940, to Mr. J. W. Dunham, Portsmouth, Virginia, for good and valuable consideration which has been received by the Commonwealth, and in accordance with right of way agreement with Mr. Dunham. The two parcels of land authorized to be conveyed are shown on Sheet 3-A of plans for Route 337, Project 1411-A4. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Starling that the Commission confirm award of contract for the construction of Project DANE 130 C, D, E1, Routes 295 and 552, Fauquier County, Intersection of Route 211 (near Buckland)-2.457 Miles S. of Int. Route 211 (Entrance to Vint Hill) to the low bidder, Blackwell Engineering and Construction Co., Warrenton, Va., at their bid of \$75,008.61, that 10% additional be set aside to cover the cost of engineering and additional work, \$1,000.00 for landscape work and 1,720.00 for plans and surveys, making a total chargeable to this project of approximately \$85,200.00; financed 100% with Access Funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Rawls, seconded by General Anderson, that the Commission confirm award of contract for the construction of Project S-1048 M1 (O & G), Route T-1121, Intersection National Street-Intersection Armatoad Street on South Hope Street in the Town of Phoebus, to the low bidder, The Town of Phoebus, at their bid of \$2,705.50 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$3,000.00 chargeable to this project, financed 100% with Secondary Maintenance Funds. Motion carried.

At ten o'clock the Commission adjourned to attend the opening of bids in the hearing room on the first floor of the building, returning to the Commission Room at ten thirty.

The Commission voted to thank the District Engineers for the fine way they are handling their work and for their efforts during the recent snow and sleet, especially in view of the depleted personnel and equipment.

The Chairman requested Mr. Barrow to read to the Commission a letter he had written Mr. J. F. Nysor on December 27th regarding the problems facing the Department. Each member present was given a copy of the letter.

Some facts and figures regarding good roads were read to the Commission by the Chairman. A discussion followed and a statement was read regarding the efforts of the Highway Department to meet the all-out War Effort and its present concern for the future of the highways of the State. The following report was authorized to be given the press. -

"The Highway Department for nearly four years has been engaged in the all-out War Effort. All roads of Virginia lead to the war. In spite of severe handicaps, with which the public is familiar, it has met every call for the war-effort and has put the war ahead, where it belongs, of every other thought and action. The sacrifices that have been necessary have been gladly made. No one would have it otherwise.

Now the State Highway Commission is gravely concerned with the problem of conserving Virginia's six hundred million dollar road system. Revenues have decreased \$5,000,000.00 per year. No equipment replacements have been possible for two years and no new equipment is in sight. Man-power has decreased 74 per cent since July 1940. Costs of road materials in place have increased an average of eighty per cent. Means must be found to save the 47,000 miles of highways that serve every person in the State - highways that serve the Nation at War.

The most critical condition is caused by lack of maintenance, too long deferred, and by inability to replace highway surfaces. No road surface of any kind lasts indefinitely. Age, snow and ice, floods and spring break-ups, and the pounding of traffic take their annual toll. Each year worn out and badly deteriorated pavements and bridges should be replaced. There can be no adequate maintenance or replacement until the war is won. We are falling behind our minimum needs by several million dollars each year - and the outlook is for further reduction of revenues.

At no period in the history of Virginia's Highway System has there been so great a need for every available dollar for highway use.

The State Highway Commission is unanimous in opposing any reduction or diversion of road user taxes and asks every citizen to become fully acquainted with the serious highway problems facing the people of Virginia, for all of our people are stockholders in the enormous investment that is our Highway System."

Mr. Ewale is of the opinion it is a question of educating the public. He believes the people feel that the State has a large surplus and that it should be used where needed but he is also of the opinion that there is nothing to worry about so far as diversion.

Mr. Poindexter stated that it was his opinion that the Legislature had always been against diversion of highway funds even though they did not pass legislation to that effect.

Mr. Wampler feels there is no sentiment in the Southwest for the diversion of any funds from the Highway Department. The reduction in automobile license fees might appeal to the people. He also feels that it should be "put over" to the public that the Department has no surplus funds but only funds which it has been unable to expend due to war restrictions.

The Chairman stated that he had seen several leaders in the State regarding the possible diversion of highway funds. The present situation is a "war made" problem.

Mr. Starling thinks it would be well to let the public know that the Department does not have a surplus but that the liabilities offset the assets. He is afraid that if any diversion occurs efforts will continue until they have it all.

The Division Heads were called in to discuss revenues, possible diversions and reductions and other pertinent matters.

Mr. Millen: The situation is apparently one of unexpended money, eyed by others. The unexpended funds have been accumulated due to inability to spend it due to deferred maintenance and war restrictions preventing construction. It will cost a great deal to restore the roads to the proper condition. \$6,000,000.00 accumulated funds should be expended for the removal of hazards from the highways to prepare the roads for safe use after the war. The talk about reducing license fees is out of place. Every effort should be made to prevent a raid on highway funds and the Department is doing everything in its power to this end.

Mr. Pettigrew: License fees and gasoline taxes have already been cut by the amount of work that can be done for the dollar today - a good reason why there should be no reduction in road funds at this time.

Mr. McElroy: Believes it will be possible to obtain bituminous materials next year at a price not considered high as compared with other commodities.

Mr. Ellison: 1941 was the peak year with the Highway Department. The heavy truck load has not been reduced but increased. Overloading, with the damage caused by the elements, will make necessary unusually heavy maintenance at great expense.

Mr. Allard: Reduction in man-power quite a handicap. Cash balance for year, all obligated, amounted to about 10½ millions. Payrolls show a large reduction in employees and it is necessary to conserve the cash reserve in order to be able to proceed with deferred maintenance when this work is permitted.

Mr. Marye: A pamphlet illustrated by charts and diagrams entitled "Highway Facts" was explained at some length and a copy given to each member present. He stated that maintenance funds have been approximately the same through the years and that while funds for construction purposes have increased over the years; that due to taking over the secondary system, etc. the amount actually available for construction has been greatly reduced.

Each member of the Commission to be furnished the facts by Districts.

Moved by General Anderson, seconded by Mr. Rawls, that the Commission award contract for the construction of Project DA-WR 1284 MB, 10, On Bainbridge Boulevard, From Intersection of Main Street (Norfolk) to Intersection of Poindexter Street (South Norfolk) to the low bidder, Norfolk Paving Company, Box 4001, Broad Creek Village Station, Norfolk 2, Va., at their bid of \$28,572.81, that 10% additional be set aside to cover the cost of engineering and additional work and \$750.00 for surveys and plans, making a total of approximately \$31,900.00 chargeable to this project; financed 100% with Access Funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Starling, seconded by General Anderson, that the Commission award contract for the construction of Project DANR 468 B5, Route 60, Bridge over Pennsylvania R.R. East of E.C.L. of Norfolk, to the low bidder, Bowers Construction Co., Box 1706, Raleigh, N.C., at their bid of \$63,485.60 and that 10% additional be set aside to cover the cost of engineering and additional work, making a total of approximately \$69,800.00 chargeable to this project; financed 100% with Access Funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by General Anderson, seconded by Mr. Barrow, that the Commission award contract for the construction of Project DANR 1421 ME, Route 166, On 35th Street- from Intersection of 35th Street and Chestnut Avenue to E.C.L. of Newport News, to the low bidder, the Bero Engineering & Construction Corporation, Box 805, Langley Field, Va., at their bid of \$17,334.90, that 10% additional be set aside to cover the cost of engineering and additional work and \$500.00 for surveys and plans, making a total of approximately \$18,500.00 chargeable to this project; financed 100% with Access Funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by Mr. Rawls, seconded by Mr. Wampler, that the Commission award contract for the construction of Project DA-WR 1356 LB1, Route 601, Intersection Route 166-O, 712 MI. E. of Intersection Route 166 and Bridge over Norfolk Water Supply Canal, to the low bidder, Y.L. Brown, 4619 West Broad Street, Richmond 21, Va., at his bid of \$60,192.49, that 10% additional be set aside to cover the cost of engineering and additional work and \$1,100.00 for surveys and plans, making a total of approximately \$67,500.00 chargeable to this project; financed 100% with access funds and subject to approval of the Public Roads Administration. Motion carried.

Moved by General Anderson, seconded by Mr. Poindexter, that under the provisions of Chapter 416, Act approved March 31, 1932, the designation of Route 260 in Harrisonburg be changed from Liberty Street and Krebsz Avenue, a distance of 0.65 mile, to follow Virginia Avenue and High Street, a distance of 0.70 mile, an increase of 0.05 mile, making a total mileage in the city of 8.81 miles. Further that Rockingham County Route 832 from the N.C.H. of Harrisonburg to the Intersection of Route 260, a distance of 0.2 mile be transferred to the Primary system as Route 260 and present Route 260 from the N.C.H. of Harrisonburg, northwest to the intersection of present Routes 260 and 832, a distance of 0.8 mile be transferred to the Secondary system. Motion carried.

The Commission adjourned at noon.

Approved-

J. A. Anderson
Commissioner

Attested-

J. W. Rouse
Secretary